



Oregon

Theodore R. Kulongoski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

Fax (503) 378-5518

www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

07/07/2009

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Plan Amendment Program Specialist

SUBJECT: City of Tigard Plan Amendment
DLCD File Number 008-08

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Due to the size of amended material submitted, a complete copy has not been attached. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Friday, July 17, 2009

This amendment was submitted to DLCD for review prior to adoption with less than the required 45-day notice. Pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

***NOTE:** THE APPEAL DEADLINE IS BASED UPON THE DATE THE DECISION WAS MAILED BY LOCAL GOVERNMENT. A DECISION MAY HAVE BEEN MAILED TO YOU ON A DIFFERENT DATE THAT IT WAS MAILED TO DLCD. AS A RESULT, YOUR APPEAL DEADLINE MAY BE EARLIER THAN THE ABOVE DATE SPECIFIED.

Cc: Darren Wyss, City of Tigard
Gloria Gardiner, DLCD Urban Planning Specialist
Bill Holmstrom, DLCD Transportation Planner
Meg Femekees, DLCD Regional Representative

<paa> YA/

FORM 2

DLCD

Notice of Adoption

THIS FORM **MUST BE MAILED** TO DLCD
WITHIN 5 WORKING DAYS AFTER THE FINAL DECISION
PER ORS 197.610, OAR CHAPTER 660 - DIVISION 18

In person electronic mailed

DEPT OF

JUN 29 2009

LAND CONSERVATION
AND DEVELOPMENT

For DLCD Use Only

Jurisdiction: **City of Tigard**

Local file number: **CPA 2008-00011**

Date of Adoption: **6/23/2009**

Date Mailed: **06/26/2009**

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? **Yes** Date: 10/14/2008

- | | |
|---|---|
| <input checked="" type="checkbox"/> Comprehensive Plan Text Amendment | <input type="checkbox"/> Comprehensive Plan Map Amendment |
| <input type="checkbox"/> Land Use Regulation Amendment | <input type="checkbox"/> Zoning Map Amendment |
| <input type="checkbox"/> New Land Use Regulation | <input checked="" type="checkbox"/> Other: Trans. System Plan Amend. |

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

1. Update the Tigard Transportation System Plan to include recommended changes found in the Tigard 99W Improvement and Management Plan;
2. Incorporate the Tigard 99W Improvement and Management Plan by reference into the Tigard Transportation System Plan to serve as findings
3. Update the recommended action measures for Tigard Comprehensive Plan Goal 12: Transportation to include language recommended by the 99W Plan Citizen Advisory Committee.
4. Amend the Tigard Comprehensive Plan Policy 6.A

Does the Adoption differ from proposal? No, no explanation is necessary

Plan Map Changed from:

to:

Zone Map Changed from:

to:

Location: **Tigard City Limits**

Acres Involved: **7556**

Specify Density: Previous:

New:

Applicable statewide planning goals:

- | | | | | | | | | | | | | | | | | | | |
|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|-------------------------------------|-------------------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|--------------------------|
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
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DLCD File No. 008-08 (17192)

Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?

Yes No

If no, do the statewide planning goals apply?

Yes No

If no, did Emergency Circumstances require immediate adoption?

Yes No

DLCD file No. See First Page

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

Metro, ODOT

Local Contact: **Darren Wyss**

Phone: (503) 718-2442 Extension:

Address: **13125 SW Hall Blvd**

Fax Number: **503-718-2748**

City: **Tigard**

Zip: **97223-**

E-mail Address: **darren@tigard-or.gov**

ADOPTION SUBMITTAL REQUIREMENTS

This form **must be mailed** to DLCD **within 5 working days after the final decision**

per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and TWO Complete Copies (documents and maps) of the Adopted Amendment to:

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**

2. Electronic Submittals: At least **one** hard copy must be sent by mail or in person, but you may also submit an electronic copy, by either email or FTP. You may connect to this address to FTP proposals and adoptions: **webserver.lcd.state.or.us**. To obtain our Username and password for FTP, call Mara Ulloa at 503-373-0050 extension 238, or by emailing **mara.ulloa@state.or.us**.
3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the Notice of Adoption is sent to DLCD.
6. In addition to sending the Notice of Adoption to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.

**CITY OF TIGARD, OREGON
TIGARD CITY COUNCIL
ORDINANCE NO. 09- / 0**

AN ORDINANCE ADOPTING COMPREHENSIVE PLAN AMENDMENT CPA2008-00011 TO UPDATE THE TIGARD TRANSPORTATION SYSTEM PLAN AND COMPREHENSIVE PLAN TO INCORPORATE TIGARD 99W IMPROVEMENT AND MANAGEMENT PLAN RECOMMENDATIONS.

WHEREAS, the Tigard City Council directed staff to develop solutions to traffic congestion on Highway 99W; and

WHEREAS, the City applied for and received grant funding to develop the Tigard 99W Improvement and Management Plan; and

WHEREAS, the City has proposed amendments to the Tigard Transportation System Plan and Comprehensive Plan to incorporate Tigard 99W Improvement and Management Plan recommendations; and

WHEREAS, the Tigard Planning Commission held a public hearing, which was noticed in accordance with City standards, on April 6, 2009, and recommended approval of the proposed CPA 2008-00011 by motion and with unanimous vote; and

WHEREAS, on June 23, 2009, the Tigard City Council held a public hearing, which was noticed in accordance with City standards, to consider the Commission's recommendation on CPA 2008-00011; and

WHEREAS, on June 23, 2009, the Tigard City Council adopted CPA 2008-00011 by motion, as amended, pursuant to the public hearing and its deliberations; and

WHEREAS, Council's decision to adopt CPA 2008-00011 is based on the findings and conclusions found in the City of Tigard staff report dated June 5, 2009, and the associated record, which are incorporated herein by reference and are contained in land-use file CPA 2008-00011.

NOW, THEREFORE, THE CITY OF TIGARD ORDAINS AS FOLLOWS:

- SECTION 1: The Tigard Transportation System Plan is amended to include new text and to rescind existing text as shown in "EXHIBIT A"; and
- SECTION 2: The Tigard 99W Improvement and Management Plan is adopted by reference as findings for the Tigard Transportation System Plan; and
- SECTION 3: The Tigard Comprehensive Plan is amended to include new text and to rescind existing text as shown in "EXHIBIT A"; and
- SECTION 3: This ordinance shall be effective 30 days after its passage by the Council, signature by the Mayor, and posting by the City Recorder.

PASSED: By Unanimous vote of all Council members present after being read by number and title only, this 23rd day of June, 2009.

Catherine Wheatley
Catherine Wheatley, City Recorder

APPROVED: By Tigard City Council this 23rd day of June, 2009.

Craig Dirksen
Craig Dirksen, Mayor

Approved as to form:

Justin V. Korman
City Attorney

Date June 23, 2009

Certified to be a True Copy of
Original on File

By: Carol A. Kruger
Deputy Recorder - City of Tigard

Date: June 26, 2009

EXHIBIT A

CPA2008-00011 Proposed Amendments

Part 1: Update the *Tigard Transportation System Plan* to include recommended changes found in the *Tigard 99W Improvement and Management Plan*:

The proposed changes are specific strikethrough and figure changes to the *Tigard Transportation System Plan* and are found in Appendix C of the *Tigard 99W Improvement and Management Plan*. The proposed amendments reflect improvements associated with Alternative B in the *Tigard 99W Plan*. Many of the changes are in tables or reference illustration changes and are listed below. There are 27 proposed modifications (beginning on page 5 of this Exhibit, each amendment can be found as a separate page). In summary they are:

- Proposed Amendment 1 updates the Pedestrian Action Plan List along ORE 99W to include a sidewalk project scope and cost.
- Proposed Amendment 2 updates the Bicycle Master Plan description of bicycle lanes south of Gaarde/McDonald to Durham Road to note that these facilities are existing, not planned.
- Proposed Amendment 3 updates the Bicycle Action Plan Improvement List and Cost.
- Proposed Amendment 4, 5, 13, 17, 18, 19 and 26 advises that both the TSP and RTP should be amended to retain four/five-lanes rather than the current designation to widen ORE 99W to 7 lanes.
- Proposed Amendment 6 and 20 add intersection improvements to Durham Road and SW Canterbury Lane.
- Proposed Amendment 7 updates potential pedestrian projects along ORE 99W to increase project scope.
- Proposed Amendments 8 and 9 add pedestrian activated signalized crossings.
- Proposed Amendment 11 updates a Park and Ride location.
- Proposed Amendment 10 updates plan to include existing bike lanes just north of SW Greenburg Road.
- Proposed Amendment 12 updates potential transit projects to implement transit queue bypass lanes along ORE 99W at several locations.
- Proposed amendments 14, 15 and 16 identify access management measures for highway 99W.
- Proposed Amendment 21 updates the table to include specific projects and add project intersections.
- Proposed Amendment 22, 23 and 24 updates the Pedestrian Action Plan project list funding and implementation ranking.
- Proposed Amendment 25 updates the Bicycle Action Plan funding and implementation ranking.
- Proposed Amendment 27 updates the City of Tigard Future Intersection Improvements table to include specific projects and add projects at the several intersections.

Part 2: Incorporate the *Tigard 99W Improvement and Management Plan* by reference into the *Tigard Transportation System Plan* to serve as findings.

The Transportation Planning Rule, OAR 660 Division 12, requires local jurisdictions to prepare and adopt local transportation system plans that serve as the transportation element for their

comprehensive plans (OAR 660-012-0015(4)). Since the City of Tigard proposes to amend the *Tigard Transportation System Plan* (TSP) based on recommendations found in the *Tigard 99W Improvement and Management Plan*, the background information needs to be adopted by reference as findings to amend the TSP. No specific text changes are needed.

Part 3: Update the recommended action measures for *Tigard Comprehensive Plan* Goal 12: Transportation to include language recommended by the *Tigard 99W Plan* Citizen Advisory Committee.

The City proposes to amend the *Tigard Comprehensive Plan* based on recommended policy-related language developed by the project's citizen advisory committee. The following 10 statements will be added to the recommended action measures found under Section 1 of the Transportation chapter. The numbering will start as indicated:

24. *Prior to implementation of projects associated with the Highway 99W Corridor Plan, especially those requiring additional right-of-way or affecting property access, there shall be established protocols whereby affected property owners or businesses are made aware of pending improvements. Those that might be affected shall be informed and asked to be involved in the project development process as early as possible.*
25. *The City of Tigard shall state a position that alignment of the proposed I-5 / Hwy 99W Connector be established as one which reduces through traffic and freight movement on Highway 99W to the greatest extent possible; and that the City shall support this position and otherwise participate in the project as an active member of the I-5 / 99W Connector Steering Committee.*
26. *As part of the transportation management, planning and design process, the livability benefits of future Highway 99W improvements shall be publicly discussed and evaluated.*
27. *The City shall adopt Alternative B as contained in the Tigard 99W Plan as part of its Transportation System Plan and prioritize its recommendations. Subsequently, the City shall, in conjunction with other agencies, jurisdictions, and stakeholders, develop action plans to implement the alternative's specific project recommendations. Action plans to implement Alternative B shall include design and engineering strategies, funding measures, and stakeholder and citizen engagement. Reasonable time frames shall be associated with the action plans.*
28. *Other transportation and land development projects within the vicinity of Highway 99W shall be evaluated to determine potential negative or positive impacts on the facility. Negative impacts shall be avoided or mitigated. Furthermore, it is important that solutions to Highway 99W problems be evaluated to assess impacts on other streets, and that negative impacts in these circumstances are avoided or mitigated and positive impacts promoted.*
29. *A land use planning effort shall be a priority for future City / state efforts to recreate the Highway 99W corridor. In particular, coordinated land use and transportation planning is essential to promote transit as a viable transportation option.*

30. *The City should be imaginative and "think outside the box" with the purpose of creating a safe, attractive, transit oriented, and vibrant urban corridor along Highway 99W. When there are obvious benefits to specific physical improvements, the City should request design exceptions from ODOT.*
31. *In the near term, the City and ODOT shall develop an Access Management Plan for Highway 99W. Each property identified as needing access management treatment shall be treated as unique. A one-size fits all approach should not be used. The economic vitality of businesses is important.*
32. *Implementing improved transit service should be an ongoing priority with the long-term objective of light rail service along the Highway 99W corridor. If light rail is not possible within the reasonable future, then improved bus service/rubber tired vehicles shall serve as an alternative until it is.*
33. *Highway 99W Action Plans shall seek to enhance the economic vitality of the corridor through transportation, aesthetic land use, and other improvements. In addition, resources shall be used to coordinate business development and retention activities, and aid in communication among the business community and city government.*

Part 4: Amend the Tigard Comprehensive Plan Policy 6.A of Goal 12.2 to reflect recommended five lanes for Highway 99W.

The *Tigard 99W Management and Improvement Plan* recommends the Tigard TSP is amended to retain four/five lanes rather than the current TSP designation to widen Highway 99W to seven lanes. To maintain consistency with the proposed TSP amendments, the City proposes to amend *Tigard Comprehensive Plan Policy 6.A* under Goal 12.2. Staff feels the language change is necessary to provide the flexibility for construction of auxiliary lanes for additional intersection capacity, turn lanes, or access management. Furthermore, although the committees recommended a five-lane maximum, staff recommends that some seven lane intersection configurations may be needed for function, ingress/egress spacing, and access management. This would effectively generate four thru-lanes and up to two temporary/short duration/turn lanes for access management.

Goal 12.2 Trafficways

Policy 6. The City shall adopt the following transportation improvement strategy in order to accommodate planned land uses in the Tigard Triangle:

- A. Highway 99W should be widened to 6 lanes ~~plus auxiliary lanes through intersections~~ *retain a 5 lane* section throughout the study area, *except where necessary to accommodate adjacent development impacts, spot capacity improvements, and intersection improvements.* ~~(tool box). This improvement should be constructed in the short term. In the event that widening Highway 99 to six 5 lanes plus auxiliary lanes through intersections is prohibitive due to physical constraints, the Dartmouth~~

~~extension could potentially provide needed northeast to southwest travel demand.~~

The 27 proposed amendments from Part 1 are found individually beginning on the following page.

Proposed Amendment 1: TSP Chapter 1: Summary

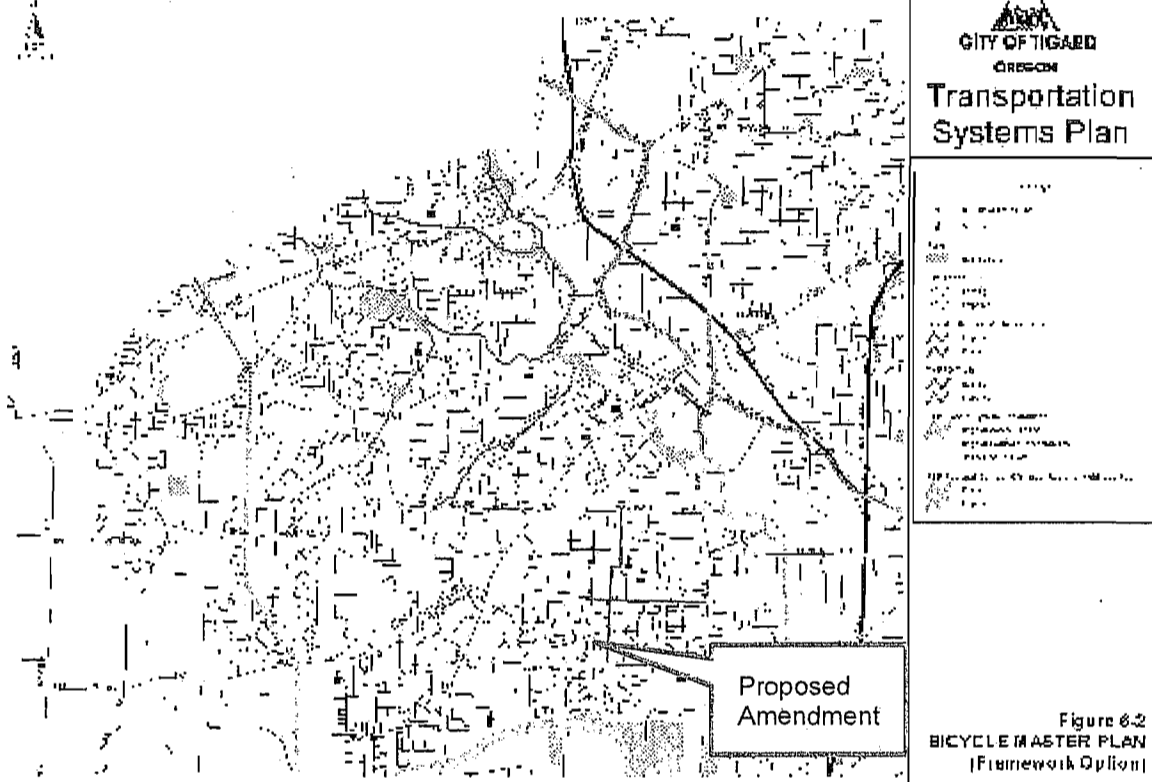
Committee Recommendation: Page 1-15: Pedestrian Action Plan List – Update ORE 99W sidewalk project from “McDonald to South City Limits” to “Interstate 5 to South City Limits”. Update cost from \$500,000 to \$800,000.

Rank*	Project	From	To	Cost
H	North Dakota Street	121 st Avenue	Greenburg Road	\$230,000
H	McDonald Street	ORE 99W	Hall Boulevard	\$200,000
H	Tiedeman Avenue	Walnut Street	Greenburg Road	\$350,000
H	Oak Street (RTP 6019)	Hall Boulevard	80 th Avenue	\$500,000
H	ORE 99W	McDonald Street <i>Interstate 5</i>	South City Limits	\$500,000 \$800,000
M	Bull Mountain Road	ORE 99W	Beef Bend Road	\$1,200,000
M	Roshak Road	Bull Mountain Road	Scholls Ferry Road	\$300,000
M	121 st Avenue	Gaarde Street	North Dakota Street	\$450,000
M	Hunziker Street	Hall Boulevard	72 nd Avenue	\$250,000
M	Washington Square Regional Center	Pedestrian Improvements (RTP 6022)		\$6,000,000
L	Taylor's Ferry Rd	Washington Drive	62 nd Avenue	\$1,000,000
L	Washington Drive	Hall Boulevard	Taylor's Ferry Road	\$200,000
			Subtotal	\$11,800,000 \$12,100,000
Sidewalks to be built with Street Improvements				
H	Bonita Road	West of 72 nd Avenue	72 nd Avenue	\$50,000
H	Walnut Street	135 th Avenue	Tiedeman Avenue	\$570,000
H	Gaarde Street	Walnut Street	ORE 99W	\$620,000
H	Hall Boulevard	Scholls Ferry Road	Pfaffle Street	\$1,000,000
H	Dartmouth Street	72nd	68th Avenue	\$120,000
H	Tigard Street	115th Street	Main Street	\$350,000
H	Burnham Street	Main Street	Hall Boulevard	\$100,000
H	Fonner Street	walnut Street	121st Avenue	\$250,000
H	Commercial Street	Main Street	Lincoln Street	\$50,000
M	72 nd Avenue	ORE 99W	Bonita Road	\$1,200,000
M	Hall Boulevard	North of Hunziker Street	South City Limits	\$670,000
M	Beef Bend Road	ORE 99W	Scholls Ferry Road	\$1,000,000
M	Barrows Road	Scholls Ferry Road (W)	Scholls Ferry Road (E)	\$950,000
L	72 nd Avenue	Carman/Upper BoonesFry.	Durham Road	\$250,000
			Subtotal	\$7,180,000
	Annual Sidewalk Program at \$50,000 per year for 20 years			\$1,000,000
			Action Plan Total	\$19,360,000 \$19,660,000

Proposed Amendment 2: TSP Chapter 1: Summary

Committee Recommendation: Page 1-15: Bicycle Master Plan. Update the description of bicycle lanes south of Gaarde/McDonald to Durham Road to note that these facilities are existing, not planned.

DKS Associates



Proposed Amendment 3: TSP Chapter 1: Summary

Committee Recommendation: Page 1-18: Bicycle Action Plan Improvement List and Cost.

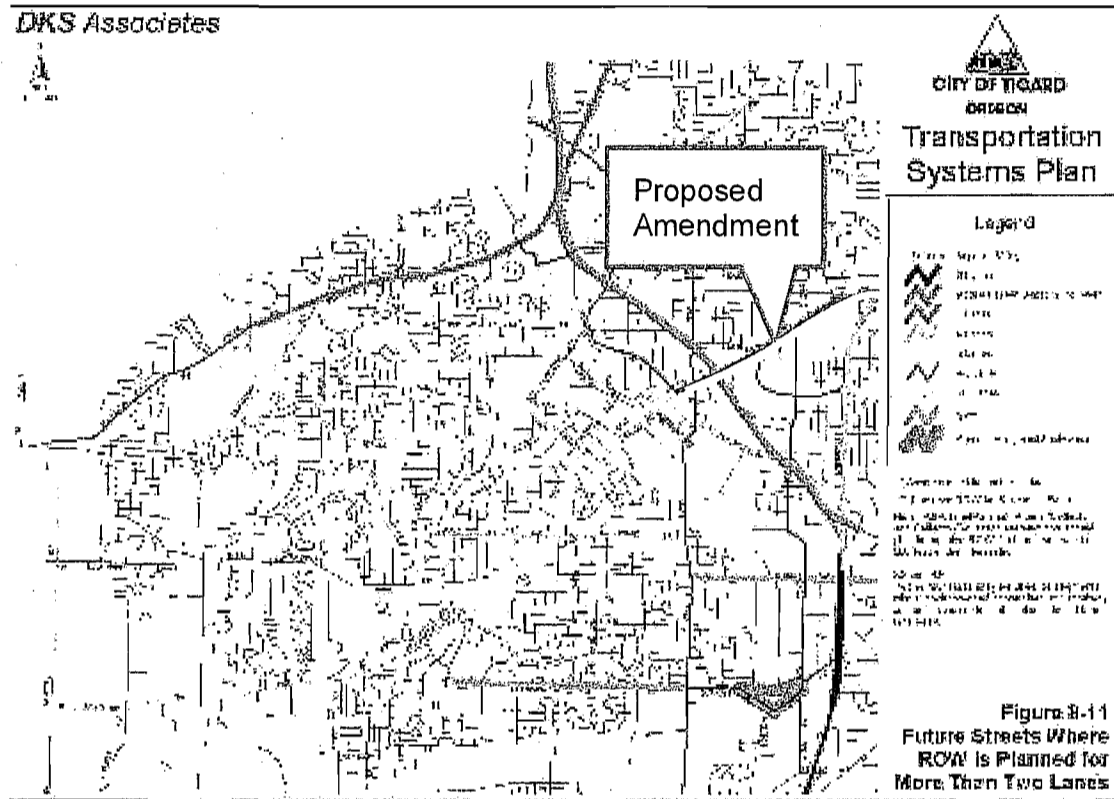
Update ORE 99W bike lane improvement cost from \$1,300,000 to \$275,000.

Bicycle Action Plan Improvement List and Cost

RANK*	Project	From	To	Cost
H	Hunziker Street	Hall Boulevard	72 nd Avenue	\$250,000
H	Bonita Road	72 nd Avenue	West of 72 nd Ave.	\$50,000
H	Burnham Street	Main Street	Hall Boulevard	\$135,000
H	Oak Street (RTP 6019)	Hall Boulevard	90 th Avenue	\$300,000
H	98 th Avenue	Murdock Stret	Durham Road	\$275,000
H	92 nd Avenue	Durham Road	Cook Park	\$270,000
H	Tiedeman Avenue	Greenburg Road	Walnut Street	\$250,000
M	121 st Avenue	Walnut Street	Garde Street	\$400,000
L	Taylor's Ferry Road	Washington Drive	City Limits	\$500,000
L	Washington Drive	Hall Boulevard	Taylor's Ferry Rd	\$100,000
L	O'Mara Street	McDonald Street	Hall Boulevard	\$275,000
L	Frewing Street	ORE 99W	O'Mara Street	\$150,000
			Subtotal	\$2,955,000
H	Garde Street	Walnut Street	ORE 99W	\$600,000
H	Hall Boulevard	Scholls Ferry Road	Locust Street	\$500,000
H	Greenburg Road	Hall Boulevard	Cascade Avenue	\$300,000
H	ORE 99W	East City Limits	South City Limits	\$1,300,000 \$275,000
M	72 nd Avenue	ORE 99W	South City Limits	\$960,000
M	Hall Boulevard	Pfaffle Street	Bonita Road	\$550,000
M	Carman Drive	I-5	Durham Road	\$200,000
M	Walnut Street	ORE 99W	Barrows Road	\$1,400,000
M	Barrows Road	Scholls Ferry Road (W)	Scholls Ferry Rd. (E)	\$900,000
L	Bull Mountain Road	150 th Avenue	Beef Bend Road	\$550,000
L	Beef Bend Road	ORE 99W	Scholls Ferry Rd.	\$1,600,000
			Subtotal	\$8,860,000 \$7,835,000
Multi- Use Pathways				
H	Hunziker Link to LO	Linkage to Kruse Way Trail in Lake Oswego		\$500,000
M	Fanno Creek Trail	Tualatin River to City Hall, ORE 99W to Tigard		\$3,600,000
M	Tualatin River Trail	Adjacent to Cook Park from Powerlines to Fanno		\$2,600,000
M	Tualatin River Crossing	Near 108 th Avenue		\$3,000,000
L	Powerlines Corridor	From Beaverton to Tualatin River Trail		\$2,500,000
			Subtotal	\$12,200,000
		Action Plan Total		\$24,015,000 \$22,990,000

Proposed Amendment 4: TSP Chapter 1: Summary

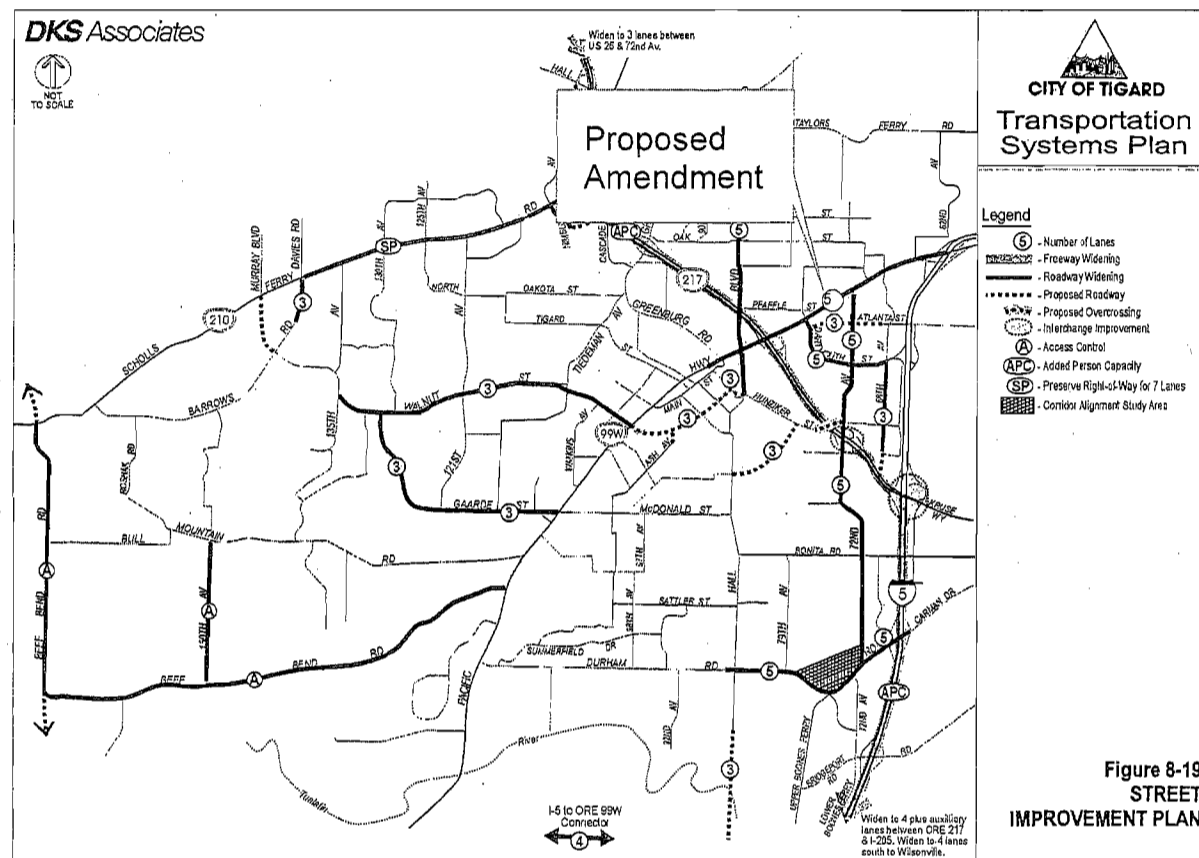
Committee Recommendation: Page 1-25: Future Streets: Where ROW is Planned for More Than Two Lanes. Update figure to change Hwy 99W from 7 lane (red line) between Interstate 5 to Greenburg Road to 5 lane (yellow).



***** Highway 99W may include auxiliary lanes for additional intersection capacity, function, turn lanes, or access management at key locations, such as major intersections, where traffic flow and/or capacity would otherwise be constrained. For locations within 600 feet of any signalized intersection or freeway interchange, staff will determine, based on accepted engineering practices, the cross-section and auxiliary lanes that will be necessary to serve that intersection.**

Proposed Amendment 5: TSP Chapter 1: Summary

Committee Recommendation: Page 1-30: Street Improvement Plan (Figure). Update figure to remove 7 lane improvement along Hwy 99W from Interstate 5 to SW Greenburg Road.



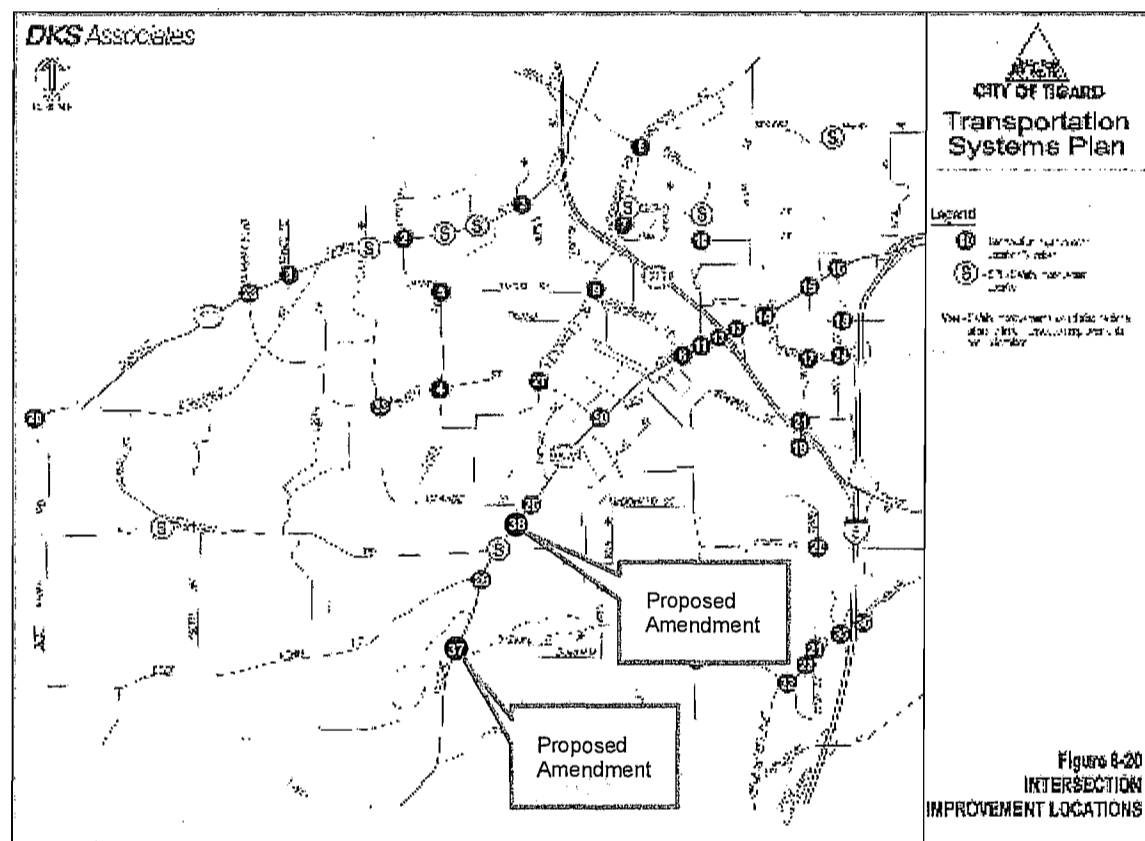
** Highway 99W may include auxiliary lanes for additional intersection capacity, function, turn lanes, or access management at key locations, such as major intersections, where traffic flow and/or capacity would otherwise be constrained. For locations within 600 feet of any signalized intersection or freeway interchange, staff will determine, based on accepted engineering practices, the cross-section and auxiliary lanes that will be necessary to serve that intersection.*

Proposed Amendment 6: TSP Chapter 1: Summary

Committee Recommendation: Page 1-31: Intersection Improvement Locations.

Update Figure 8-20 to include intersection improvements at:

- [#37] ORE 99W/SW Durham Road
- [#38] ORE 99W/SW Canterbury Lane



Proposed Amendment 7: TSP Chapter 5: Pedestrians

Committee Recommendation: Page 5-9: Table 5-2 Potential Pedestrian Projects. Update ORE 99W project from “McDonald Street to South City Limits” to “Interstate 5 to South City Limits”.

**Table 5-2
Potential Pedestrian Projects**

Rank*	Project	From	To
Action Plan Projects			
H	Taylor's Ferry Rd	Washington Drive	62 nd Avenue
H	Washington Drive	Hall Boulevard	Taylor's Ferry Road
H	Hall Boulevard	Scholls Ferry Road	Pfaffle Street
H	Dartmouth Street	72 nd	68 th Avenue
H	72 nd Avenue	ORE 99W	Bonita Road
H	72 nd Avenue	Carman/Upper Boones Ferry	Durham Road
H	Hunziker Street	Hall Boulevard	72 nd Avenue
H	Hall Boulevard	North of Hunziker Street	South City Limits
H	Bonita Road	West of 72 nd Avenue	72 nd Avenue
H	McDonald Street	ORE 99W	Hall Boulevard
H	ORE 99W	McDonald Street Interstate 5	South City Limits
H	Beef Bend Road	ORE 99W	Scholls Ferry Road
H	Bull Mountain Road	ORE 99W	Beef Bend Road
H	Roshak Road	Bull Mountain Road	Scholls Ferry Road
H	Barrows Road	Scholls Ferry Road (West)	Scholls Ferry Road (East)
H	Walnut Street	135 th Avenue	Tiedeman Avenue
H	Garde Street	Walnut Street	ORE 99W
H	121 st Avenue	Garde Street	North Dakota Street
H	North Dakota Street	121 st Avenue	Greenburg Road
H	Tiedeman Avenue	Walnut Street	Greenburg Road
H	Tigard Street	115 th Avenue	Main Street
H	Burnham Street	Main Street	Hall Boulevard
H	Fonner Street	Walnut Street	121 st Avenue
H	Commercial Street	Main Street	Lincoln Street
H	Oak Street (RTP 6019)	Hall Boulevard	80 th Avenue

Proposed Amendments 8 and 9: TSP Chapter 5: Pedestrians

Committee Recommendation:

- Page 5-11: Table 5-2 Potential Pedestrian Projects.
Add pedestrian activated signalized crossing on Highway 99W at SW Watkins Avenue to project list with “Medium” ranking. AND
- Page 5-11: Table 5-2 Potential Pedestrian Projects.
Add pedestrian activated signalized crossing on Highway 99W at SW Watkins Avenue to project list with “Medium” ranking.

**Table 5-2
Potential Pedestrian Projects**

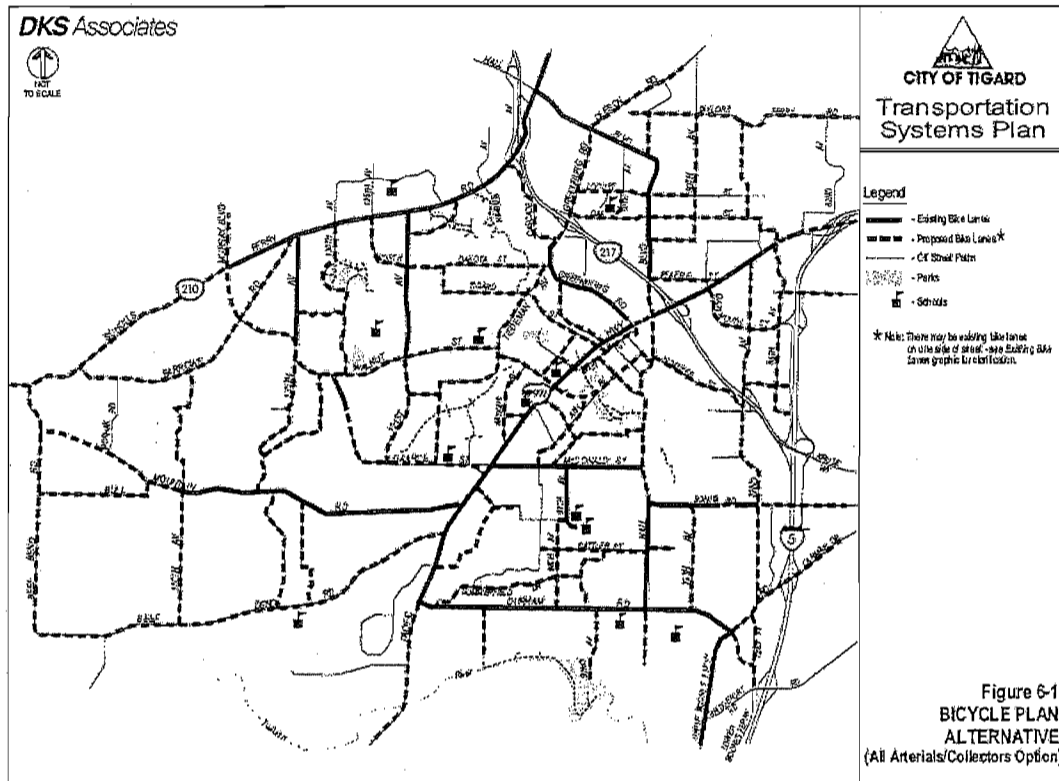
Rank*	Project	From	To
Other Potential Projects			
M	Mistletoe Drive	Hillshire Drive	Benchview Terrace
M	Benchview Terrace	White Cedar Place	Bull Mountain Road
M	132 nd Avenue	Walnut Street	Benchview Terrace
M	Menlor Lane	Barrows Road	Sunrise Lane
M	Sunrise Lane	Menlor Lane	150 th Avenue
M	150 th Avenue	Sunrise Lane	Bull Mountain Road
M	Washington Square Regional Center	Pedestrian Improvements (RTP 6022)	
M	Tiedeman Avenue	Walnut Street	Existing Sidewalk to North
M	Watkins Avenue	Park Street	Walnut Street
M	Off-Street Multi-Use Path	Tualatin River Crossing at approximately 108 th Avenue	
M	Off-Street Multi-Use Path	I-5/ORE 217 Kruse Way Bridge linkage to 72 nd Avenue south of ORE 217	
M	Off-Street Multi-Use Path	Powerline Corridor/Tualatin River/Fanno Creek/Greenway Park Loop	
M	<i>Pedestrian Activated Signalized Crossing Enhancements*</i>	<i>Highway 99W at SW 71st Avenue</i>	
M	<i>Pedestrian Activated Signalized Crossing Enhancements*</i>	<i>Highway 99W at SW Watkins Avenue</i>	

**Requires approval from State Traffic Engineer*

Proposed Amendment 10: TSP Chapter 6: Bicycles

Committee Recommendation: Page 6-8: Figure 6-1 Bicycle Plan Alternative.

Update figure to include existing bike lanes just north of SW Greenburg Road.



Proposed Amendment 11: TSP Chapter 7: Transit

Committee Recommendation: Page 7-1: Paragraph 4, Line 3

Update text to "... *park and ride at ORE 99W/72nd Avenue 74th Avenue*."

Chapter 7 Transit



This chapter summarizes existing and future transit needs in the City of Tigard. The following sections outline the criteria to be used to evaluate needs, provides a number of strategies for implementing a transit plan and recommends a transit plan for the City of Tigard. The needs, criteria and strategies were identified in working with the City's TSP Task Force. This committee provided input regarding the transportation system in Tigard, specifically exploring transit needs. The methodology used to develop the transit plan combined citizen and staff input.

NEEDS

There are currently 12 fixed bus routes which provide service within the City of Tigard. These bus routes are summarized in Chapter 3 (Existing Conditions). There are four express routes providing service to Tigard residents (12E, 64X, 92X and 95X). Existing transit headways on bus routes in Tigard range from 10-15 minutes on Routes 12 and 92X to about 30 minutes on Routes 76 and 78 during peak commute periods.

Metro's Draft Regional Transportation Plan (RTP) identifies the following routes on its Public Transportation System Map (Figure 7-1)¹:

- | | |
|--|--------------|
| • ORE 217 | HCT Corridor |
| • Greenburg/Hall/Durham | HCT Corridor |
| • ORE 99W (East of ORE 217) | HCT Corridor |
| • Hall Boulevard (North of ORE 217) | Frequent Bus |
| • Hunziker Street | Frequent Bus |
| • ORE 99W (West of ORE 217) | Primary Bus |
| • Scholls Ferry Road (East of Murray) | Primary Bus |
| • 121 st /Walnut Street | Primary Bus |
| • 68 th Parkway/Hampton Street | Primary Bus |
| • 72 nd Avenue (South of Hampton) | Primary Bus |

Based upon these designations, the City of Tigard designates all bus stops on HCT Corridors and Frequent Bus routes as Major Transit Stops. In addition, all park and ride sites and transit stations are designated major transit stops (Downtown Tigard, Washington Square, park and ride at ORE 99W/72nd Avenue 74th Avenue). While Tri-Met bus ridership in Tigard increased by 35% from 1990 to 1994 and another 15% from 1994 to 1999 (comparing 12 routes), transit ridership represents 6 percent of Tigard PM peak hour trip making.

¹ Public Transportation System Map, Metro, Version 4.0, December 1, 1997.

Proposed Amendment 12: TSP Chapter 7: Transit

Committee Recommendation: Page 7-9: Table 7-2 Potential Transit Projects.

Update table with following potential transit project(s).

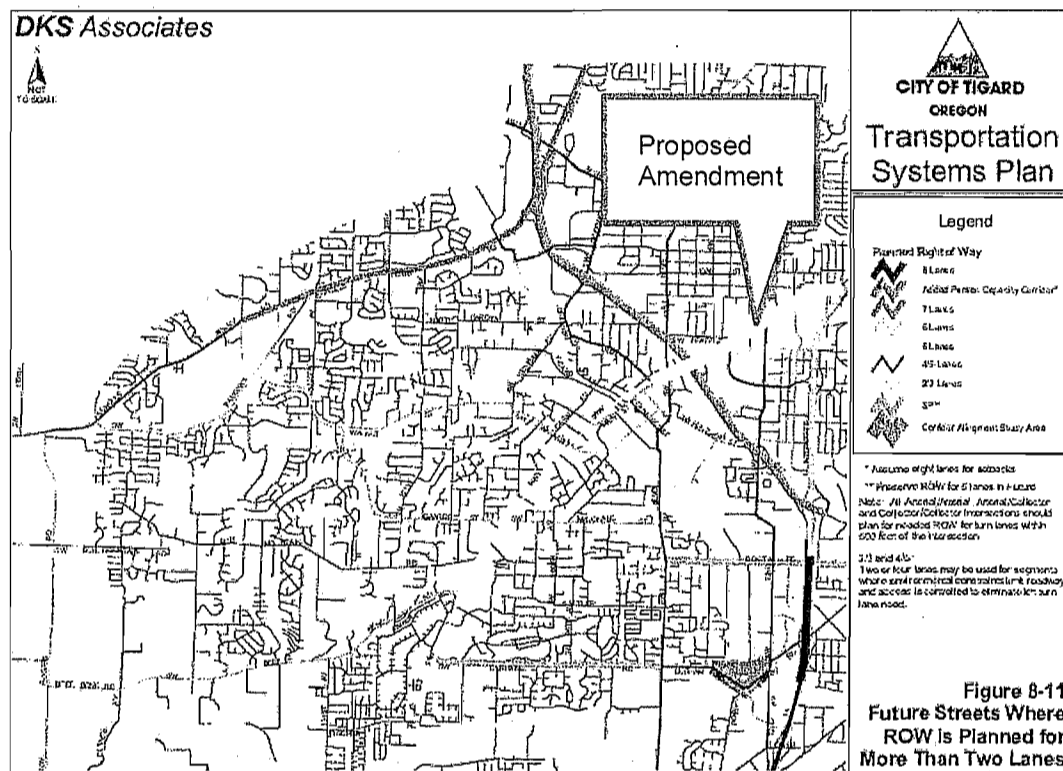
**Table 7-2
Potential Transit Projects**

Rank	Project	Description
1	Provide Commuter Rail Station in Tigard	As part of the Beaverton to Wilsonville Commuter Rail system provide a park and ride station in downtown Tigard. Support regional study of western extensions of commuter rail service (or comparable options).
2	Provide Transit Amenities at Major Transit Stops	Provide shelters, information kiosks, etc key transit routes in Tigard with land use development. Focus on development of "SMART" bus stops.
3	Improve Pedestrian Connections to Transit Facilities	Construct sidewalks, crosswalks, etc. adjacent to transit routes and facilities (i.e. park-and-ride lots, bus stops, etc.). Within ¼ mile of bus stops, focus on enhancing pedestrian access. Enhance Regional Center and Town Center pedestrian access to transit.
4	Decrease Headways	Provide more frequent transit service during peak commute periods.
5	Establish Additional Transit Routes	Provide service along Durham Road and in the western part of the City (i.e. Durham Road, Barrows Road, Murray/Walnut/Gaarde) . Time additional transit service to coordinate with major road extensions or street improvements.
6	Add a new Transit Center at the Murray/Scholls Town Center	Provide a new transit center with the development of the Murray/Scholls Town Center. The Downtown Town Center and Washington Square Regional Center are the existing Transit Center locations.
7	Enhance transit reliability along regional facilities	Implement transit queue bypass lanes along ORE 99W at the following locations: <ul style="list-style-type: none"> • SW Gaarde/SW McDonald Street • SW Walnut Street • SW Hall Boulevard (northbound) • SW Dartmouth Avenue (northbound) • SW 68th Avenue Work with TriMet to relocate transit stops along ORE 99W (where appropriate) to allow for far side stop operations at signalized intersections to reduce potential delay to transit operations.

Proposed Amendment 13: TSP Chapter 8: Motor Vehicles

Committee Recommendation: Page 8-21: Figure 8-11 Future Streets. Where ROW is Planned for More Than Two Lanes.

Updated figure to change Hwy 99W from 7 lane (red line) between Interstate 5 to Greenburg Road to 5 lane (yellow line).



***** Highway 99W may include auxiliary lanes for additional intersection capacity, function, turn lanes, or access management at key locations, such as major intersections, where traffic flow and/or capacity would otherwise be constrained. For locations within 600 feet of any signalized intersection or freeway interchange, staff will determine, based on accepted engineering practices, the cross-section and auxiliary lanes that will be necessary to serve that intersection.**

Proposed Amendment 14: TSP Chapter 8: Motor Vehicles

Committee Recommendation: Page 8-34 and 8-35: Last Paragraph.

Update text to "...~~The TSP recommends: 1) widening ORE 99W to seven lanes between I-5 and Greenburg Road; 2) retaining the five lane cross section on roadway southwest of Greenburg Road; 3) extensive intersection improvements – turning lanes; 4) aggressive access management, including the development of an access management plan for the corridor; 5) improvements to ORE 217 and I-5 noted above; 6) off-system improvements such as freeway improvements and arterials such as Walnut extension; and 7) consideration of a western/Yamhill County commuter rail corridor.~~"

4. ORE 99W fails in the future without improvement. Of all the regional transportation issues in Tigard, ORE 99W is probably the closest to a "rubik's cube". Tigard depends heavily on ORE 99W as its primary arterial. There are no parallel routes to ORE 99W and its diagonal alignment and the physical features of Tigard make using ORE 99W essential for also any trip in Tigard. ORE 99W's statewide status and linkage to Yamhill County and the Oregon Coast have similar issues – the only route servicing northeast-southwest travel. The future demand for this corridor is well beyond its five lane capacity without system-wide improvements. Ten various alternatives to improving ORE 99W were investigated, ranging from the no improvement to radical capacity improvements. Table 8-5 summarizes the wide range of alternatives. Unfortunately, no one improvement results in desirable (better than level of service F) operation. The most significant finding was that no matter whether ORE 99W was widened southwest of Greenburg Road, the end result was failure. Added capacity on ORE 99W (tested by modeling seven lanes) resulted in significantly higher turning movements on/off ORE 99W and large through movements on ORE 99W. The end result was that not only would you have to widen to seven lanes but at nearly every intersection additional turning lanes were needed (double lefts, right turn) creating nearly a 10 lane cross section at intersection. And even after that the end result was level of service F conditions. Therefore the recommended approach combines several elements to produce a minimally acceptable operating condition. *The TSP recommends: 1) widening ORE 99W to seven lanes between I-5 and Greenburg Road; 2) retaining the five lane cross section on roadway southwest of Greenburg Road; 3) extensive intersection improvements – auxiliary turning and/or through lanes at key intersections on Highway 99W; 4) aggressive access management, including the development of an access management plan for the corridor; 5) improvements to ORE 217 and I-5 noted above; 6) off-system improvements such as freeway improvements and arterials such as Walnut extension; and 7) consideration of a western/Yamhill County commuter rail corridor.*"

Proposed Amendment 15: TSP Chapter 8: Motor Vehicles

Committee Recommendation: Page 8-37: Last Paragraph, first bullet. Update text to “*ORE 99W ~~seven lanes~~ access management with auxiliary turn and/or through lanes at key intersections.*”

Tigard Triangle Area. This subarea is also subject of a recently adopted plan. The basic package of street improvements needed to mitigate level of service F conditions in this area include:

- ORE 99W ~~seven lanes~~ *access management with auxiliary turn and/or through lanes at key intersections.*
- Dartmouth Street five lanes
- 72nd Avenue five lanes
- Atlanta Street extended from Haines Street to 72nd Avenue
- Backage roads to ORE 99W (providing access to business but not directly on ORE 99W)

Proposed Amendment 16: TSP Chapter 8: Motor Vehicles

Committee Recommendation: Page 8-38: Table, third item:

Update text to *Level of service F conditions result in Tigard Triangle without 7 lanes. This option would limit the potential of the Tigard Triangle to serve the projected land use in the future without localized intersection improvements. These improvements could include additional approach turn and/or through lanes northbound and southbound on ORE 99W for short periods. There were no subarea alternatives that precluded the need for 7 lanes between I-5 and 217.*

Other options considered in this sub area included a Dartmouth to Hunziker overcrossing of ORE 217, an extension of Atlanta Street to Dartmouth Street and five lanes on ORE 99W. The following summarizes the findings of these options:

Dartmouth to Hunziker ORE 217 Overcrossing	Attracts less than 5,000 vehicles per day by itself; extend Walnut to link up with the overcrossing of ORE 217 and the volume increase to 8,000 per day. Implement complete ramp metering in the Tigard Triangle area (on ORE 217 and I-5) and the volume increases to 13,000 vehicles per day. Most of the traffic benefits of the overcrossing are produced with the Hunziker to Hampton overcrossing and the Dartmouth to Hunziker overcrossing has limited additional benefit. Unfortunately, ORE 99W still requires mitigation with or without overcrossing; access to ORE 217 would not be allowed by ODOT due to substandard spacing resulting in unsafe operation at large expense. One option where this overcrossing may be desirable in the future would be where ramp metering is fully operational and improvements to ORE 217 include a High Occupancy Toll (HOT) or High Occupancy Vehicle (HOV) lane alternative where direct connections to ORE 99W are desired. The Dartmouth to Hunziker overcrossing could provide access to the Tigard Triangle and ORE 99W area via drop in ramps. Therefore, a potential alignment should be preserved for future consideration (where the alignment would go through parking lots). However, the overcrossing is not part of the street improvement plan in the TSP.
Atlanta Extension to Dartmouth	While the Atlanta extension to 72 nd is 10,000 to 15,000 vehicles per day the segment to the south connecting to Dartmouth is well below that level. Recent development has blocked an optimal alignment. Backage roads will be more effective in this setting. The TSP includes the Atlanta extension to 72 nd and backage roads with redevelopment.
Five lane ORE 99W	<i><u>Level of service F conditions result in Tigard Triangle without 7 lanes. This option would limit the potential of the Tigard Triangle to serve the projected land use in the future without localized intersection improvements. These improvements could include additional approach turn and/or through lanes northbound and southbound on ORE 99W for short periods. There were no subarea alternatives that precluded the need for 7 lanes between I-5 and 217.</u></i>

Proposed Amendment 17: TSP Chapter 8: Motor Vehicles

Committee Recommendation: Page 8-42: Table 8-6 Project Number 21.

Add asterisk to project description that identifies that based on the recommendations of the Tigard 99W Improvements Plan, both the TSP and RTP should be amended to retain four/five-lanes rather than the current designation to widen ORE 99W to 7 lanes.

**Table 8-6
Proposed Metro and Planned CIP Projects**

Table 8-6				
Project No.	Project Name (Facility)	Project Location	Project Description	Estimated Project Cost
South Washington County Transportation Projects (RTP Round 3-1999)				
18	Bonita Road Improvements	Hall Boulevard to Bangy Road	Widen to four lanes	\$ 8,000,000
19	Durham Road Improvements	Upper Boones Ferry Road to Hall Boulevard	Widen to five lanes	\$ 3,500,000
20	Durham Road Improvements	Hall Boulevard to 99W	Widen to two lanes westbound, 1 lane eastbound, turn lane, bikeways and sidewalks	\$ 5,000,000
21	99W Improvements	I-5 to Highway 217	Widen to seven lanes Capacity and/or safety improvements at key intersections.* **	-\$25,000,000 \$ 9,000,000
22	72nd Avenue Improvements	99W to Hunziker Road	Widen to five lanes	\$ 3,000,000
23	72nd Avenue Improvements	Hunziker Road to Bonita Road	Widen to five lanes	\$ 5,000,000
24	72nd Avenue Improvements	Bonita Road to Durham Road	Widen to five lanes with bikeways and sidewalks	\$ 5,000,000
25	Upper Boones Ferry Road	I-5 to Durham Road	Widen to five lanes	\$ 3,000,000
26	Dartmouth Street Extension	Dartmouth Road to Hunziker Road	Three lane extension; new Highway 217 overcrossing	\$ 28,000,000
27	Dartmouth Street Improvements	72nd Avenue to 68th Avenue	Widen to four lanes with turn lanes	\$ 500,000
28	Walnut Street Improvements, Phase 2	Walnut Street at Gaarde Street	Intersection improvement	\$ 1,358,000
29	Highway 217/72nd Avenue Interchange Improvements	Highway 217 and 72nd Avenue	Complete interchange reconstruction with additional ramps and overcrossings	\$ 15,000,000
30	Scholls Ferry Road Intersection Improvement	At Hall Boulevard	Add SB right turn lane from SB Hall Boulevard	\$ 500,000

* Based on the recommendations of the Tigard 99W Improvements Plan, both the TSP and RTP should be amended to retain four/five-lanes rather than the current designation to widen ORE 99W to 7 lanes.

** Highway 99W may include auxiliary lanes for additional intersection capacity, function, turn lanes, or access management at key locations, such as major intersections, where

traffic flow and/or capacity would otherwise be constrained. For locations within 600 feet of any signalized intersection or freeway interchange, staff will determine, based on accepted engineering practices, the cross-section and auxiliary lanes that will be necessary to serve that intersection.

Proposed Amendment 18: TSP Chapter 8: Motor Vehicles

Committee Recommendation: Page 8-45: Table 8-7 Third Project Listed.

Add asterisk to project description that identifies that based on the recommendations of the Tigard 99W Improvements Plan, both the TSP and RTP should be amended to retain four/five-lanes rather than the current designation to widen ORE 99W to 7 lanes.

The recommended TSP motor vehicle improvements are summarized in Table 8-7 and Figure 8-19.

Several spot improvements were also identified at various intersection in Tigard and they are summarized in Figure 8-20 and Table 8-8. Prioritization should occur in coordination with the CIP Figure 8-18 Street Improvement Plan process. All improvements on arterials and collectors shall include sidewalks, bike lanes and transit facilities. These improvement lists should be used as a starting point for inclusion in regional funding programs for streets.

**Table 8-7
Future Street Improvements**

(All Projects include sidewalks, bicycle lanes and transit accommodations as required)

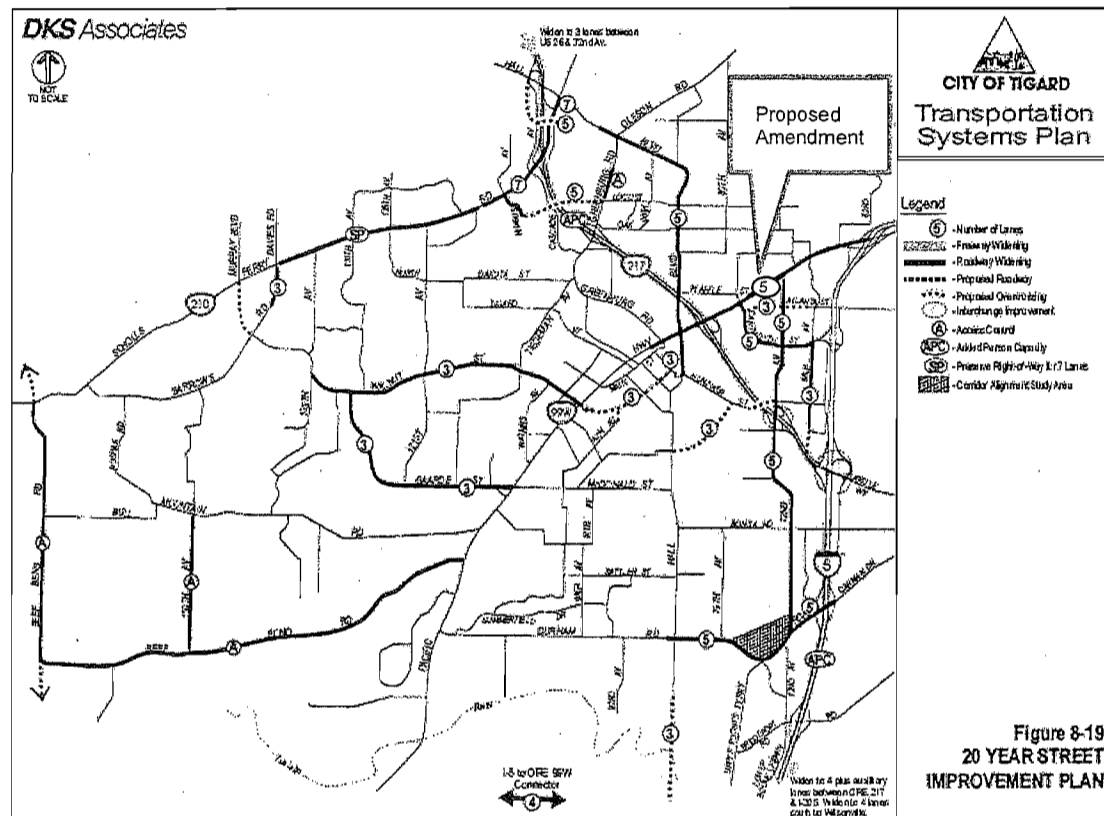
Location	Description	Funding Status*
I-5	Widen to 4 plus auxiliary lanes (each direction) between ORE 217 and I-205/Wilsonville Widen to 4 lanes (each direction) south to Wilsonville	Not Funded Not in any plan
ORE 217	Widen to 3 lanes plus auxiliary lanes (each direction) between US 26 and 72 nd Avenue New ORE 217/I-5 interchange between 72 nd Avenue and Bangy Road	Not Funded In RTP (as widening or HOV or HOT) Phase I Funded Phase II in RTP
ORE 99W	Widen to 7 lanes (total—both directions) between I-5 and Greenburg Road Capacity and/or safety improvements at key intersections.* **	In RTP Not Funded In prior plans

* Based on the recommendations of the Tigard 99W Improvements Plan, both the TSP and RTP should be amended to retain four/five-lanes rather than the current designation to widen ORE 99W to 7 lanes.

** Highway 99W may include auxiliary lanes for additional intersection capacity, function, turn lanes, or access management at key locations, such as major intersections, where traffic flow and/or capacity would otherwise be constrained. For locations within 600 feet of any signalized intersection or freeway interchange, staff will determine, based on accepted engineering practices, the cross-section and auxiliary lanes that will be necessary to serve that intersection.

Proposed Amendment 19: TSP Chapter 8: Motor Vehicles

Committee Recommendation: Page 8-47: Figure 8-19: 20 Year Street Improvement Plan. Update figure to remove seven lane widening project from Hwy 99W.



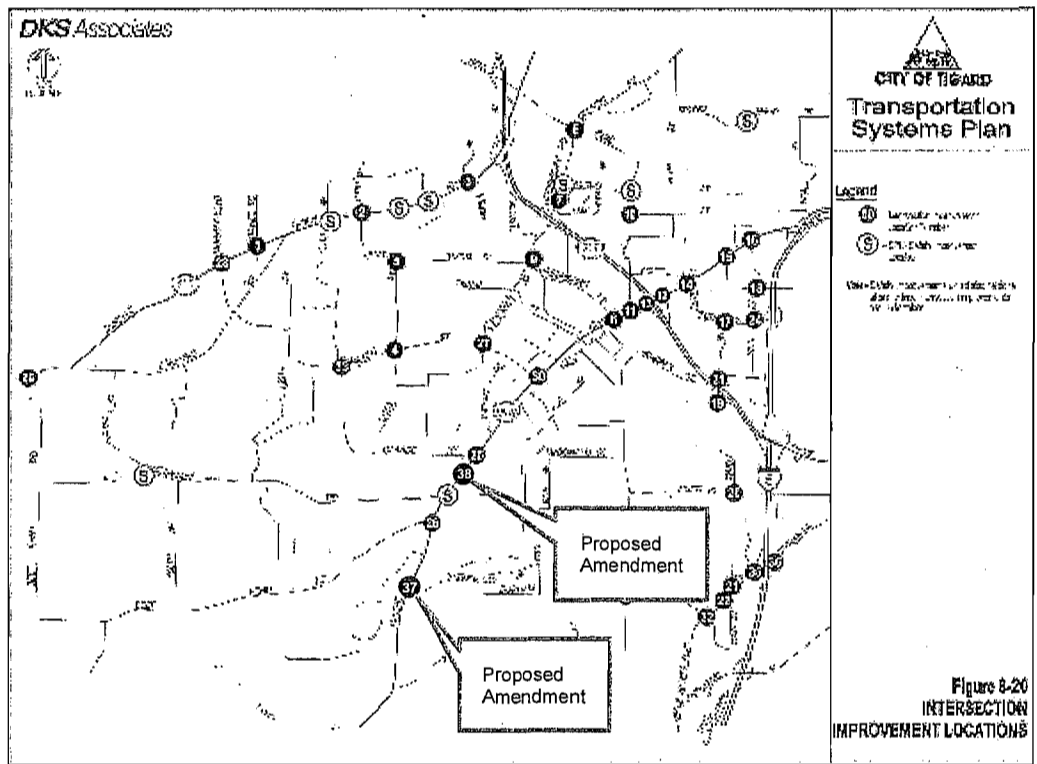
** Highway 99W may include auxiliary lanes for additional intersection capacity, function, turn lanes, or access management at key locations, such as major intersections, where traffic flow and/or capacity would otherwise be constrained. For locations within 600 feet of any signalized intersection or freeway interchange, staff will determine, based on accepted engineering practices, the cross-section and auxiliary lanes that will be necessary to serve that intersection.*

Proposed Amendment 20: TSP Chapter 8: Motor Vehicles

Committee Recommendation: Page 8-48: Figure 8-20 Intersection Improvement Locations.

Update figure to include projects at the following intersections:

- #37 – ORE 99W/SW Durham Road
- #38 – ORE 99W/SW Canterbury Lane



Proposed Amendment 21: TSP Chapter 8: Motor Vehicles

Committee Recommendation: Page 8-49 through 8-51: Table 8-8 City of Tigard Future Intersection Improvements. Update table to include specific projects and add projects at the following intersections.

Table 8-8 City of Tigard Future Intersection Improvements

No.	Intersection	Description
8	Main/ Greenburg/O RE 99W	<ul style="list-style-type: none"> • Southbound Left turn lane • Retain westbound right turn lane when ORE 99W widened to 7 lanes • Add eastbound left turn pocket • Add westbound left turn pocket
11	Hall/ORE 99W	<ul style="list-style-type: none"> • Southbound right turn lane • Northbound left turn lane • Westbound right turn overlap • Retain westbound right turn lane when ORE 99W widened to 7 lanes • Westbound left turn lane • Add transit que bypass lanes in northbound direction
12	ORE 217 NB Ramps/ ORE 99W	<ul style="list-style-type: none"> • Retain eastbound right turn lane when ORE 99W widened to 7 lanes • Retain westbound right turn lane when ORE 99W widened to 7 lanes • 2nd northbound left turn lane
13	ORE 217 SB Ramps/ ORE 99W	<ul style="list-style-type: none"> • 2nd northbound left turn lane • Retain eastbound right turn lane when ORE 99W widened to 7 lanes
14	Dartmouth/ ORE 99W	<ul style="list-style-type: none"> • Retain eastbound right turn lane when ORE 99W widened to 7 lanes • Add southbound through lane • Add transit que bypass lanes in northbound direction
15	72nd/ ORE 99W	<ul style="list-style-type: none"> • Southbound right turn lane • Northbound right turn overlap • Change to protected left turn phasing north/south • Retain eastbound right turn lane when ORE 99W widened to 7 lanes
16	68th/ ORE 99W	<ul style="list-style-type: none"> • 2nd westbound left turn lane • Northbound left turn lane • Southbound left turn lane • Change to protected left turn phasing north/south • Add transit que bypass lanes in northbound and southbound directions
25	ORE 99W/ McDonald/G aarde	<ul style="list-style-type: none"> • Westbound right turn lane • Retain eastbound right turn lane • 2nd northbound left turn lane • 2nd Southbound left turn lane • Eastbound through lane • Westbound through lane • Add transit que bypass lanes in northbound and southbound directions
30	Walnut/ ORE 99W	<ul style="list-style-type: none"> • Retain westbound right turn lane when ORE 99W widened to 7 lanes • Change to protected left turn phasing on Walnut • Add westbound left turn lane • Add transit que bypass lanes in northbound and southbound directions
37	ORE 99W/ Canterbury Lane	<ul style="list-style-type: none"> • Add westbound left turn lane
38	ORE 99W/ Durham Road	<ul style="list-style-type: none"> • Add northbound left turn lane

Proposed Amendment 22, 23 and 24: TSP Chapter 11: Funding/Implementation

Committee Recommendation: Page 11-7: Page 11-7: Table 11-4 Pedestrian Action Plan

Project List

- Update ORE 99W project from “McDonald Street to South City Limits” to “Interstate 5 to South City Limits”. Update cost from \$500,000 to \$800,000.
- Add pedestrian activated signalized crossing on Highway 99W at SW 71st Avenue to project list with “Medium” ranking and cost of \$200,000.
- Add pedestrian activated signalized crossing on Highway 99W at SW Watkins Avenue to project list with “Medium” ranking and cost of \$200,000.

Table 11-4

Pedestrian Action Plan Project List

Rank*	Project	From	To	Cost
H	North Dakota Street	121 st Avenue	Greenburg Road	\$230,000
H	McDonald Street	ORE 99W	Hall Boulevard	\$200,000
H	Tiedeman Avenue	Walnut Street	Greenburg Road	\$350,000
H	Oak Street (RTP 6019)	Hall Boulevard	80 th Avenue	\$500,000
H	ORE 99W	McDonald Street <i>Interstate 5</i>	South City Limits	\$500,000 \$800,000
M	Bull Mountain Road	ORE 99W	Beef Bend Road	\$1,200,000
M	Roshak Road	Bull Mountain Road	Scholls Ferry Road	\$300,000
M	121 st Avenue	Gaarde Street	North Dakota Street	\$450,000
M	Hunziker Street	Hall Boulevard	72 nd Avenue	\$250,000
M	Washington Square Regional Center	Pedestrian Improvements (RTP 6022)		\$6,000,000
L	Taylor's Ferry Rd	Washington Drive	62 nd Avenue	\$1,000,000
L	Washington Drive	Hall Boulevard	Taylor's Ferry Road	\$200,000
<i>M</i>	<i>Pedestrian Activated Signalized-Crossing Enhancements*</i>	<i>Highway 99W at SW 71st Avenue</i>		\$200,000
<i>M</i>	<i>Pedestrian Activated Signalized-Crossing Enhancements*</i>	<i>Highway 99W at SW Watkins Avenue</i>		\$200,000
			Subtotal	\$11,800,000 \$12,500,000
Sidewalks to be built with Street Improvements				
H	Bonita Road	West of 72 nd Avenue	72 nd Avenue	\$50,000
H	Walnut Street	135 th Avenue	Tiedeman Avenue	\$570,000
H	Gaarde Street	Walnut Street	ORE 99W	\$620,000
H	Hall Boulevard	Scholls Ferry Road	Pfaffle Street	\$1,000,000
H	Dartmouth Street	72nd	68th Avenue	\$120,000
H	Tigard Street	115th Street	Main Street	\$350,000
H	Burnham Street	Main Street	Hall Boulevard	\$100,000
H	Fonner Street	walnut Street	121st Avenue	\$250,000
H	Commercial Street	Main Street	Lincoln Street	\$50,000

Rank*	Project	From	To	Cost
M	72 nd Avenue	ORE 99W	Bonita Road	\$1,200,000
M	Hall Boulevard	North of Hunziker Street	South City Limits	\$670,000
M	Beef Bend Road	ORE 99W	Scholls Ferry Road	\$1,000,000
M	Barrows Road	Scholls Ferry Road (W)	Scholls Ferry Road (E)	\$950,000
L	72 nd Avenue	Carman/Upper BoonesFry.	Durham Road	\$250,000
			Subtotal	\$7,180,000
	Annual Sidewalk Program at \$50,000 per year for 20 years			\$1,000,000
			Action Plan Total	\$19,360,000
				\$20,060,000

**Requires approval from State Traffic Engineer*

Proposed Amendment 25: TSP Chapter 11: Funding/Implementation

Committee Recommendation: Page 11-8: Table 11-5 Bicycle Action Plan Improvement List and Cost. Update ORE 99W bike lane improvement cost from \$1,300,000 to \$275,000.

**Table 11-5
Bicycle Action Plan Improvement List and Cost**

Rank*	Project	From	To	Cost
H	Hunziker Street	Hall Boulevard	72 nd Avenue	\$250,000
H	Bonita Road	72 nd Avenue	West of 72 nd Ave.	\$50,000
H	Burnham Street	Main Street	Hall Boulevard	\$135,000
H	Oak Street (RTP 6019)	Hall Boulevard	90 th Avenue	\$300,000
H	98 th Avenue	Murdock Stret	Durham Road	\$275,000
H	92 nd Avenue	Durham Road	Cook Park	\$270,000
H	Tiedeman Avenue	Greenburg Road	Walnut Street	\$250,000
M	121 st Avenue	Walnut Street	Gaarde Street	\$400,000
L	Taylor's Ferry Road	Washington Drive	City Limits	\$500,000
L	Washington Drive	Hall Boulevard	Taylor's Ferry Rd	\$100,000
L	O'Mara Street	McDonald Street	Hall Boulevard	\$275,000
L	Frewing Street	ORE 99W	O'Mara Street	\$150,000
			Subtotal	\$2,955,000
H	Gaarde Street	Walnut Street	ORE 99W	\$600,000
H	Hall Boulevard	Scholls Ferry Road	Locust Street	\$500,000
H	Greenburg Road	Hall Boulevard	Cascade Avenue	\$300,000
H	ORE 99W	East City Limits	South City Limits	\$1,300,000 \$275,000
M	72 nd Avenue	ORE 99W	South City Limits	\$960,000
M	Hall Boulevard	Pfaffle Street	Bonita Road	\$550,000
M	Carman Drive	I-5	Durham Road	\$200,000
M	Walnut Street	ORE 99W	Barrows Road	\$1,400,000
M	Barrows Road	Scholls Ferry Road (W)	Scholls Ferry Rd. (E)	\$900,000
L	Bull Mountain Road	150 th Avenue	Beef Bend Road	\$550,000
L	Beef Bend Road	ORE 99W	Scholls FerryRd.	\$1,600,000
			Subtotal	\$8,860,000 \$7,835,000
	Multi- Use Pathways			
H	Hunziker Link to LO	Linkage to Kruse Way Trail in Lake Oswego		\$500,000

Rank*	Project	From	To	Cost
M	Fanno Creek Trail	Tualatin River to City Hall, ORE 99W to Tigard		\$3,600,000
M	Tualatin River Trail	Adjacent to Cook Park from Powerlines to Fanno		\$2,600,000
M	Tualatin River Crossing	Near 108 th Avenue		\$3,000,000
L	Powerlines Corridor	From Beaverton to Tualatin River Trail		\$2,500,000
			<u>Subtotal</u>	\$12,200,000
		Action Plan Total		\$24,015,000
				\$22,990,000

Proposed Amendment 26: TSP Chapter 11: Funding/Implementation

Committee Recommendation: Page 11-9: Table 11-6 Future Street Improvements. Add asterisk to project description that identifies that based on the recommendations of the Tigard 99W Improvements Plan, both the TSP and RTP should be amended to retain four/five-lanes rather than the current designation to widen ORE 99W to 7 lanes.

Location	Description	Cost Estimate	Funding Status*
I-5	Widen to 4 plus auxiliary lanes (each direction) between ORE 217 and I-205	\$200,000,000	Not Funded Not in any plan
	Provide additional throughput capacity (each direction) south to Wilsonville	\$50,000,000	
ORE 217	Widen to 3 lanes plus auxiliary lanes (each direction) between US 26 and 72 nd Avenue	\$240,000,000	Not Funded In RTP (as widening or HOV or HOT) Phase 1 Funded Phase 2 & 3 in RTP RTP 6027 & 6028
	New ORE 217/I-5 interchange between 72 nd Avenue and Bangy Road Phase 2	\$39,000,000	
	Phase 3	\$15,000,000	
ORE 99W	Widen to seven lanes (total -- both directions) between I-5 and Greenburg Road Capacity and/or safety improvements at key intersections.* **	\$25,000,000	RTP 6039
I-5 to ORE 99W	Connector linking I-5 and ORE 99W (model assumed connector would be located north of Sherwood—specific location to be determined by further study)	\$250,000,000	RTP 6005 (Toll Route)
Overcrossings over ORE 217	5 lane overcrossings linking Washington Square and Cascade Avenue—one north of Scholls Ferry Road, one south of Scholls Ferry Road to Nimbus	\$40,000,000	RTP 6011 & 6052
	Connector Road Nimbus south to Greenburg	\$15,000,000	RTP 6053

* Based on the recommendations of the Tigard 99W Improvements Plan, both the TSP and RTP should be amended to retain four/five-lanes rather than the current designation to widen ORE 99W to 7 lanes.

** Highway 99W may include auxiliary lanes for additional intersection capacity, function, turn lanes, or access management at key locations, such as major intersections, where traffic flow and/or capacity would otherwise be constrained. For locations within 600 feet of any signalized intersection or freeway interchange, staff will determine, based on accepted engineering practices, the cross-section and auxiliary lanes that will be necessary to serve that intersection.

Proposed Amendment 27: TSP Chapter 11: Funding/Implementation

Committee Recommendation: Page 11-11: Table 11-7 City of Tigard Future Intersection Improvements. Update table to include specific projects and add projects at the following intersections:

Table 11-7 City of Tigard Future Intersection Improvements

No.	Intersection	Description	Cost
8	Main/ Greenburg/ ORE 99W	<ul style="list-style-type: none"> • Southbound Left turn lane • Retain westbound right turn lane when ORE 99W widened to 7 lanes • Add eastbound left turn pocket • Add westbound left turn pocket 	\$700,000
11	Hall/ORE 99W	<ul style="list-style-type: none"> • Southbound right turn lane • Northbound left turn lane • Westbound right turn overlap • Retain westbound right turn lane when ORE 99W widened to 7 lanes • Westbound left turn lane • Add transit que bypass lanes in northbound direction 	\$3,700,000
12	ORE 217 NB Ramps/ ORE 99W	<ul style="list-style-type: none"> • Retain eastbound right turn lane when ORE 99W widened to 7 lanes • Retain westbound right turn lane when ORE 99W widened to 7 lanes • 2nd northbound left turn lane 	\$900,000 \$700,000
13	ORE 217 SB Ramps/ ORE 99W	<ul style="list-style-type: none"> • 2nd northbound left turn lane • Retain eastbound right turn lane when ORE 99W widened to 7 lanes 	\$400,000 \$200,000
14	Dartmouth /ORE 99W	<ul style="list-style-type: none"> • Retain eastbound right turn lane when ORE 99W widened to 7 lanes • Add southbound through lane • Add transit que bypass lanes in northbound direction 	\$200,000 \$800,000
15	72nd/ ORE 99W	<ul style="list-style-type: none"> • Southbound right turn lane • Northbound right turn overlap • Change to protected left turn phasing north/south • Retain eastbound right turn lane when ORE 99W widened to 7 lanes 	\$500,000 \$300,000
16	68th/ ORE 99W	<ul style="list-style-type: none"> • 2nd westbound left turn lane • Northbound left turn lane • Southbound left turn lane • Change to protected left turn phasing north/south • Add transit que bypass lanes in northbound and southbound directions 	\$1,500,000
25	ORE 99W/ McDonald/ Gaarde	<ul style="list-style-type: none"> • Westbound right turn lane • Retain eastbound right turn lane • 2nd northbound left turn lane • 2nd Southbound left turn lane • Eastbound through lane • Westbound through lane • Add transit que bypass lanes in northbound and southbound directions 	\$700,000 \$1,500,000
30	Walnut/ ORE 99W	<ul style="list-style-type: none"> • Retain westbound right turn lane when ORE 99W widened to 7 lanes • Change to protected left turn phasing on Walnut • Add westbound left turn lane • Add transit que bypass lanes in northbound and southbound directions 	\$250,000 \$600,000
37	ORE 99W/ Canterbury Lane	<ul style="list-style-type: none"> • Add westbound left turn lane 	\$250,000
38	ORE 99W/ Durham Road	<ul style="list-style-type: none"> • Add northbound left turn lane 	\$250,000

STAFF REPORT TO THE
CITY COUNCIL
CITY OF TIGARD, OREGON



120 DAYS = N/A

SECTION I. APPLICATION SUMMARY

FILE NAME: TIGARD TRANSPORTATION SYSTEM PLAN AND COMPREHENSIVE PLAN AMENDMENTS TO INCORPORATE TIGARD 99W IMPROVEMENT AND MANAGEMENT PLAN RECOMMENDATIONS

FILE NO.: Comprehensive Plan Amendment (CPA) CPA2008-00011

APPLICANT: City of Tigard
13125 SW Hall Boulevard
Tigard, OR 97223
Contact: Darren Wyss

OWNER: N/A

PROPOSAL: The City is requesting approval of a Comprehensive Plan Amendment to:

1. Update the *Tigard Transportation System Plan* to include recommended changes identified in Appendix C of the *Tigard 99W Improvement and Management Plan*;
2. Incorporate the *Tigard 99W Improvement and Management Plan* by reference into the *Tigard Transportation System Plan* to serve as findings;
3. Update the recommended action measures for *Tigard Comprehensive Plan Goal 12: Transportation* to include language recommended by the *Tigard 99W Plan Citizen Advisory Committee*; and
4. Amend the *Tigard Comprehensive Plan Policy 6.A* (under Goal 12.2) to reflect recommended 5 lanes for Highway 99W through Tigard.

LOCATION: Citywide (City of Tigard)

ZONING

DESIGNATION: All City zoning districts

COMP PLAN: All City comprehensive plan designations

APPLICABLE REVIEW CRITERIA:

Community Development Code Chapters 18.380 and 18.390; Comprehensive Plan Chapters Goal 1: Citizen Involvement; Goal 2: Land Use Planning; Goal 6: Environmental Quality; Goal 12: Transportation; Oregon Transportation Plan; Oregon Highway Plan; Regional Transportation Plan; Statewide Planning Goals 1, 2, 11, and 12; and Oregon Administrative Rule 660-12.

SECTION II. STAFF RECOMMENDATION

Staff recommends that the Tigard City Council finds this request to meet the necessary approval criteria. Therefore, staff recommends that the Council ADOPTS the amendments to the Tigard Transportation System Plan and the Tigard Comprehensive Plan as determined through the public hearing process.

SECTION III. BACKGROUND INFORMATION

Project History

Traffic congestion consistently ranked as the number one issue with Tigard citizens in three community surveys performed during the past three years. Citizens specifically identified congestion on Highway 99W as a major problem, and expressed great concern about its adverse effect on access to the Tigard Downtown area and the region as a whole. This highway carries 50,000 vehicles per day, half of which is regional through traffic. As a result, the highway is overwhelmed by the existing traffic volumes. At peak travel hours, cut-through traffic uses the City of Tigard's street system to avoid the Highway 99W traffic congestion. This often causes safety and livability issues in residential neighborhoods. In recognition of the citizen concerns regarding the heavy traffic congestion on Highway 99W, the Tigard City Council established a goal in 2005 to improve the Highway 99W corridor, and continued that goal into 2006.

To develop solutions to the traffic congestion on the highway, the City applied for and received a Transportation and Growth Management (TGM) grant to develop the *Tigard 99W Improvement and Management Plan (Tigard 99W Plan)*. Through a planning and public involvement process, conducted with ODOT, TriMet, Metro, Washington County, and other regional partners, the project developed concept-level recommendations for transportation improvements and recommended additional interventions to meet future needs in the corridor. Development of the *Tigard 99W Plan* included detailed analysis of transportation needs, opportunities, and comparative evaluation of concept plan alternatives.

The primary focus of the *Tigard 99W Plan* is identifying projects aimed at alleviating traffic congestion and improving traffic circulation within the highway corridor from Durham Road to the Interstate 5. It builds on previous studies and was developed through a planning process of four key steps:

- Establish inventory of existing conditions
- Analyze needs, opportunities and constraints
- Develop alternative improvement concepts
- Compare and evaluate alternative concepts

Three alternatives were evaluated to assess the impact each would have on the transportation deficiencies in the corridor. Alternative A evaluated widening Highway 99W to seven lanes from Greenburg Rd. to Interstate 5 and Alternative C evaluated widening to seven lanes for the entire length through Tigard. Both were rejected for cost, right-of-way impacts, urban design, and quality of life concerns. The preferred alternative (Alternative B) was an access management strategy. Alternative B proposes all transportation modes be enhanced through a series of projects over the long term, including medians, access management, intersection improvements, bike, pedestrian, and transit improvements, and other off-highway improvements.

The development of the *Tigard 99W Plan* included both public involvement and interagency coordination. A project specific Tigard citizen advisory committee (CAC) and technical advisory committee (TAC) were appointed to review and comment on the plan as it developed. In addition, three open houses and citizen stakeholder interviews were held. Both the CAC and TAC

recommended that Alternative B be the preferred option. The CAC also submitted certain policy-related recommendations pertaining to the future improvement and management of Highway 99W.

The proposed amendments to the *Tigard Transportation System Plan* (TSP) originate from the recommendations found in Appendix C of the *Tigard 99W Plan* and are intended to implement Alternative B. The CAC, TAC, and ODOT staff all recommended the City implement the suggested modifications found in Appendix C of the *Tigard 99W Plan*. The proposed amendments to the *Tigard Comprehensive Plan* include incorporating the CAC policy-related recommendations and rewording Goal 12.2, Policy 6.A to be consistent with the TSP.

The Tigard City Council held a work session on the *Tigard 99W Plan* on November 20, 2007. Council discussed the recommendations and directed staff to prepare the *Tigard TSP* and *Comprehensive Plan* amendments necessary to implement the *Tigard 99W Plan* and bring them before the Tigard Planning Commission. The Planning Commission held a Study Session on this topic on March 2, 2009 and a public hearing on April 6, 2009. The Commission asked for the term “function” (based on ODOT comments) to be defined. Staff has researched engineering literature and recommends the following definition:

Function: An action or a task that a system is designed to perform.

Proposal Description

The City is requesting approval of a Comprehensive Plan Amendment to:

1. Update the *Tigard Transportation System Plan* to include recommended changes found in Appendix C of the *Tigard 99W Improvement and Management Plan*;
2. Incorporate the *Tigard 99W Improvement and Management Plan* by reference into the *Tigard Transportation System Plan* to serve as findings;
3. Update the recommended action measures for *Tigard Comprehensive Plan* Goal 12: Transportation to include language recommended by the *Tigard 99W Plan* Citizen Advisory Committee; and
4. Amend the *Tigard Comprehensive Plan* Policy 6.A (under Goal 12.2) to reflect recommended 5 lanes for Highway 99W.

The proposed text amendments are represented as ***bold italics*** for proposed new language and ~~strike through~~ for proposed deleted language. Proposed graphic changes are called out and described.

Part 1: Update the *Tigard Transportation System Plan* to include recommended changes found in Appendix C of the *Tigard 99W Improvement and Management Plan*;

The proposed changes are specific strikethrough and figure changes to the *Tigard Transportation System Plan* and are found in Appendix C of the *Tigard 99W Improvement and Management Plan*. The proposed amendments reflect improvements associated with Alternative B in the *Tigard 99W Plan*. Many of the changes are in tables or reference illustration changes and are listed below. There are 27 proposed modifications (each amendment can be found as a separate page in Exhibit A). In summary they are:

- Proposed Amendment 1 updates the Pedestrian Action Plan List along ORE 99W to include a sidewalk project scope and cost.
- Proposed Amendment 2 updates the Bicycle Master Plan description of bicycle lanes south of

- Gaarde/McDonald to Durham Road to note that these facilities are existing, not planned.
- Proposed Amendment 3 updates the Bicycle Action Plan Improvement List and Cost.
 - Proposed Amendment 4, 5, 13, 17, 18, 19 and 26 advises that both the TSP and RTP should be amended to retain four/five-lanes rather than the current designation to widen ORE 99W to 7 lanes.
 - Proposed Amendment 6 and 20 add intersection improvements to Durham Road and SW Canterbury Lane.
 - Proposed Amendment 7 updates potential pedestrian projects along ORE 99W to increase project scope.
 - Proposed Amendments 8 and 9 add pedestrian activated signalized crossings.
 - Proposed Amendment 11 updates a Park and Ride location.
 - Proposed Amendment 10 updates plan to include existing bike lanes just north of SW Greenburg Road.
 - Proposed Amendment 12 updates potential transit projects to implement transit queue bypass lanes along ORE 99W at several locations.
 - Proposed amendments 14, 15 and 16 identify access management measures for highway 99W.
 - Proposed Amendment 21 updates the table to include specific projects and add project intersections.
 - Proposed Amendment 22, 23 and 24 updates the Pedestrian Action Plan project list funding and implementation ranking.
 - Proposed Amendment 25 updates the Bicycle Action Plan funding and implementation ranking.
 - Proposed Amendment 27 updates the City of Tigard Future Intersection Improvements table to include specific projects and add projects at the several intersections.

Part 2: Incorporate the *Tigard 99W Improvement and Management Plan* by reference into the *Tigard Transportation System Plan* to serve as findings.

The Transportation Planning Rule, OAR 660 Division 12, requires local jurisdictions to prepare and adopt local transportation system plans that serve as the transportation element for their comprehensive plans (OAR 660-012-0015(4)). Since the City of Tigard proposes to amend the *Tigard Transportation System Plan* (TSP) based on recommendations found in the *Tigard 99W Improvement and Management Plan*, the background information needs to be adopted by reference as findings to amend the TSP. No specific text changes are needed.

Part 3: Update the recommended action measures for *Tigard Comprehensive Plan* Goal 12: Transportation to include language recommended by the *Tigard 99W Plan* Citizen Advisory Committee.

The City proposes to amend the *Tigard Comprehensive Plan* based on recommended policy-related language developed by the project's citizen advisory committee. The following 10 statements will be added to the recommended action measures found under Section 1 of the Transportation chapter. The numbering will start as indicated:

- 24. *Prior to implementation of projects associated with the Highway 99W Corridor Plan, especially those requiring additional right-of-way or affecting property access, there shall be established protocols whereby affected property owners or businesses are made aware of pending improvements. Those that might be affected shall be informed and asked to be involved in the project development process as early as possible.***

25. *The City of Tigard shall state a position that alignment of the proposed I-5 / Hwy 99W Connector be established as one which reduces through traffic and freight movement on Highway 99W to the greatest extent possible; and that the City shall support this position and otherwise participate in the project as an active member of the I-5 / 99W Connector Steering Committee.*
26. *As part of the transportation management, planning and design process, the livability benefits of future Highway 99W improvements shall be publicly discussed and evaluated.*
27. *The City shall adopt Alternative B as contained in the Tigard 99W Plan as part of its Transportation System Plan and prioritize its recommendations. Subsequently, the City shall, in conjunction with other agencies, jurisdictions, and stakeholders, develop action plans to implement the alternative's specific project recommendations. Action plans to implement Alternative B shall include design and engineering strategies, funding measures, and stakeholder and citizen engagement. Reasonable time frames shall be associated with the action plans.*
28. *Other transportation and land development projects within the vicinity of Highway 99W shall be evaluated to determine potential negative or positive impacts on the facility. Negative impacts shall be avoided or mitigated. Furthermore, it is important that solutions to Highway 99W problems be evaluated to assess impacts on other streets, and that negative impacts in these circumstances are avoided or mitigated and positive impacts promoted.*
29. *A land use planning effort shall be a priority for future City / state efforts to recreate the Highway 99W corridor. In particular, coordinated land use and transportation planning is essential to promote transit as a viable transportation option.*
30. *The City should be imaginative and "think outside the box" with the purpose of creating a safe, attractive, transit oriented, and vibrant urban corridor along Highway 99W. When there are obvious benefits to specific physical improvements, the City should request design exceptions from ODOT.*
31. *In the near term, the City and ODOT shall develop an Access Management Plan for Highway 99W. Each property identified as needing access management treatment shall be treated as unique. A one-size fits all approach should not be used. The economic vitality of businesses is important.*
32. *Implementing improved transit service should be an ongoing priority with the long-term objective of light rail service along the Highway 99W corridor. If light rail is not possible within the reasonable future, then improved bus service/rubber tired vehicles shall serve as an alternative until it is.*
33. *Highway 99W Action Plans shall seek to enhance the economic vitality of the corridor through transportation, aesthetic land use, and other improvements. In addition, resources shall be used to coordinate business development and retention activities, and aid in communication among the business community and city government.*

Part 4: Amend the *Tigard Comprehensive Plan* Policy 6.A of Goal 12.2 to reflect recommended five lanes for Highway 99W.

The *Tigard 99W Management and Improvement Plan* recommends amendments to the Tigard TSP to retain four/five-lanes rather than the current TSP designation to widen Highway 99W to seven lanes. To maintain consistency with the proposed TSP amendments, the City proposes to amend *Tigard Comprehensive Plan* Policy 6.A under Goal 12.2. Although the committees recommended a five-lane maximum, staff advises that some seven lane intersection configurations may be needed for function, ingress/egress spacing, and access management. The proposed amendment includes language necessary to provide that flexibility for construction of auxiliary lanes for additional intersection capacity, turn lanes, or access management.

Goal 12.2 Trafficways

Policy 6. The City shall adopt the following transportation improvement strategy in order to accommodate planned land uses in the Tigard Triangle:

- A. Highway 99W should be widened to 6 lanes ~~plus auxiliary lanes through intersections~~ retain a 5 lane section throughout the study area, *except where necessary to accommodate adjacent development impacts, spot capacity improvements, and intersection improvements.* (tool box). This improvement should be constructed in the short term. In the event that widening Highway 99 to six 5 lanes ~~plus auxiliary lanes through intersections~~ is prohibitive due to physical constraints, the Dartmouth extension could potentially provide needed northeast-to-southwest travel demand.

SECTION IV. SUMMARY OF REPORT

Applicable criteria, findings and conclusions

- Tigard Community Development Code
 - Chapter 18.380
 - Chapter 18.390
- Applicable Comprehensive Plan Policies
 - Goal 1: Citizen Involvement
 - Goal 2: Land Use Planning
 - Goal 6: Environmental Quality
 - Goal 12: Transportation
- Regional Transportation Plan
- Statewide Planning Goals
 - Goals 1, 2, 11, and 12.
- Oregon Transportation Plan
- Oregon Highway Plan
- OAR 660-12 (Transportation Planning Rule)

City Department and outside agency comments

SECTION V. APPLICABLE CRITERIA AND FINDINGS

APPLICABLE PROVISIONS OF THE CITY'S IMPLEMENTING ORDINANCES.

Chapter 18.380: Zoning Map and Text Amendments

Chapter 18.380.020 Legislative Amendments to the Title and Map

A. Legislative amendments. Legislative zoning map and text amendments shall be undertaken by means of a Type IV procedure, as governed by Section 18.309.060.G.

Findings: The proposed amendments to the Tigard Transportation System Plan and the Tigard Comprehensive Plan establish policy to be applied generally to Highway 99W within the Tigard city limits; and therefore, the application is being processed as a Type IV procedure, Legislative Amendment, as governed by Section 18.390.060G.

Conclusion: Based upon the above findings, the application complies with TCDC Chapter 18.380.020.

Chapter 18.390: Decision-Making Procedures

Chapter 18.390.020 Description of Decision-Making Procedures

B.4 Type IV Procedure Defined. Type IV procedures apply to legislative matters. Legislative matters involve the creation, revision, or large-scale implementation of public policy. Type IV matters are considered initially by the Planning Commission with final decisions made by the City Council.

Findings: The proposed amendments to the Tigard Transportation System Plan and the Tigard Comprehensive Plan will be reviewed under the Type IV legislative procedure as detailed in Section 18.390.060.G. In accordance with this section, the amendments will initially be considered by the Planning Commission with City Council making the final decision.

Conclusion: Based upon the above findings, the application complies with TCDC Chapter 18.390.020.

Chapter 18.390.060.G. Decision-making considerations. The recommendation by the Commission and the decision by the Council shall be based on consideration of the following factors:

1. The Statewide Planning Goals and Guidelines adopted under Oregon Revised Statutes Chapter 197;
2. Any federal or state statutes or regulations found applicable;
3. Any applicable Metro regulations;
4. Any applicable comprehensive plan policies; and
5. Any applicable provisions of the City's implementing ordinances.

Findings: As indicated pursuant to the findings and conclusions that address applicable Statewide Planning Goals, the Oregon Transportation Plan, the Oregon Highway Plan, the Regional Transportation Plan, and the Oregon Transportation Planning Rule, the amendment is consistent with this criterion.

Conclusion: Based upon the above findings, the application complies with TCDC Chapter 18.390.060

Conclusion(s): Based on the analysis above, staff finds that the proposed amendment satisfies the applicable review criteria within the Tigard Community Development Code.

APPLICABLE CITY OF TIGARD COMPREHENSIVE PLAN POLICIES:

Goal 1: Citizen Involvement

Goal 1.1. Provide citizens, affected agencies and other jurisdictions the opportunity to participate in all phases of the planning process.

Policy 2. The City shall define and publicize an appropriate role for citizens in each phase of the land use planning process.

Findings: The proposal has complied with all notification requirements pursuant to Chapter 18.390.060 of the Tigard Community Development Code. This staff report was also available seven days in advance of the hearing pursuant to Chapter 18.390.070.E.b of the Tigard Community Development Code.

As part of the Development Code Amendment process, public notice of this Planning Commission public hearing was sent to the interested parties list and published in the March 12, 2009 issue of The Tigard Times. Notice will be published again prior to the City Council public hearing. The notice invited public input and included the phone number of a contact person to answer questions. The notice also included the address of the City's webpage where the entire draft of the text changes could be viewed.

Conclusion: Based upon the above findings, the application complies with Tigard Comprehensive Plan Goal 1.1, Policy 2.

Policy 3. The City shall establish special citizen advisory boards and committees to provide input to the City Council, Planning Commission, and City staff.

Findings: Through Resolution 06-65, the Tigard City Council established a citizen advisory committee (CAC) to review and provide input throughout the Tigard 99W Plan process. The CAC represented community perspective regarding the needs, opportunities, and constraints for improving Highway 99W as part of the City of Tigard. Ultimately, the CAC recommended that Council amend the City's TSP to

include the recommendation found in Appendix C of the Tigard 99W Improvement and Management Plan. The CAC also developed 10 recommendations pertaining to the future of Highway 99W. The recommendations are included in the amendment as additional recommended action measures to be adopted into the Tigard Comprehensive Plan.

Conclusion: Based upon the above findings, the application complies with Tigard Comprehensive Plan Goal 1.1, Policy 3.

Policy 5. The opportunities for citizen involvement provided by the City shall be appropriate to the scale of the planning effort and shall involve a broad cross-section of the community.

Findings: As outlined above, the community was given multiple venues to get information and get involved. This included a number of articles in the Cityscape newsletter that is delivered to every household in Tigard, opportunities to attend three project open houses, and participate in stakeholder interviews and surveys.

Conclusion: Based upon the above findings, the application complies with Tigard Comprehensive Plan Goal 1.1, Policy 5.

Goal 1.2. Ensure all citizens have access to:

- A. opportunities to communicate directly to the City; and***
- B. information on issues in an understandable form.***

Policy 1. The City shall ensure pertinent information is readily accessible to the community and presented in such a manner that even technical information is easy to understand.

Findings: Information regarding the topics included in this Comprehensive Plan Amendment was available in multiple locations in an understandable format for the duration of the process. This included paper and electronic copies that were available in the permit center and on the City's website. Information was regularly sent to the project committee members, to the community volunteers, and to the City's website.

Conclusion: Based upon the above findings, the application complies with Tigard Comprehensive Plan Goal 1.2, Policy 1.

Policy 2. The City shall utilize such communication methods as mailings, posters, newsletters, the internet, and any other available media to promote citizen involvement and continue to evaluate the effectiveness of methods used.

Findings: As described above, project information was distributed throughout the process via Cityscape articles, press releases, articles in the local paper, and three project open houses. Outreach methods also included stakeholder interviews and a survey sent to property owners and businesses located along Highway 99W.

Conclusion: Based upon the above findings, the application complies with Tigard Comprehensive Plan Goal 1.2, Policy 2.

Policy 5. The City shall seek citizen participation and input through collaboration with community organizations, interest groups, and individuals in addition to City sponsored boards and committees.

Findings: Through Resolution 06-65, the Tigard City Council established a citizen advisory committee (CAC) to review and provide input throughout the Tigard 99W Plan process. The CAC represented community perspective (business owners, Chamber of Commerce, neighborhood representatives, specific modal interests such as transit and bicycles) regarding the needs, opportunities, and constraints for improving Highway 99W as part of the City of Tigard. The City also established a Technical Advisory Committee (TAC) specific to this project to provide input throughout the process. The TAC represented ODOT, Metro, TriMet, DLCD, King City, Washington County, Tualatin Fire Valley and Rescue, and the City of Tigard Planning and Engineering Divisions.

In addition, three project open houses, stakeholder interviews, and a survey sent to property owners and businesses located along Highway 99W provided opportunities for citizen participation. This policy is satisfied.

Conclusion: Based upon the above findings, the application complies with Tigard Comprehensive Plan Goal 1.2, Policy 5.

Goal 2: Land Use Planning

Goal 2.1. Maintain an up-to-date Comprehensive Plan, implementing regulations and action plans as the legislative foundation of Tigard's land use program.

Policy 1. The City's land use program shall establish a clear policy direction, comply with state and regional requirements, and serve its citizens' own interests.

Findings: The existing Tigard Transportation System Plan (TSP) and Tigard Comprehensive Plan have been found through the following analysis to be in compliance with state and regional requirements. The TSP has been prepared in accordance with the Transportation Planning Rule (OAR 660-12) and is consistent with the Regional Transportation System Plan.

The Tigard 99W Plan was developed in recognition of citizen concerns regarding traffic congestion on Highway 99W and the need to resolve congestion and safety problems. A series of recommendations were made to establish the desired future direction of traffic management on 99W. The proposed amendments to the TSP and Comprehensive Plan will adopt the policy direction found in Alternative B of the Tigard 99W Plan. The Tigard 99W Plan and proposed amendments were developed in coordination with state and regional partners and will maintain compliance with their requirements.

Conclusion: Based upon the above findings, the application complies with Tigard Comprehensive Plan Goal 2.1, Policy 1.

Policy 2. The City's land use regulations, related plans, and implementing actions shall be consistent with and implement its Comprehensive Plan.

Findings: The proposed amendments will continue to support the existing land uses future development potential in the City of Tigard by helping to provide a more efficient and safe transportation system. Furthermore, the following analysis has proven that the application is consistent with and implements the Tigard Comprehensive Plan.

Conclusion: Based upon the above findings, the application complies with Tigard Comprehensive Plan Goal 2.1, Policy 2.

Policy 3. The City shall coordinate the adoption, amendment, and implementation of its land use program with other potentially affected jurisdictions and agencies.

Findings: The City established a Technical Advisory Committee (TAC) specific to the development of the Tigard 99W Plan to provide input throughout the process. The TAC represented ODOT, Metro, TriMet, DLCDC, King City, Washington County, and Tualatin Fire Valley and Rescue. The City sent out request for comments on the proposed amendment to all potentially affected jurisdictions and agencies. All were given 14 days to respond. Any comments that were received are addressed in Section VII: Outside Agency Comments of this Staff Report.

Conclusion: Based upon the above findings, the application complies with Tigard Comprehensive Plan Goal 2.1, Policy 3.

Policy 20. The City shall periodically review and, if necessary, update its Comprehensive Plan and regulatory maps and implementing measures to ensure they are current and responsive to community needs, provide reliable information, and conform to applicable state law, administrative rules, and regional requirements.

Findings: The Tigard 99W Plan was developed to evaluate alternatives that address citizen concerns regarding the heavy traffic congestion on Highway 99W. The primary intent of the proposed amendment is to ensure the Comprehensive Plan remains a viable tool for decision-makers and reflects current community conditions and values. Through the planning process, discoveries about changed conditions led to recommendations for updates to the TSP. Discoveries include the Highway 217 overpass and railroad right-of-way overpass will never be widened to 7 lanes. Analysis has also shown, and the City recognizes, that latent demand will eat up any capacity improvements. There is also a lack of funding for large scale capacity improvements. The City also recognizes the need for transit to support compact, efficient development along the Highway 99W corridor. By updating the TSP and Comprehensive Plan, the City will be relying on current information and remain in compliance with applicable laws, rules, regulations, plans, and programs. Findings of conformance to applicable state and regional requirements can be found in Section V of this Staff Report.

Conclusion: Based upon the above findings, the application complies with Tigard Comprehensive Plan Goal 2.1, Policy 20.

Goal 6: Environmental Quality

Goal 6.1. Reduce air pollution and improve air quality in the community and region.

Policy 5. The City shall cooperate with other public agencies to minimize localized transportation impacts to air quality through intersection improvements, access management, intelligent transportation systems, etc.

Findings: The development of the Tigard 99W Plan was completed with input from regional partners. The intent of the proposed amendments are to implement the Tigard 99W Plan's Alternative B, which proposes all transportation modes be enhanced through a series of projects over the long term, including medians, access management, intersection improvements, parallel roadway connections, and other off-highway improvements. The proposed amendments also lay the ground work for efficiency of movement along the highway corridor and minimizing impacts to air quality through increasing the

scope of pedestrian and bike projects and supporting transit improvements along the highway. The proposed amendments will make more efficient use of the Hwy 99W infrastructure.

Conclusion: Based upon the above findings, the application complies with Tigard Comprehensive Plan Goal 6.1, Policy 5.

Goal 12: Transportation

Goal 12.1. Transportation System

Policy 1. Plan, design, and construct transportation facilities in a manner which enhances the livability of Tigard by:

- A. Proper location and design of transportation facilities.*
- B. Encouraging pedestrian accessibility by providing safe, secure and desirable pedestrian routes.*

Findings: The proposed amendments increase the scope for pedestrian and bike projects (proposed amendments 1, 2, 3, 7, 8, and 9) and support transit improvements along the highway (proposed amendments 11 and 12). The proposed amendments will continue to enhance the livability of Tigard by addressing congestion issues through access management (proposed amendments 14, 15, and 16), intersection improvements (proposed amendments 6, 20, and 21), and alternative transportation improvements (proposed amendments 1, 2, 3, 6, 7, 8, 9, 11, 12, 14, 15, 16, 20, and 21). The proposed amendments were formulated based upon evaluations and modeling to balance capacity, safety, funding priorities, and alternative transportation use.

Conclusion: Based upon the above findings, the application complies with Tigard Comprehensive Plan Goal 12.1, Policy 1.

Policy 2. Provide a balanced transportation system, incorporating all modes of transportation (including motor vehicle, bicycle, pedestrian, transit and other modes) by:

- C. Construction of bicycle lanes on all arterials and collectors within Tigard consistent with the bicycle master plan. All schools, parks, public facilities, and retail areas shall strive to have direct access to a bikeway.*
- D. Construction of sidewalks on all streets in Tigard. All schools, parks, public facilities, and retail areas shall strive to have direct access to a bikeway.*

Findings: The proposed amendments increase the scope for pedestrian and bike projects (proposed amendments 1, 2, 3, 7, 8, and 9). The amendments call for bicycle lanes and sidewalks along the entire length of the Highway 99W corridor through Tigard. Sidewalk infill projects added to the TSP pedestrian component will help to ensure pedestrian safety along the corridor.

Conclusion: Based upon the above findings, the application complies with Tigard Comprehensive Plan Goal 12.1, Policy 2.

Policy 7. Implement the Transportation System Plan (TSP) in a coordinated manner. By coordinating and cooperating with adjacent agencies (including Washington County, Beaverton, Tualatin, Lake Oswego, City of Portland, Tri-Met, Metro and ODOT) when necessary to develop transportation projects which benefit the region as a whole in addition to the City of Tigard.

Findings: The City of Tigard has an adopted TSP that is consistent with OAR 660-12 (Transportation Planning Rule). The proposed amendments are derived from the Tigard 99W Improvement and Management Plan. The development of the Tigard 99W Plan was funded by the ODOT Transportation and Growth Management Program and included participation from regional and state partners. Both ODOT and Metro support the proposed amendments to improve traffic conditions on Highway 99W. The intent of the proposed amendments are to implement the Tigard 99W Plan's Alternative B, which proposes all transportation modes be enhanced through a series of projects over the long term, including medians, access management, intersection improvements, parallel roadway connections, and other off-highway improvements. The proposed amendments also increase the scope for pedestrian and bike projects along the highway. The proposed amendments will make more efficient use of the Hwy 99W infrastructure and benefit the region and community, which is consistent with this policy.

Additionally, the City sent out request for comments on the proposed amendment to all potentially affected jurisdictions and agencies. All were given 14 days to respond. Any comments that were received are addressed in Section VII: Outside Agency Comments of this Staff Report. This policy is satisfied.

Conclusion: Based upon the above findings, the application complies with Tigard Comprehensive Plan Goal 12.1, Policy 7.

Conclusion(s): Based on the analysis above, staff finds that the proposed amendment satisfies the applicable policies contained in the City of Tigard Comprehensive Plan.

APPLICABLE METRO REGULATIONS:

Regional Transportation System Plan

Sets the policies, systems and actions to adequately serve walking, bicycling, driving, use of transit and national and international freight movement in this region consistent with federal and state requirements.

Findings: According to the RTP, latent travel demand in the Highway 99W corridor is too great to be reasonably offset solely by capacity projects. While the RTP proposed new capacity on 99W between I-5 and Greenburg Road, anticipated to be seven lanes by 2025, no specific capacity projects are proposed south of Greenburg Road. However, due to latent demand, Highway 99W is not expected to meet the region's motor vehicle level of service policies during mid-day and peak demand periods in the future, and an alternative approach to managing and accommodating traffic in the corridor is needed.

The RTP concluded that more emphasis on demand management, access management, local street connectivity and congestion management is needed to address congestion in the Highway 99W corridor. The proposed amendments adhere to the recommendations in the RTP for alternative approaches, other than capacity projects, to managing and accommodating traffic in the corridor. However, the proposed amendments will adjust the recommended width of the portion of the corridor between Greenburg Rd and Interstate 5 as five-lanes and an adjustment to the RTP will need to be made during its current update. The City must ensure the RTP reflects the City's plan for Highway 99W. ODOT and Metro staff are aware of the needed change and Tigard staff will collaborate on ensuring the adjustment is made.

The proposed amendments will implement the Tigard 99W Plan's recommended Alternative B, which proposes all transportation modes be enhanced through a series of projects over the long term, including medians, access management, intersection improvements, parallel roadway connections, and other off-

highway improvements. This alternative supports the RTP's conclusion of access and congestion management and general area planning. The proposed amendments are consistent with the RTP.

Conclusion: Based upon the above findings, the application complies with the Regional Transportation System Plan.

Conclusion(s): Based upon the analysis above, staff finds the proposed amendments are consistent with the applicable Metro regulations.

APPLICABLE STATEWIDE LAND USE PLANNING GOALS

Statewide Planning Goals

Statewide Planning Goal 1 – Citizen Involvement:

This goal outlines the citizen involvement requirement for adoption of Comprehensive Plans and changes to the Comprehensive Plan and implementing documents.

Findings: A Public Involvement Program for the creation of the *Tigard 99W Plan* was developed as part of the scope of work. The Program outlined the information, outreach methods, and involvement opportunities available to the citizens during the process. Information was distributed throughout the process via Cityscape articles, press releases, articles in the local paper, and three project open houses. Outreach methods also included stakeholder interviews and a survey sent to property owners and businesses located along Highway 99W.

As part of the Comprehensive Plan Amendment process, public notice of this Planning Commission public hearing was sent to the interested parties list and published in the March 12, 2009 issue of *The Tigard Times*. Notice will be published again prior to the City Council public hearing. The notice invited public input and included the phone number of a contact person to answer questions. The notice also included the address of the City's webpage where the entire draft of the text changes could be viewed.

The public hearings will be conducted pursuant to Oregon statutory requirements to ensure testimony pertaining to this matter is presented in a manner that allows it to be included as part of the evidentiary record.

Conclusion: Based upon the above findings, the application complies with Statewide Planning Goal 1.

Statewide Planning Goal 2 – Land Use Planning:

This goal outlines the land use planning process and policy framework. The Comprehensive Plan was acknowledged by DLCD as being consistent with the statewide planning goals.

Findings: The proposed amendments to the *Tigard Transportation System Plan* and *Comprehensive Plan* are being processed as a Type IV procedure, which requires that it be consistent with any applicable statewide planning goals, federal or state statutes or regulations, Metro regulations, comprehensive plan policies, and City implementing ordinances. Notice was provided to DLCD 45 days prior to the first scheduled public hearing as required. All applicable review criteria have been addressed within this staff report.

Conclusion: Based upon the above findings, the application complies with Statewide Planning Goal 2.

Statewide Planning Goal 11 - Public Facilities and Services

The goal requires planning and development of a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for development. Required public facilities and services are to be provided at levels necessary and suitable for existing uses.

Findings: The proposed amendments support the efficient arrangement of transportation facilities along Highway 99W. The Oregon Department of Transportation and Metro both were involved in the development of the *Tigard 99W Plan* and support the proposed amendments. The proposed amendments are intended to enhance all transportation modes through a series of projects over the long term, including medians, access management, intersection improvements, parallel roadway connections, and other off-highway improvements. The proposed amendments will ensure transportation facilities are provided at levels along Highway 99W necessary and suitable for existing uses. Following amendment adoption, any necessary changes will be made to the Public Facilities Plan to reflect changes in any identified capital improvement projects.

Conclusion: Based upon the above findings, the application complies with Statewide Planning Goal 11.

Statewide Planning Goal 12 - Transportation:

The goal aims to provide "a safe, convenient and economic transportation system." It asks for communities to address the needs of the "transportation disadvantaged."

Findings: The existing *Tigard Transportation System Plan* (TSP) has been prepared in accordance with the Statewide Planning Goals and requirements and will result in a less congested, safer, multi-modal, and more orderly transportation system. Tigard's TSP is consistent with the RTP and has been reviewed by ODOT, Metro and DLCD for consistency with Statewide Planning Goal 12.

The proposed amendments refine the TSP to reflect existing conditions, increase project scope for pedestrian and bike projects, encourage access management, and enhance intersection safety to address congestion issues on Highway 99W.

The Transportation Planning Rule, OAR 660 Division 12, requires local jurisdictions to prepare and adopt local transportation system plans that serve as the transportation element for their comprehensive plans (OAR 660-012-0015(4)). Since the City of Tigard proposes to amend the *Tigard Transportation System Plan* (TSP) based on recommendations found in the *Tigard 99W Improvement and Management Plan*, the background information will be adopted by reference as findings to amend the TSP.

Conclusion: Based upon the above findings, the application complies with Statewide Planning Goal 12.

Conclusion(s): Based upon the analysis above, staff finds the proposed amendments are consistent with the Statewide Land Use Planning Goals.

APPLICABLE STATEWIDE TRANSPORTATION GUIDELINES

Oregon Transportation Plan

The goal is a safe, efficient and sustainable transportation system that enhances Oregon's quality of life and economic vitality.

Findings: The Oregon Transportation Plan (OTP) is the state's long-range multimodal transportation plan for Oregon's airports, bicycle and pedestrian facilities, highways and roadways, pipelines, ports and

waterway facilities, public transportation, and railroads. It is a comprehensive, 25-year plan for the transportation system to provide economic efficiency, orderly economic development, safety and environmental quality. Required by Oregon and federal statutes, the OTP guides development and investment in the transportation system.

The existing Tigard TSP has been prepared in accordance with the Statewide Planning Goals and other applicable Plans, statutes and regulations. Tigard's TSP has been found to be consistent with the RTP and has been reviewed by ODOT, Metro and DLCD for consistency with Statewide Planning Goal 12 and associated Plans such as the Oregon Transportation Plan.

Since Highway 99W is a state-owned facility, the City of Tigard applied for and received a Transportation and Growth Management (TGM) grant from the State of Oregon to develop solutions to the traffic congestion on Highway 99W. The result was the development of the *Tigard 99W Improvement and Management Plan (Tigard 99W Plan)*. The proposed amendments implement the recommendations found in the Tigard 99W Plan. The proposed amendments will encourage alternative transportation modes and enhance the comprehensive transportation plan for the City by making more efficient use of the Hwy 99W infrastructure. The proposed amendments are anticipated to improve traffic flow, reduce traffic congestion, reduce traffic crash rates, and improve options for pedestrians, cyclists, and transit riders.

Conclusion: Based upon the above findings, the application complies with the Oregon Transportation Plan.

Oregon Highway Plan

Defines policies and investment strategies for Oregon's state highway system for the next 20 years. It further refines the goals and policies of the Oregon Transportation Plan and is part of Oregon's Statewide Transportation Plan.

Findings: The Oregon Highway Plan prioritizes major improvements to state-owned highways, including Highway 99W, to improve the efficiency of the system. The highest priority is to preserve the functionality of the existing highway system by means such as access management, local comprehensive plans, transportation demand management, improved traffic operations, and alternative modes of transportation. The second priority is to make minor improvements to existing highway facilities such as widening highway shoulders or adding auxiliary lanes, providing better access for alternative modes (e.g., bike lanes, sidewalks, and bus shelters), extending or connecting local streets, and making other off-system improvements. The third priority is to make major roadway improvements to existing highway facilities such as adding general purpose lanes and making alignment corrections to accommodate legal size vehicles. The lowest priority is to add new transportation facilities such as a new highway or bypass.

The existing Tigard TSP has been prepared in accordance with the Statewide Planning Goals and other applicable Plans, statutes and regulations. Tigard's TSP has been found to be consistent with the RTP and has been reviewed by ODOT, Metro and DLCD for consistency with Statewide Planning Goal 12 and associated Plans such as the Oregon Highway Plan.

The proposed amendments implement the recommendations found in the Tigard 99W Plan. The proposed amendments will encourage alternative transportation modes and enhance the comprehensive transportation plan for the City by making more efficient use of the Hwy 99W infrastructure. Alternative B, the recommended alternative, proposes all transportation modes be enhanced through a series of projects over the long term, including medians, access management, intersection improvements, parallel

roadway connections, and other off-highway improvements. This is consistent with the Oregon Highway Plan and the proposed amendments will promote the goals and highest priorities of the Oregon Highway Plan.

Conclusion: Based upon the above findings, the application complies with the Oregon Highway Plan.

Transportation Planning Rule: OAR 660-12

Intended to implement Statewide Planning Goal 12 by providing guidelines for local governments to demonstrate compliance with Goal 12 through their Transportation System Plans.

Findings: The Tigard TSP contains required elements listed as required in OAR 660-12-0020, OAR 66012-0025, 660-012-0030, 660-012-0035, 660-012-0040, 660-012-0045, OAR 660-12-0050, and 660-012-0060 complying with Statewide Planning Goal 12. The proposed amendments do not jeopardize this compliance. The proposed amendments refine the existing TSP projects and enhance its performance. Therefore, the proposed amendments are consistent with OAR 660-12.

Conclusion: Based upon the above findings, the application complies with the Transportation Planning Rule.

Conclusion(s): Based upon the analysis above, staff finds the proposed amendments are consistent with the Statewide Transportation Guidelines.

SECTION VI. ADDITIONAL CITY STAFF COMMENTS

The City of Tigard's Engineering Division, Current Planning Division, and Long Range Planning Division were involved throughout the process, from Tigard 99W Plan development to the writing of findings. All comments have been incorporated into the Staff Report.

Conclusion(s): Based on the input from various City divisions throughout the process, staff finds the proposed amendments do not interfere with the best interests of the City.

SECTION VII. OUTSIDE AGENCY COMMENTS

The following agencies/jurisdictions had an opportunity to review this proposal and did not respond:

City of Durham
City of King City
City of Lake Oswego
City of Portland
City of Tualatin
Washington County, Department of Land Use and Transportation
Metro Land Use and Planning
Oregon Department of Land Conservation and Development
Oregon Department of Transportation, Region 1, District 2A
Tualatin Hills Park and Recreation District
Tualatin Valley Water District
Tualatin Valley Fire & Rescue

The following agencies/jurisdictions had an opportunity to review this proposal and had the following comments:

Clean Water Services: Recommended the inclusion of any and all relevant provisions of the current intergovernmental agreement between the City of Tigard and Clean Water Services, and the relevant provisions of the current Design and Construction Standards (see Exhibit B).

Findings: The proposed amendment does not reference issues relating to development, natural resources, vegetated corridors, erosion control, and preservation of wetlands or natural drainage ways. These issues, and specifically the Design and Construction Standards are not applicable.

City of Beaverton: Recommended the deleted turn lanes in proposed amendment 21 (Table 8-8 changes) should be maintained in the TSP improvements to assure the 5-lane section would handle future needs of the region (see Exhibit C).

Findings: Maintaining the flexibility within the TSP to use auxiliary turn lanes at intersections is a benefit to the community and the function of Highway 99W. Comments submitted by the City of Beaverton suggest intersection improvements included in Table 8-8 should be maintained and not removed as recommended by the Highway 99W Plan. The Engineering Division agrees with the Beaverton comments. Leaving the projects in the TSP will provide flexibility and the projects can be reevaluated during the complete update of the TSP this year.

Oregon Department of Transportation, Region 1: ODOT supports the proposed amendments. However there may be instances where an additional through lane is needed between intersections, which would not meet the “auxiliary lanes for additional intersection capacity”. ODOT recommends further clarification to retain flexibility. ODOT also recommends proposed amendments 8 and 9 are reworded from “Pedestrian Activated Signalized Crossing” to “Pedestrian Crossing Enhancements” with an asterisk stating “requires approval from State Traffic Engineer” (see Exhibit D).

Findings: Circumstances may exist where an auxiliary lane will be continuous between two intersections. City staff agrees with ODOT and have included the word function to cover this scenario. The asterisk language will now read:

“Highway 99W may include auxiliary lanes for additional intersection capacity, function, turn lanes, or access management at key locations, such as major intersections, where traffic flow and/or capacity would otherwise be constrained. For locations within 600 feet of any signalized intersection or freeway interchange, staff will determine, based on accepted engineering practices, the cross-section and auxiliary lanes that will be necessary to serve that intersection.”

Pedestrian connectivity is also an important component of the Tigard 99W Plan. However, signalized crossings are not always feasible for Highway 99W. City staff agrees with ODOT, and the Planning Commission as expressed at its March 2, 2009 workshop, that a signalized crossing may not be the best option as indicated in amendment 8 and 9 (TSP Table 5-2). The language has been re-worded for the Commission’s consideration as recommended by ODOT:

“~~Pedestrian Activated Signal Crossing~~ Enhancements”*

**Requires approval from State Traffic Engineer*

Conclusion(s): Based on responses, or no response, from outside agencies listed above, staff finds the proposed amendment, and the changes made based upon submitted comments, meets all requirements of these agencies and does not interfere with the best interests of the City.

SECTION VIII. CONCLUSION

Staff concludes that the proposed changes comply with the applicable Statewide Planning Goals, Statewide Transportation Guidelines, Metro regulations, the Tigard Comprehensive Plan, and applicable provisions of the City’s implementing ordinances.

Therefore, Staff recommends that the Planning Commission recommend approval of the Comprehensive Plan Amendment to the Tigard City Council as determined through the public hearing process.

ATTACHMENT:

EXHIBIT A: PROPOSED AMENDMENTS TO THE TIGARD TRANSPORTATION SYSTEM PLAN AND COMPREHENSIVE PLAN.

EXHIBIT B: CLEAN WATER SERVICES COMMENTS

EXHIBIT C: CITY OF BEAVERTON COMMENTS

EXHIBIT D: OREGON DEPT. OF TRANSPORTATION, REGION 1 COMMENTS


PREPARED BY: Darren Wyss
Senior Planner

June 5, 2009
DATE


APPROVED BY: Ron Bunch
Community Development Director

June 5, 2009
DATE



MEMORANDUM

DATE: March 10, 2009

FROM: David Schweitzer, Clean Water Services

TO: Darren Wyss, Senior Planner
City of Tigard Planning Division

SUBJECT: Review Comments – Tigard Transportation Plan, 2008-00011 CPA

GENERAL COMMENTS

- We recommend following any and all relevant provisions of the current Intergovernmental Agreement (IGA) between the City of Tigard and Clean Water Services and the relevant provisions of the current Design and Construction Standards (currently R&O 07-20, available on line at: <http://cleanwaterservices.org/PermitCenter/DesignandConstruction/Update/default.aspx>) for all issues relating to development, vegetated corridors, erosion control, and preservation of wetlands, natural drainage ways, and enhancements thereof.

Darren Wyss

From: Jabra Khasho [jkhasho@ci.beaverton.or.us]
Sent: Friday, March 20, 2009 2:15 PM
To: Darren Wyss
Cc: Margaret Middleton; Steven Sparks
Subject: Tigard Comprehensive Plan Amendments (CPA) 2008-00011 Comments

We have reviewed the application for the Comprehensive Plan Amendment for Highway 99W in Tigard and have the following comments.

Although the proposed amendments emphasize that Highway 99W should only have a maximum of 4 or 5 lane for thru traffic except at the intersections where additional intersection capacity, and turn lanes are needed to maintain traffic flow. It appears that many of the turn lanes under proposed amendment 21 to the TSP Motor Vehicles chapter were deleted. Chapter 14 of the City of Tigard current TSP confirms that even if Highway 99W is widened to 7 lanes it will operate at level of service F in the future. Therefore we believe that the proposed turn lanes in the existing TSP improvements should be maintained to assure that the 5 lane section would handle future needs of the region.

Thank you for the opportunity to comment on this proposal.

Sincerely,
Jabra Khasho
City Traffic Engineer

PUBLIC RECORDS LAW DISCLOSURE

This e-mail is a public record of the City of Beaverton and is subject to public disclosure unless exempt from disclosure under Oregon Public Records Law. This email is subject to the State Retention Schedule.



Oregon
Theodore R. Kulongoski, Governor

Oregon Department of Transportation
ODOT Region 1
123 NW Flanders St
Portland, OR 97209 - 4037
Telephone (503) 731-8200
FAX (503) 731-8259

File code: PLA9-2A -91
ODOT Case No: 1479

3/23/2009

City of Tigard
Planning Division
13125 SW Hall Blvd
Tigard, OR 97223

Attn: Darren Wyss, Senior Planner
Re: CPA2008-00011: Tigard 99W TSP Incorporation

Dear Darren,

ODOT supports the proposed Comprehensive Plan Amendment to adopt the recommendations from the Tigard 99W Improvement and Management Plan which was developed by the City through a Transportation and Growth Management grant. By incorporating the plan recommendations for Alternative B the City and State will be better positioned to work together to obtain funding for the list of identified improvement projects that will improve the highway corridor for all travel modes. Development and adoption of the recommendations in the Tigard 99W Improvement and Management Plan is commendable. The plan seeks to balance the needs of all users of the system, adjoining property owners with limited funding for transportation. Instead of focusing primarily on adding system capacity, the plan recommendations focus on increasing safety through access management, strategic intersection improvements to address turning movements, providing transit queue bypass lanes to provide for more efficient transit, enhancing pedestrian/bicycle facilities and managing the system through signal timing coordination.

The plan calls for retaining the four/five lanes on 99W instead of widening 99W to seven lanes as currently identified in the City's Transportation System Plan and the Regional Transportation Plan. Staff recommends in Part 4 that the five lanes be defined as "through lanes" which is necessary to "provide the flexibility for construction of auxiliary lanes for additional intersection capacity, turn lanes, or access management. Furthermore, although the committee recommended a five-lane maximum, staff recommends that some seven lane intersection configurations may be needed for function, ingress/egress spacing, and access management." ODOT supports the staff recommendation for retaining the four/five lanes on 99W while allowing flexibility. However, there may be instances where an additional through lane is needed to connect between two intersections which would not meet the "auxiliary lanes for additional intersection capacity" language. Based on the proposed wording, the flexibility to adding additional lanes could be interpreted to be limited to intersections. Recommend further clarification to retain flexibility.

In Appendix A page 4, the plan discusses pedestrian enhancements and identifies potential new crossing locations in Figure 1. As discussed in the plan, the speeds, traffic volumes and crossing widths on 99W makes identifying safe crossing treatments for pedestrians limited. The ability to meet pedestrian signalization warrants as crossing treatments is difficult on this stretch of 99W. The plan indicates that an engineering study will be required for proposed unsignalized crossings. The proposed amendments for Table 5-2 Potential Pedestrian Projects, recommends projects to add pedestrian activated signalized crossing at SW 71st Ave and SW Watkins Ave on 99W. ODOT recommends that the plan allow for flexibility to do an engineering study to determine what the most appropriate pedestrian crossing enhancements are for each of these locations. If the access management plan identifies medians to be installed at these locations, this might be an opportunity to explore how to best accommodate pedestrian crossing at the each crossing location. Median islands could provide a refuge for pedestrians but would preclude the signalized pedestrian crossing option. Instead of specifying the crossing projects as "Pedestrian Activated Signalized Crossing", we recommend the projects be identified as "Pedestrian Crossing Enhancements" with asterisk stating "requires approval from the State Traffic Engineer".

ODOT looks forward to continuing to work collaboratively with the City of Tigard to implement the Tigard 99W Improvement and Management Plan.

Sincerely,



Marah Danielson
Development Review Planner

C: Sam Hunaidi, Doug Baumgartner, Martin Jensvold, Canh Lam, Ross Kevlin, Lainie Smith, Rian Windschiemer, Jason Tell, ODOT Region 1



City of Tigard
Memorandum

ATTACHMENT 3

To: Tigard Planning Commission
From: Darren Wyss, Senior Planner *D5W*
Re: CPA2008-00011 Public Hearing
Date: March 30, 2009

At its April 6, 2009 meeting, the Planning Commission will hold a public hearing to consider CPA2008-00011. The Commission previously held a workshop on March 2, 2009 to discuss the proposed amendments to the Tigard Transportation System Plan and Tigard Comprehensive Plan, which originate from the Tigard 99W Improvement and Management Plan. The purpose of this memo is to 1. Address three language changes the Commission requested at the workshop; 2. Address comments received after the workshop from ODOT and Beaverton; and 3. Provide a summary recommendation and potential motion for the Commission.

Planning Commission Requested change #1

Part 3 of the proposed amendment will update the list of recommended action measures (a total of 10 additions) found in Section 1 of the Tigard Comprehensive Plan Transportation Chapter. The proposed amendment language was recommended by the Tigard 99W Improvement and Management Plan Citizen Advisory Committee. The requested changes were limited to two of the recommended action measures and are as follows:

27. The City shall adopt Alternative B as contained in the Tigard 99W Plan as part of its Transportation System Plan and prioritize its recommendations. Subsequently, the City shall, in conjunction with other agencies, jurisdictions, and stakeholders, develop action plans to implement the alternative's specific project recommendations. Action plans to implement Alternative B shall include design and engineering strategies, funding measures, and stakeholder and citizen engagement. Reasonable time frames shall be associated with the action plans.

Commission reasoning – to clarify what/where Alternative B is.

33. Highway 99W Action Plans shall seek to enhance the economic vitality of the corridor through transportation, aesthetic land use, and other improvements. In addition, ~~staff~~ resources shall be ~~committed~~ used to coordinate business development and retention activities, and aid in communication among the business community and city government.

Commission reasoning – throughout the update of the Tigard Comprehensive Plan, the Planning Commission and City Council tried to avoid language that committed City staff or resources to programs or projects as the Comp Plan is policy focused. This requested change was to maintain consistency with the rest of the Comp Plan language.

Requested change #2

The Commission requested that any reference to the 5-lanes of Highway 99W as through lanes be removed. Staff has removed the reference throughout the proposed amendments. Most references were associated with the asterisk language in Part 1 of the proposed amendment. Part 4 of the proposed amendment also made reference to through lanes and this has been removed.

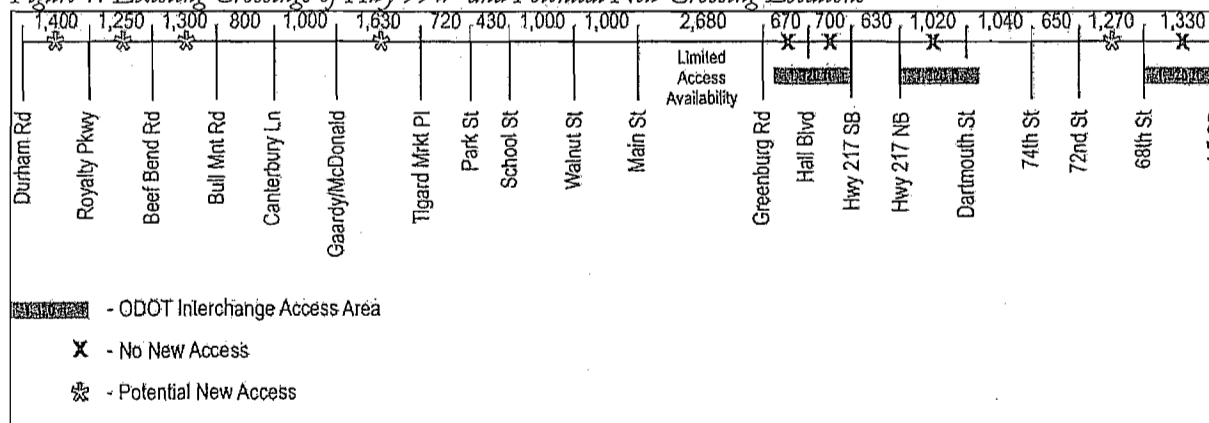
Commission reasoning – the reference to a 5-lane Highway 99W would include the middle, or turn, lane which is not truly a “through” lane. Removing this language eliminates the possibility for confusion.

Requested change #3

The Commission debated whether the addition of the language in proposed amendments 8, 9, 23, and 24 was appropriate. The proposed amendments would add two pedestrian activated signal crossings to the Other Potential Projects list. The Commission was concerned about the impact to traffic flow from adding additional traffic signals to the Highway 99W corridor. The Commission discussed various other solutions that could make the two particular intersections more pedestrian-friendly and asked staff to look into the feasibility of these projects and alternative language that would be more flexible.

Staff comment - The recommended pedestrian activated signal crossings were included to improve pedestrian connections at the two most feasible locations along the corridor at this point in time. The Regional Transportation Plan calls for full street connections no more than 530 feet apart to provide accessibility and connectivity for all modes of travel. Figure 1 below is taken from the Tigard 99W Improvement and Management Plan and shows pedestrian crossing locations along Highway 99W.

Figure 1: Existing Crossings of Hwy 99W and Potential New Crossing Locations



ODOT staff also submitted comments (see Staff Report Exhibit D) that recommended the pedestrian activated signal crossings may not be the most feasible pedestrian treatment at the proposed locations. ODOT staff believes the projects are important pedestrian connections, but recommends changing the proposed amendment language (see below) to provide project flexibility.

<i>M</i>	<i>Pedestrian Activated Signalized-Crossing Enhancements*</i>	<i>Highway 99W at SW 71st Avenue</i>
<i>M</i>	<i>Pedestrian Activated Signalized-Crossing Enhancements*</i>	<i>Highway 99W at SW Watkins Avenue</i>

**Requires approval from State Traffic Engineer*

The Planning Commission may wish to consider using ODOT's recommended language change (also included in Exhibit A) or use a number of other alternatives in lieu of removing the project language completely:

- Pedestrian Crossing Amenities
- Pedestrian-specific Crossing
- Pedestrian Crossing Infrastructure
- Crosswalk
- Pedestrian Crossing Project

ODOT Comments (Staff Report Exhibit D)

ODOT pointed out instances where an additional lane may be needed between intersections, essentially creating a sixth lane for short distances. Such a circumstance would not meet the asterisk language of "auxiliary lanes for additional intersection capacity" and recommended further clarification to retain flexibility.

Staff comment - In a case where an auxiliary lane may need to be continuous between two intersections, to provide flexibility the Commission may wish to consider including the word function to the asterisk language below TSP figures to read:

*"Highway 99W may include auxiliary lanes for additional intersection capacity, **function**, turn lanes, or access management at key locations, such as major intersections, where traffic flow and/or capacity would otherwise be constrained. For locations within 600 feet of any signalized intersection or freeway interchange, staff will determine, based on accepted engineering practices, the cross-section and auxiliary lanes that will be necessary to serve that intersection."*

City of Beaverton Comments (Staff Report Exhibit C)

Recommended the deleted turn lanes in proposed amendment 21 (Table 8-8 changes) should be maintained in the TSP improvements to assure the 5-lane section would handle future needs of the region.

Staff comment - maintaining the flexibility within the TSP to use auxiliary turn lanes at intersections is a benefit to the community and the function of Highway 99W. After review, the Engineering Division agrees with the Beaverton comments. Circumstances have changed, mainly the design of the Hall and Greenburg intersection improvement projects, since the Tigard 99W Plan was completed. Many of the intersection improvements slated to be removed from the TSP list may need to be constructed to ensure the Hall and Greenburg improvements function at their full potential. The Engineering Division identified the projects that were originally recommended for removal, but should remain in the TSP to provide flexibility (see list below). The language in Exhibit A was adjusted accordingly. The projects will again be reevaluated during the complete update of the TSP this year.

Main/Greenburg/ORE 99W	Southbound Left turn lane
Hall/ORE 99W	Southbound right turn lane Northbound left turn lane Westbound right turn overlap
ORE 217 NB Ramps/ ORE 99W	Retain eastbound right turn lane when ORE 99W widened to 7 lanes 2 nd northbound left turn lane
ORE 217 SB Ramps/ ORE 99W	2 nd northbound left turn lane
Dartmouth/ORE 99W	Retain eastbound right turn lane when ORE 99W widened to 7 lanes
68th/ORE 99W	Northbound left turn lane Southbound left turn lane Change to protected left turn phasing north/south

Summary Recommendation

The Commission's requested changes have been incorporated into the Staff Report Exhibit A, as well as ODOT and Beaverton comments. Therefore, if the Commission finds the proposed amendment complies with the applicable review criteria and agrees with the language adjustments made to the proposed amendment since the March 2, 2009 workshop, staff recommends the Planning Commission motions to:

**Find CPA2008-00011 complies with the applicable review criteria; and
Recommends the City Council adopt the amendments to the Tigard Transportation System Plan and Tigard Comprehensive Plan as found in Exhibit A.**

CITY OF TIGARD
PLANNING COMMISSION
Meeting Minutes
March 2, 2009

1. CALL TO ORDER

President Inman called the meeting to order at 7:02 p.m. The meeting was held in the Tigard Civic Center, Town Hall, at 13125 SW Hall Blvd.

2. ROLL CALL

Commissioners Present: President Inman; Commissioners Doherty, Fishel, Hasman, Muldoon, and Vermilyea [arrived after roll call]

Commissioners Absent: Commissioner Anderson, Caffall, Walsh, and Alternate Gaschke
Staff Present: Ron Bunch, Community Development Dir.; Carissa Collins, Sr. Management Analyst; Gus Duenas, City Engineer; Darren Wyss, Sr. Planner; Doreen Laughlin, Planning Commission Secretary

3. COMMUNICATIONS – None

4. APPROVE MEETING MINUTES

2-23-09 Meeting Minutes:

[Due to the short amount of time between meetings, the 2/23/09 meeting minutes will be up for consideration at the next meeting (March 16).]

5. WORK SESSION
CAPITAL IMPROVEMENT PLAN (CIP)

Ron Bunch, Community Development Director, introduced City staff member, Carissa Collins, Senior Management Analyst. He said this presentation is the introduction to the FY2009-2010 Capital Improvement Plan and if there were any questions the commissioners had that staff was unable to answer immediately, staff would get back to them. He said if any questions were to come up between now and April 20th, that the commissioners would please forward them to staff and they would then be forwarded on to Council and the Budget Committee. He stated if they wished to collectively deliberate the CIP as a body and consider it more before April 20th, staff would be glad to schedule that in. Collins stated that she was present to ask for Planning Commission input to the Budget Committee regarding this 5 year Plan. She noted the funding is \$61.9 million with \$23.3 funded in 09-10. She said that it is broken up into different systems: the Street system, Park system, Facilities, Downtown, Storms, and Sanitary Sewer. She went over the basic highlights of each system – some of which are:

Burnham and Ash = \$10.2 million - fully funded.

PMMP [Pavement Major Maintenance Program] = \$5.4 million funded over the 5 year period. She noted that's about \$500,000/year and that presently there's an outreach for public input on how to determine the kind of street maintenance program we want to have.

Sanitary Sewer & Storm projects are fully funded. Downtown projects are funded with grants, park SDC's, gas tax, and TIF [Tax Increment Financing] revenue. She said that so far as the Facilities System goes – the Facilities Master Plan is completed. The two primary projects are the new Police facility (about \$12 million total), and the new Public Works facility (about \$14 million).

SOME QUESTIONS & COMMENTS BY COMMISSIONERS

What impact will the [government] "Stimulus Package" have?

Ron Bunch, Community Development Director answered: As we understand, the stimulus monies will be coming essentially in three successive waves. The first is transportation funding that will come to the state. The Metro portion of that is \$30 million or so. Of that, Tigard is in line to get about 1.2 million dollars. Those monies are designated for street reconstruction or pavement management projects. Three of the projects are Bonita, 72nd, and Durham Road. Second and third rounds of stimulus will include projects that aren't quite on the line as of yet but include things such as parks, further transportation projects, water, sewer, storm drains - the kinds of things that may take a little longer to prepare. The third round, which is anticipated to come several months from now, will also include those projects that aren't really "shovel ready" and need more time to be prepared.

Gus Duenas, City Engineer, spoke a bit further about the money coming through. He said what they did to get the projects out into a category in which not much red tape is involved is to do 2" overlays. He said they have to pick streets in pretty good condition. Durham from Hall Blvd to Upper Boones is one big candidate - 72nd Ave and Bonita Road. He spoke a bit further about the process of receiving the stimulus funds.

What is the process for prioritizing City projects in general? For street projects - what we primarily do is look at what Council goals are and what the Council mandate is. Right now it's Burnham St. and Ash St. – so that is the primary goal for now. Community Development, as a whole, will prioritize based on what Council goals are.

What's being done about jaywalking near Tigard High School? Based on how long it takes to get the materials manufactured & delivered, we're looking to get a crosswalk in place by May of this year.

There were some other questions regarding parks, streams, bridges, and trail repair.

6. WORK SESSION
HIGHWAY 99W PLAN CPA2008-00011

Darren Wyss, Senior Planner, gave his presentation on behalf of the City.

He stated that the purpose of the meeting was to become familiar with the proposed amendments to Tigard's Transportation System Plan (TSP) and the Comprehensive Plan (found in attachment 1 of the Planning Commission packet). The proposed amendments would incorporate recommendations found in the Tigard 99W Plan and those made by the project's Citizen Advisory Committee (CAC).

The proposed amendments are divided into four components:

1. Update the Tigard Transportation System Plan to include recommended changes found in the Tigard 99W Improvement and Management Plan; (Found in Appendix C)
2. Incorporate the Tigard 99W Improvement and Management Plan by reference into the Tigard Transportation System Plan to serve as findings;
3. Update the recommended action measures for Tigard Comprehensive Plan Goal 12: Transportation to include language recommended by the Tigard 99W Plan CAC; and
4. Amend the Tigard Comprehensive Plan Policy 6.A (under Goal 12.2) to reflect recommended 5 through lanes for Highway 99W. (Staff recommended for consistency with TSP amendments.)

Wyss spent a few minutes reviewing the formulation of the Tigard 99W Plan and gave some background as to how the proposed amendments were developed. He said the development of the Tigard 99W Plan was funded by a Transportation Group Management (TGM) grant to evaluate the potential solutions to traffic congestion on Hwy 99W through Tigard. The intention of the project was to develop concept-level recommendations for transportation improvements and additional interventions to meet future needs in the Tigard 99W corridor.

The development of the plan involved the traditional process of:

- a) Inventorying of existing conditions;
- b) Analyzing needs, opportunities, and constraints;
- c) Developing alternative improvement concepts; and
- d) Comparing and evaluating alternative concepts.

The primary focus of these alternatives was to identify projects aimed at alleviating congestion and also improving circulation along Hwy 99W through Tigard.

The planning process ended up evaluating three alternatives:

- A. Partial widening of Hwy 99W through Tigard;
- B. Access management strategies in Tigard; and
- C. Widening of Hwy 99W to 7 lanes through Tigard.

In the end, Alternative B, which was the access management strategy, was chosen as the preferred alternative, as it best met the project objectives and criteria while carrying the fewest negative impacts to businesses in the community. Alternative B proposed that all transportation modes be enhanced through a series of projects over the long term, including medians, access management, intersection improvements, parallel roadway connections, and other off-highway improvements. This is based on maintaining a 5-lane cross section for Hwy 99W through Tigard. Wyss noted it's important to keep in mind that choosing Alternative B was not done in a vacuum. Both public involvement and interagency coordination factored into choosing the preferred alternative. The Citizen Advisory Committee (CAC), Technical Advisory Committee (TAC), City staff, and the public all agreed that Alternative B was the best solution. ODOT, TriMet, Portland, and all other partner agencies endorsed the preferred alternative. The proposed amendments found in CPA2008-00011 were developed as a result of Alternative B being chosen during the process.

In addition to the recommendation found in the Plan, the CAC developed a list of its own recommendations that they wanted forwarded to Council. These recommendations are proposed as Recommended Action Measures to be added to the Comp Plan transportation chapter.

The Tigard 99W Plan was completed in June 2007. In November 2007 Council directed staff to prepare amendments to implement the Tigard 99W Plan. That is the reason this portion of the meeting was scheduled.

COMMENTS & QUESTIONS BY COMMISSIONERS

- *I'm not sold that Alternative B is the best. I'm skeptical.*
- *Were the recommendations and changes made in this document based on Alternative B – the different language? Yes, it was.*
- *To what extent has anyone considered tolling Hwy 99 where it enters and exits Tigard on either end? That's one way to fund it and keep the traffic down. I don't think that's going to fly.*
- *Has it [a toll] been considered? Talked about? Vetted? It seems to me that given the very difficult issues we're facing and the fact that Tigard is more greatly impacted by 99W than any other community, that no discussion about what we're going to do with that road ought to go forward without having at least some kind of conversation about what the fiscal impacts [of a toll] are,*

and what the impacts are, on the volume of traffic. So there's my speech on the tolling issue.

- I think what we're supposed to be doing tonight is do we have any questions or input on what's been added to the Comp Plan for transportation based on Alternative B. Are we not going to have that conversation because we're talking about something else? President Inman answered – we veered off topic a bit because I wanted to allow Commissioner Vermilyea to have his say on something he feels passionate about.*

There were further general questions including where a rail might be located along Hwy 99W. There was a suggestion that a "reversible lane" could possibly be put on Hwy 99W.

At this point, the Commissioners went through the document (Land Use Application Narrative (proposed amendments) at length, and made various recommendations, which staff took note of.

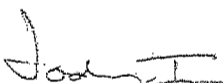
7. OTHER BUSINESS

8. ADJOURNMENT

President Inman adjourned the meeting at 9:15 p.m.



Doreen Laughlin, Planning Commission Secretary



ATTEST: President Jodie Inman

**CITY OF TIGARD
PLANNING COMMISSION
Meeting Minutes
April 6, 2009**

1. CALL TO ORDER

President Inman called the meeting to order at 7:05 p.m. The meeting was held in the Tigard Civic Center, Town Hall, at 13125 SW Hall Blvd.

2. ROLL CALL

Commissioners Present: President Inman; Commissioners Anderson, Caffall, Doherty, Hasman, Muldoon, and Vice President Walsh

Commissioners Absent: Commissioners Fishel, Vermilyea, and alternate Commissioner Gaschke

Staff Present: Ron Bunch, Community Development Director; Dick Bewersdorff, Planning Manager; Gus Duenas, City Engineer; Darren Wyss, Senior Planner; Todd Prager, City Arborist; Gary Pagenstecher, Associate Planner; Doreen Laughlin, Planning Commission Secretary

3. COMMUNICATIONS

Commissioner Doherty reported that she'd attended the Metro 101 session in Hillsboro. She gave a short report and distributed CD's with the information to the Commissioners, along with an Urban and Rural Reserves Phase 3 Public Meeting Schedule.

Commissioner Caffall reported that he'd attended the CCI (Committee for Citizen Involvement) meeting, and that he found that most of the neighborhoods are up and live with their websites. He said that's going well. He reported that Gus Duenas (City Engineer) is keeping the committee busy with Hwy 99W and street improvements.

Vice President Walsh reported that he'd attended the Tree Board meeting the week before and they would be getting an update at the end of the meeting tonight.

4. CONSIDER MEETING MINUTES

3-2-09 Meeting Minutes:

There was a motion by Commissioner Doherty, seconded by Commissioner Muldoon to approve the 3-2-09 Planning Commission meeting minutes as submitted.

The motion to approve the minutes as submitted passed unanimously on a recorded vote, the Commissioners voted as follows:

AYES: Commissioner Doherty, Commissioner Hasman,
Commissioner Inman, and Commissioner Muldoon (4)
NAYS: None (0)
ABSTAINERS: Commissioner Anderson, Caffall, and Walsh (3)
ABSENT: Commissioner Fishel, Vermilyea (2)

3-16-09 Meeting Minutes:

There was a motion by Commissioner Doherty, seconded by Commissioner Muldoon to approve the 3-16-09 Planning Commission meeting minutes as submitted:

The motion to approve the minutes as submitted passed unanimously on a recorded vote, the Commissioners voted as follows:

AYES: Commissioner Anderson, Commissioner Doherty,
Commissioner Hasman, Commissioner Inman, and
Commissioner Muldoon (5)
NAYS: None (0)
ABSTAINERS: Commissioners Caffall and Walsh (2)
ABSENT: Commissioners Fishel and Vermilyea (2)

5. PUBLIC HEARINGS

5.1 COMPREHENSIVE PLAN AMENDMENT (CPA) 2008-00011 LEGISLATIVE UPDATE: Tigard Transportation Plan and Comprehensive Plan Amendments to Incorporate Tigard 99W Improvement and Management Plan Recommendations

PUBLIC HEARING OPENED

Darren Wyss, Senior Planner, presented the staff report on behalf of the City. [Staff reports are available for public review at the City one week prior to public hearings.]

Wyss said the Planning Commission was being asked to make a recommendation to City Council on CPA2008-00011, which will amend the Tigard TSP and Comp Plan. He noted the Commission previously held a workshop on the proposed amendment on March 2, 2009. He said the proposed amendments will incorporate recommendations found in the Tigard 99W Improvement and Management Plan and those made by the project's Citizen Advisory Committee [CAC].

Wyss highlighted a few components of the process:

- Intended to develop concept-level recommendations for transportation improvements and additional interventions to meet future needs in the corridor.
- The primary focus was to identify potential projects aimed at alleviating congestion and improving circulation.
- The planning process ended up evaluating three alternatives
 - A – partial widening of 99W thru Tigard
 - B – access management strategy in Tigard
 - C – Widening of 99W to 7 lanes thru Tigard

Wyss noted that in the end, Alternative B was chosen as the preferred alternative as it best met the project objectives and criteria while carrying the fewest negative impacts. He said it was important to keep in mind that choosing Alternative B was not done in a vacuum. Both public involvement and interagency coordination factored into choosing the preferred alternative. The proposed amendments found in CPA2008-00011 were developed as a result of Alternative B being chosen. In addition to the recommendation found in the Plan, the CAC developed a list of its own recommendations to Council which are included as proposed Recommended Action Measures to be added to the Comp Plan transportation chapter. He said the proposed amendments are divided into the following four components:

1. Update the *Tigard Transportation System Plan* to include recommended changes found in the *Tigard 99W Improvement and Management Plan*;
2. Incorporate the *Tigard 99W Improvement and Management Plan* by reference into the *Tigard Transportation System Plan* to serve as findings;
3. Update the recommended action measures for *Tigard Comprehensive Plan* Goal 12: Transportation to include language recommended by the *Tigard 99W Plan Citizen Advisory Committee*; and
4. Amend the *Tigard Comprehensive Plan* Policy 6.A (under Goal 12.2) to reflect recommended through lanes for Highway 99W. (Staff recommended for consistency with TSP amendments.)

Wyss noted a few minor changes had been made to the proposed amendments since the PC workshop on March 2, 2009. These changes were based on two things:

- PC feedback at the workshop
- Comments sent in by ODOT and Beaverton

At this point Wyss went over a PowerPoint presentation. **(Exhibit A)**

QUESTIONS BY COMMISSIONERS

Is "function" defined? We can do that.

PUBLIC TESTIMONY IN FAVOR – No one signed up to speak in favor.

PUBLIC TESTIMONY IN OPPOSITION – No one signed up to speak in opposition. President Inman asked if anyone in the audience wished to speak on this. **Sue Beilke, 11755 SW 114th Place, Tigard,** had a couple of questions regarding changes Wyss had made to table 11-4 and 11-5 – which he answered to her satisfaction.

PUBLIC TESTIMONY CLOSED

DELIBERATIONS/MOTION

After a short deliberation, there was a motion by Commissioner Doherty, seconded by Commissioner Caffall:

“I move the Planning Commission forward a recommendation of approval to the City Council of application CPA2008-00011 and recommend the City Council adopt the amendments to the Tigard Transportation System Plan and Tigard Comprehensive Plan as found in Exhibit A [of staff report].”

The motion passed unanimously on a recorded vote, the Commissioners voted as follows:

AYES:	Commissioner Anderson, Commissioner Caffall, Commissioner Doherty, Commissioner Hasman, Commissioner Inman, Commissioner Muldoon, and Commissioner Walsh (7)
NAYS:	None (0)
ABSTAINERS:	None (0)
ABSENT:	Commissioners Fishel and Vermilyea (2)

After the vote, Wyss was reminded that they would like him to add the definition of “function.” He said he would.

President Inman noted this will go to Council’s 6/23/09 Business Meeting.

**5.2 PUBLIC HEARING (Continued from 2-23-09)
DEVELOPMENT CODE AMENDMENT (DCA) 2008-00005
- SENSITIVE LANDS PERMIT REQUIREMENTS -**

On behalf of the City, Gary Pagenstecher, Associate Planner, handed out a revised memo (**Exhibit B**) with the changes in red. He said they offer a refinement in staff recommendation – Option 3.c [3.c states: “Pedestrian/bicycle pathways within the floodplain shall include a wildlife assessment to ensure that the proposed alignment minimizes impacts to significant wildlife habitat.”] He said there were some comments [from Brian Wegener & John Frewing] at the back of that memo as well as a memo from Public

Works, Steve Martin [Parks & Facilities Manager]. Pagenstecher went over the memo which, he said, reflects the input he'd received. Pagenstecher said there were basically two issues: 1) the elevation criteria; and 2) the wildlife habitat issue. The revised recommendation gets rid of the elevation criteria altogether and instead requires a wildlife assessment for pathways within the floodplain. Briefly, the elevation criteria were originally designed for structure, protection, and maintenance. He said the Public Works memo spoke to that advising him that it simply wasn't an issue. Adding a criterion for wildlife is recommended for trails in the flood plain.

QUESTIONS BY COMMISSIONERS

There was a general question about the difference between bike and pedestrian impacts.

PUBLIC TESTIMONY – IN FAVOR – No one was signed up to speak in favor.

PUBLIC TESTIMONY – IN OPPOSITION –

John Frewing, 7110 SW Lola Lane, Tigard, OR spoke in opposition. He went over his written submitted comments at the back of the packet (back of Exhibit B). With regard to 3.c – he said there were several things that caused him concern. He'd like to see 3.c changed to say "pedestrian or bicycle pathways which are either replaced, new, or modified from this date forward, shall include this wildlife assessment." Secondly, he asked "what is a wildlife assessment?" He said he can do a wildlife assessment in about 1 second. Someone else may take more time because it involves fish, or birds, or frogs, or whatever – are there standards that we can reference in that regard? He said he doesn't know. "Thirdly, you've used the word "significant wildlife habitat" that in our [Tigard] code – there's a map of significant wildlife habitat adopted for Goal 5 and I presume that's what you mean, but it doesn't say that here." He went on to say that "CWS right now has a waiver for existing roads and trails in these low lying areas and so anything that exists that you're going to modify, repave, or replace escapes through that provision of CWS. And I don't want it to escape. I want it to have the wildlife assessment."

Pagenstecher answered that any trail would go through a design development process and where trails are, for instance, modified for width, you would expect to have an assessment because they would be "new" trails and would be subject to the criterion for pathways in a floodplain. Frewing said that was comforting to him. He then asked about the standard for wildlife assessment. Pagenstecher said there is no criterion for wildlife assessment at this time. It's not in the code and not proposed here. There are standards for it. There are wildlife assessments – they are ordered for a purpose. Secondly, Frewing asked whether wildlife assessment would be done at one point in time, or done over several important seasons. Pagenstecher said wildlife assessments indicate time of year done and try to accommodate for that. Frewing said seasonal differences should be picked up in a wildlife assessment. Did you say that would be picked up? Pagenstecher said yes, I think that would

be picked up. Frewing: Lastly, does “significant wildlife habitat” correspond to the city’s map? Pagenstecher: What we’re talking about here is a criterion that applies specifically to floodplains in the City of Tigard. Floodplains correlate with the highest height and limit value on the habitat map. Frewing: Okay – so it refers to the map. Pagenstecher: Yes.

Erik Lindstrom, 6801 SW Canyon Crest Drive, Portland 97225 spoke in opposition – He thanked Gary for meeting with them on Friday and answering many of his concerns. He said he’d studied the watershed very intently for two years as part of writing a book about Fanno Creek. He spoke about management of ecosystem services and wildlife habitat within the City limits. He said he was concerned about the process itself. He doesn’t like the idea of modifying code to meet the plan. He’s not convinced the details are there that the certain damage that will occur to the watershed as a result of this is mitigated and offset by other activities.

There were no questions from staff.

Sue Beilke, 11755 SW 114th Place, Tigard spoke in opposition. She handed out her comments in written form and went over them (**Exhibit C**).

There were no questions from staff.

Brian Wegener, 12360 SW Main Street, Suite 100, Tigard, OR of the Tualatin Riverkeepers hadn’t signed up, but spoke in opposition. He said he’s concerned about bicycle road kills in these sensitive areas. He’d seen some of them. He’s also concerned about trail washouts. Impacts should be minimized. He thinks the wildlife assessment should be defined. He’s hoping this will be a “win-win” situation. He likes trails and access to nature but wants to make sure we are not taking away that nature by putting those trails in.

QUESTIONS FROM STAFF: *What do you believe is the solution?* The solution could be perhaps putting trails going through wet areas up on pilings. In a slope situation – there are a lot of different choices. Reduce impervious areas that are causing stormwater run-off - that’s very important to areas close to the streams.

QUESTIONS OF STAFF

Did ODF&W further comment? No. Pagenstecher said he called to follow up on their first comment. He said the comment was global in that when there’s a limited resource – generally speaking, the policy is – protect it whenever you can. He said that’s consistent with their mission.

Is there the possibility of the City looking at what sort of surface – what the trail's going to be made out of – before a trail is put in a floodplain? Is there any possibility in this code to go through and have that as part of the criteria?

There are opportunities to introduce and apply green [environmentally friendly] trail criterion in the design development of any trail segment that the City may undertake.

PUBLIC TESTIMONY CLOSED

DELIBERATIONS

President Inman said a floodplain is not necessarily a natural resource area so, potentially, we could be requiring wildlife assessments for a parking lot. She believes this is above and beyond other standards that are currently out there, and potentially onerous. She said she leans towards faith in CWS and other regulations as far as protecting resources and buffers – there's a dedicated public who will follow the development of the plan and will give input with regard to paths. That being said, she's not opposed to adding a wildlife assessment.

The commissioners deliberated at length.

MOTION

After deliberations, there was a motion by Commissioner Muldoon, seconded by Commissioner Hasman: **"I move we adopt DCA2008-00005 Sensitive Lands Permit Requirement, selecting Option 3.c as amended April 6, 2009."**

The motion passed on a recorded vote - the Commissioners voted as follows:

AYES:	Commissioner Anderson, Commissioner Caffall, Commissioner Doherty, Commissioner Hasman, Commissioner Inman, and Commissioner Muldoon (5)
NAYS:	Commissioner Walsh (1)
ABSTAINERS:	None (0)
ABSENT:	Commissioners Fishel and Vermilyea (2)

PUBLIC HEARING CLOSED

President Inman noted this will go to the 5/12/09 Council Business Meeting.

6. URBAN FORESTRY MASTERPLAN

City Arborist, Todd Prager, said the slide presentation he was about to present highlights the packet that was distributed to the commissioners earlier. He encouraged them to review the

packet over the coming months to become familiar with the data that's been collected thus far for the Urban Forestry Master Plan. At this point he went over his slide presentation as an update of the Master Plan (Exhibit D).

QUESTIONS FOR STAFF

Why has the tree canopy decreased? Dick Bewersdorff, Planning Manager, answered, "There'd been more development in those years than we've ever had in Tigard." Prager added, "The fragmentation where the larger groves were being replaced with smaller individual plantings may indicate that the mitigation is helping to restore canopy in these residential zones."

There were a few other questions and then the commissioners thanked Prager for a presentation they said was well done.

7. OTHER BUSINESS –

Joint Meeting on April 21st – Tuesday – ideas for topics:

The commissioners talked about some of the topics they may wish to discuss at that meeting. The consensus was that their main topic would be that of communication between the Council and the Commission; specifically, if Council chooses to over-ride one of their recommendations. They wondered what the plan is to communicate Council's reasoning as to why they disagree.

Minutes: Planning Commission Bylaws - Article IV Section 12.E

There was a decision to change the way the Commission considers/approves minutes. It was decided that, in light of the heretofore overlooked portion of the bylaws (below), in the future they would approve them differently than in the past.

Article IV Section 12.E of the Planning Commission bylaws states:

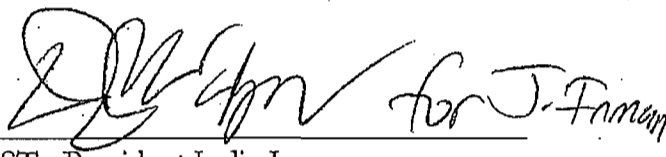
"Commissioners are expected to vote for approval of the minutes based on the accuracy of representation of events at the meeting. *If there are no corrections, the President may declare the minutes approved as presented, without the need for a motion and vote.* A vote in favor of adopting minutes does not signify agreement or disagreement with the Commission's actions memorialized in the minutes."

So, if after asking if there are any corrections and, there being none, the President may declare the minutes "approved as presented" without the need for a motion and vote.

8. ADJOURNMENT

President Inman adjourned the meeting at 9:26 p.m.


Doreen Laughlin, Planning Commission Secretary


ATTEST: President Jodie Inman



CITY OF TIGARD
LONG RANGE PLANNING
13125 SW HALL BLVD.
TIGARD, OR 97223



RETURN RECEIPT
REQUESTED

ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEV.
635 CAPITOL STREET NE., SUITE 150
SALEM, OREGON 97301-2540

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