

TGM 2018 Awards

File Code	Primary Applicant	Project Title	Project Summary from Application
<i>Region 1</i>			
1A-18	City of King City	Transportation System Plan with direction for Future Master Land Use Plan	With the completion of the City's concept plan to extend city boundaries to Roy Rogers Road, it is paramount that we begin planning a complete transportation systems plan. Due to size, ODOT waived the requirement for the city to prepare and adopt a TSP. The city's comp. plan, most recently amended in 2002, addresses transportation to a limited extent, but falls far short of plan requirements in the Transportation Planning Rule. There is no traffic forecast or plan to identify deficiencies and address needs over the 20-year plan horizon, nor an adequate framework to ensure a safe, well-connected system for bicyclists and pedestrians as the TPR envisions. The King City TSP project will deliver a full-fledged TSP and implementing ordinances to ensure the transportation system adequately serves existing development and future growth. Issues: 1: King City Needs a Transportation System Plan to Inform Decisions; 2: King City Needs a Master Land Use Plan for URA6D
1B-18	City of Sandy	Transportation System Plan Update	The City of Sandy relies on the TSP for subdivision and commercial development designs, street construction standards, transit planning, ped/bike infrastructure planning, parks and trail planning, and all other elements of our transportation system. In June 2017, Sandy expanded its UGB by 668.2 acres. Because the current TSP was last updated starting in 2008, with adoption occurring in 2011, it doesn't include any of the newly expanded UGB area. Since 2017, we've had 10 tax lots annex that were previously outside the UGB and were not included in the 2011 TSP. This update will help in the process of updating our parks and transit master plans. Primary TSP update objectives are: <ul style="list-style-type: none"> -Update the TSP to include the 668.2 acre UGB expansion area and identify ped/bike systems & roadway classifications within the expanded area. -Update project programming lists, including project cost (currently in 2009 dollars). -Implement the alternative mobility standards developed as part of the 2011 TSP.
1C-18	Clackamas County	Transit Development Plan	HB 2017-Keep Oregon Moving created a new source for funding transit projects. In Clackamas County transit is provided by TriMet & five small transit providers. This project will identify opportunities to improve community connections & provide guidance into TriMet Service Enhancement Plans from the Clackamas Co. perspective. The purpose of the Transit Development Plan (TDP) is to build off Metro's Regional Transit Strategy & integrate new tools like Enhanced Transit Concepts. As the housing affordability crisis continues, more people are moving outside the urban core & into more affordable, suburban & rural communities. The TDP will provide guidance on how the County advocates for transit service to improve accessibility to areas with low levels of service. Finally, the TDP will identify priority investments for HB 2017 transit funds collected in unincorporated Clackamas County, outside existing transit service areas, providing guidance into future required HB 2017 Transit Plans.

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1D-18	TriMet	TriMet Pedestrian Plan	The TriMet Pedestrian Plan will help jurisdictions identify top locations where infrastructure investments will improve pedestrian access to transit. Furthering the work started in the 2011 TriMet Pedestrian Network Analysis, the Pedestrian Plan will entail a robust public engagement process, the establishment of an advisory committee, and close coordination with stakeholders. The plan will include a pedestrian network connectivity analysis, an evaluation framework for pedestrian investments, and an updated hierarchy for investments in pedestrian access-to-transit infrastructure. The Pedestrian Plan will help jurisdictions identify ways to fulfill their transit-related planning obligations within their Transportation System Plans.
1E-18	Washington County	Tualatin Valley Trail Refinement Plan	This project will result in a refinement plan for the Tualatin Valley (TV) Trail, a planned regional trail that will connect three key regional centers in Washington County (Beaverton, Aloha, and Hillsboro) and provide new multimodal connections for underserved communities in the TV Highway corridor. The TV Trail is a key part of the larger Turf-to-Surf Trail, which will connect the Portland region with the Oregon Coast. This effort will build upon previous and current planning efforts along the corridor, including the recently completed Aloha Tomorrow. Tasks include evaluating alternative alignments for the trail, identifying a preferred alignment, developing a conceptual design and planning-level cost estimates, and recommending implementation strategies for phased development. Expected outcomes include a TV Trail Refinement Plan that will be adopted by Washington County, amendments to Washington County’s TSP, near term actions, and identification of public-private partnerships.
<i>Region 2</i>			
2A-18	City of Eugene	Transportation Demand Management Growth Strategy	Eugene is in need of a comprehensive Transportation Demand Management Growth Strategy. A TDM Growth Strategy will managed the demand on our transportation system and expanding transportation choices. The TDM Growth Strategy will develop a comprehensive TDM program that builds on the City’s existing transportation campaigns, is grounded in best practices, and sets the city on a path to achieve mode share targets of tripling the percentage of people who walk, bike and take transit. This project will deliver a package of adoption-ready products, including an adoptable TGM Growth Strategy and development code changes that will help implement the TDM related policies in the TSP. Staff, stakeholders and community members will be engaged throughout the process. This TDM Growth Strategy will recommend roles and responsibilities for Eugene staff, program elements and structure, development code changes, funding opportunities and ongoing monitoring and enforcement processes.
2B-18	City of Independence	Transportation System Plan Update	This project updates the City Transportation System Plan (TSP), last updated in 2007. The project will explore existing and future traffic conditions, evaluate alternatives for mitigating congestion, and propose infrastructure improvements with associated cost estimates for future development. Work will include evaluation of pedestrian and bicycle transportation options and infrastructure, as well as opportunities to better connect to the neighboring city of Monmouth's transportation infrastructure. Public involvement will be a key component of the project through surveys, stakeholder meetings and open houses. The final product will be an adopted TSP with associated comprehensive plan goals, as well as updated SDC methodology. This will ensure that Independence accommodates future growth while retaining a compact, walkable, small town aesthetic.

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2C-18	City of Monroe	Riverside District Master Plan	This project will develop a Master Plan for the 'Riverside District' area in Monroe - elaborating and synthesizing community-generated plans and serve as a special element in the city's Comp. Plan update. The Master Plan will integrate land uses (commercial, industrial, public, parks, residential), transition the area's connectivity towards human-scale transportation options, enhance and protect riparian and aquatic ecosystems, and develop place-making strategies. The rate of private investment into the area is rapidly increasing as 60+ new residential homes are slated for construction within a mile. Now is the time to plan for the anticipated land use and transportation challenges. The Master Plan will provide a strategy to leverage the community's assets (Long Tom River, Hwy 99W, City Park) and capitalize on the land's opportunity for economic and destination dev.; environmental stewardship; and to provide local amenities (multimodal pathways, parks, community spaces).
2D-18	Yamhill County	Yamhelas Westsider Trail Master Plan	The Yamhelas Westsider Trail Master Plan will provide a comprehensive and clearly defined road map to advance a multi-modal transportation project from acquisition to construction. When complete, the 17-mile trail will offer an active transportation link between two counties and four cities in the heart of Oregon wine country, while also supporting regional recreation and tourism, and allowing the movement of agricultural products and equipment. The development of a multi-phasic, actionable Master Plan will guide the county, stakeholders, and participating agencies in a collaborative and process that will enable the project to progress toward construction. Additionally, this plan will outline specific mitigation strategies identified in Yamhill County's Farm Impact Findings. The Master Plan will be consistent with Yamhill County TSP, and will ultimately lead to a trail that provides access to all county residents and visitors, and accommodates a wide range of user types and abilities.
<i>Region 3</i>			
3A-18	City of Ashland	Revitalize Downtown Ashland Plan	The Revitalize Downtown Ashland Plan will build upon the completed and adopted Transportation System Plan (TSP) and subsequent Downtown Parking Plan along with prior work involving the downtown corridor to beautify and revitalize the City's historic downtown core. The project goal is to create an affordable, safe and functional multi-use transportation network. The project transforms a practical district level state highway through the heart of downtown Ashland into an enriched local street network with increased opportunities for safer and attractive walking experience, enhanced bicycle connections and parking, convenient access to transit and functional parking, including loading zones to better sustain the unique qualities and improve the prosperity of downtown Ashland. Project implementation will result in specific short, medium and long-term actions to the downtown core. Project will also define funding mechanisms to ensure project goals are met in a timely efficient manner.

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3B-18	Coos County	Transit Master Plan	Coos County Area Transit is in need of a Transportation Master Plan. We expect this plan will address not only local county needs but regional needs as well. With this plan, we hope to establish a vision for transit in Coos County and the Oregon South Coast. We expect it to identify short and long term needs and goals as well as a vision plan for the long term (20 year plan). The four major cities in the county are currently looking at ways to address transportation needs in their respective jurisdictions. The cities of Coos Bay and North Bend are kicking off their Transportation System Plan updates and the city of Bandon is looking to begin a shuttle service in the short term to service tourists and in the long term has asked us to look at increasing service to their area. Far ranging support has been received for this plan which the community at large hopes will address transportation opportunities bolstered by upcoming HB 2017 STIF funds.
<i>Region 4</i>			
4A-18	Klamath County	Transportation System Plan Update	<p>Klamath County needs to update its 2010 TSP. The 2010 TSP is out-of-date and is not as complete and robust as a modern TSP. The 2010 TSP lacks innovative multimodal treatments and guidance for balancing limited financial resources between maintenance and capital needs. The County has new planning needs that surfaced after the development of the 2010 TSP, including ADA access, speed reduction, and rural and school transportation safety. Thus, the 2010 TSP is not as useful to the County and partners (such as ODOT) as it needs to be.</p> <p>An up-to-date and modern TSP is needed to help the County and ODOT identify, evaluate, and fund the County's transportation needs in a diligent, thorough, objective, transparent, and collaborative way. The updated TSP will develop specific transportation projects (with relative priorities and in more detail than found in the 2010 TSP) and specific program and policy recommendations. The TSP will update the Comprehensive Plan and Land Development Code.</p>
<i>Region 5</i>			
5A-18	City of Ontario	Transportation System Plan Update	The City of Ontario's TSP was completed in 2006, and no longer reflects current growth, development, and other transportation planning changes that have occurred in the City, region, and State of Oregon since that time. Additional updates needed for the 2006 TSP include: (1) incorporation of the City's recent Parks and Recreation Master Plan and a Bicycle/Pedestrian Ways Master Plan, which identify and plan for improved connectivity from streets and sidewalks to planned pathways as part of the Master Plan; (2) study and refinements to the E. Idaho Avenue corridor, including a traffic study to determine needed travel and safety improvements, particularly the need for left turn lanes and to develop the future streetscape such as sidewalks, bike paths, and landscaping improvements.