

## TGM 2013 Awards

File Code	Primary Applicant	Project Title	Project Summary from Application
<i>Region 1</i>			
1A-13	City of Canby	North Redwood Concept Plan	This project will result in a plan ready for Council adoption that: Identifies a mix of residential uses & densities; identifies; identifies a comprehensive street network & circulation plan that connects to existing system & promotes alternative modes of transportation; identifies infrastructure to serve future development and protects the significant natural resources in the planning area. The 66 acre area is one of the few remaining areas in our UGB that has not been annexed into the City, and is identified in our Comprehensive plan a a area required to have a development plan.
1B-13	City of Happy Valley	Happy Valley TSP Update	The primary product is a newly adopted Happy Valley TSP supported by amendments to City policies, codes, and ordinances that implement the TSP. Updates will be made to comply with new Regional Transportation Functional Plan (RTFP) requirements for local TSPs, the Transportation Planning Rule (TPR), and other applicable regulations. The TSP process will reaffirm City goals and complete a public involvement process to ensure the plan has community support.
1C-13	City of Lake Oswego	Lake Grove Parking Plan	The project will result in a parking plan for the Lake Grove Village Center, a Metro-designated Town Center on the west end of Lake Oswego. The project includes: 1) an assessment of parking need: 2) a plan for more efficient use of parking - addressing shred parking, off-street connections between parking areas, and shared driveways; 3) identification of strategic locations for public parking facilities; and 4) an overall parking management plan for the district.
1D-13	City of Milwaukie	Monroe Street Bike Boulevard/Neighborhood Greenway	Monroe Street is a key east-west bicycle route across the City, and is also important for pedestrians as a connection through several neighborhoods and to downtown Milwaukie. The City's Transportation system Plan (TSP) has identified Monroe St as a High priority for both bike boulevard and pedestrian improvements. Developing Monroe Street with neighborhood greenway treatments to calm traffic and improve roadway conditions for bicycles and pedestrians will increase non-vehicular options for residents to access transit, neighborhood and downtown amenities, and increase recreation opportunities for all levels of cyclists and pedestrians. This project would assess current conditions and needs, evaluate best practices, and develop initial and final design options with the community, resulting in new street designs and standards for Monroe Street for bike boulevard/neighborhood greenway
1E-13	City of Portland	Parking Analysis and Tool Kit for Neighborhood Centers and Corridors	This project will evaluate and revise parking strategies to better support Portland Comprehensive Plan policies that promote density within centers and along corridors. The project will result in two deliverables, (1) a parking occupancy and inventory report for centers and corridors slated for growth in the Comprehensive Plan, and (2) a parking "toolkit" that would identify parking strategies and associated Transportation Demand management tools to help create multi-modal centers and corridors

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1F-13	City of Portland	Tryon and Stephens Headwaters Neighborhood Street Plan	The primary purpose of the Tryon and Stephens Headwaters Neighborhood Street Plan is to address street connectivity in the study area by fostering a well-connected, multi-modal transportation system and through refinement of the SW Master Street Plan. The Neighborhood Street Plan will develop roadway, active transportation and stormwater improvement options for the local street network and enhance neighborhood access to local destinations and transit stops for pedestrians and bicyclists, thereby reducing the number of motor vehicles using area arterials for local trips.
1G-13	City of West Linn	2035 West Linn Transportation System Plan	The project will result in a local TSP that complies with the 2035 Metro Regional Transportation Plan and will focus on: solutions to improve non-SOV mode share; solutions to improve safety for all modes; elimination of system gaps; the preservation, maintenance and full utilization of the existing transportation system; and, the creation of performance evaluation criteria to assess the effectiveness of
1H-13	Multnomah County	Sauvie Island and Multnomah Channel Transportation System Planning	The project will result in an updated Transportation System Plan for the Sauvie Island and Multnomah Channel rural plan area. The planning effort is timely and leverages the scoping work completed in May 2013 that involve an extensive public outreach process to identify land use and transportation visions and issues for the area. This project will continue working with the stakeholders, and coupled with an update to the Rural Area Plan, will update the key land use and transportation planning
1I-13	Washington County	170th-Merlo Corridor Concept Plan	The 170th-Merlo Corridor Concept Plan will explore multi-modal transportation solutions for a rapidly growing suburban Washington County corridor. The plan will explore different design and circulation options to improve safety and meet demand for people walking, biking, taking transit and operating vehicles including freight trucks. The plan will result in design concepts and cost estimates for a preferred package of solutions and will prepare the corridor for project funding and implementation.
<i>Region 2</i>			
2A-13	City of Lincoln City	Planning for the Gap	Lincoln City proposes a place-making project adjoining ODOT's planned improvements to US 101 in the area of the city known as the Nelscott gap. Stakeholders will work with consultants experienced in design and private sector development to create a ready-to-adopt innovative plan to transform the gap into a livable, walkable, and very special neighborhood
2B-13	City of Salem	Commercial Street/Liberty Road Refinement Plan	The intent of this project is to re-energize the project area by improving the visual character and functionality of the circulation system, and by strengthening the district's identity, curb appeal and marketability. A detailed street design plan will be developed that will provide the necessary project level planning to transform this area into a welcoming environment for all modes of travel

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2C-13	City of Tillamook	Hoquarton Area Planning Projects	This project will produce a master plan for the Hoquarton Area of Tillamook, Oregon. The study area is predominantly industrial waterfront and parklands and will be impacted by ODOT's Tillamook US 101/OR 6 Project. The goal is to coordinate a multi-modal transportation system with the economic revitalization of this area.
2D-13	Sunset Empire Transportation District (SETD)	Long Range Comprehensive Transportation Plan	The project will develop a long range Comprehensive Transportation Plan for the Sunset Empire Transportation District of Clatsop county. The last 10 year CtP plan was adopted in 2001 and it is time for an update. The plan will focus on county-wide transportation planning issues, including local needs, visitor needs, bus stop and facility citing, incorporating transit within local land use planning efforts, including other TSP updates, as well as coordinating with the new five-county transit alliance that
2E-13	Tillamook County Transportation District	Tillamook County Transportation District Transit Development Plan	The project will result in a Transit Development Plan for the Tillamook County Transportation District to enable the District to grow ridership by locating and designing site plans for highly visible major transit stops and guide the development of the District's transit services over the next 5 to 10 years. The Plan will be developed in partnership with state and local jurisdiction and will include input from the general public and transit users through surveys and local community workshops.
<i>Region 3</i>			
3A-13	City of Oakland	Oakland Local Street Network Plan	This project will result in the creation of a Local Street Network Plan (LSNP) for the community of Oakland. With emphasis on providing street connectivity, the project will focus on local land uses and enhancing accessibility to shopping, schools, residential areas, bike/pedestrian safety and circulation areas and other community destinations. The process will provide public involvement opportunities and create public buy-in from initiation through plan and ordinance adoption. The LSNP will be critical tool to ensure public safety, enable urgent infrastructure improvements and consistently guide ongoing development to meet the community's transportation goals.
3B-13	City of Reedsport	Levee Trail System Plan	The City of Reedsport is requesting assistants to develop a levee trail master plan for future development of a multiuse trail system. The final product will be a support document to the City's TSP and Comprehensive Plan Document. The levee trail system has been identified by the City and by most local organizations as a much needed tool for economic growth and to enhance existing methods of
3C-13	RVCOG/Talent	City of Talent RPS Conceptual Planning	The project will result in adoption-ready land use and transportation conceptual plans for two future growth areas adjacent to Talent. These area were identified in the greater Bear Creek Valley Regional Plan adopted by Jackson County in 2012 and acknowledged by DLCD in 2013. Concept plans are a pre-
3D-13	RVCOG	Alternative Measures and Benchmarks Audit	The Rogue Valley MPO adopted 7 Alternative Measures to help reduce automobile dependency in the Rogue Valley. These goals, policies and objectives need to be reviewed and audited to demonstrate how effective they have been.

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<i>Region 4</i>			
4A-13	City of Bend	Central City and Westside Bend Integrated Land Use and Transportation Plan	City of Bend will create an Integrated Transportation and Land Use Plan for the central and westside areas of the City. The primary reason for the plan is to create transportation performance measures that compliment and enhance the changing land uses in the area from light industrial to mixed uses. The decision by OSU Cascades to locate a 4 year campus in the central or westside of Bend creates an urgency and opportunity for this Plan.
4B-13	Gilliam County	Gilliam Group TSP Update	The project will result in an updated TSP for the above entities as well as an updated Comprehensive Plan and associated codes. The plan will be developed in collaboration with the above entities, including ODOT and DLCD with input from citizens and businesses.
<i>Region 5</i>			
5A-13	City of Weston	Water Street Project	This project will update existing Traffic Growth Management and Safe Routes to Schools plans by connecting them with a Plan for the major thoroughfare, which does not meet safe or accessible requirements. We will also connect with additional projects currently underway, including a Water System upgrade, Weston Main Street, Oregon Trail interpretive project, Weston Parks and Recreation