

**TGM 2016 Awards**

<b>File Code</b>	<b>Primary Applicant</b>	<b>Project Title</b>	<b>Project Summary from Application</b>
<i>Region 1</i>			
1A-16	City of Estacada	Estacada Active Transportation Plan	<p>The purpose is to develop and adopt an Active Transportation Plan for the City of Estacada. The City will leverage strong community support and regional partnerships to achieve the following outcomes:</p> <ul style="list-style-type: none"> <li>• Pedestrian and bicycle projects/programs that connect new development to the rest of the city, provide safe routes to schools, improve the walkability of older neighborhoods, and create recreational opportunities.</li> <li>• Advancement of the City’s Healthy Eating Active Living campaign through transportation choices that provide equitable access to food and key services, encourage active lifestyles, and enhance safety for vulnerable travelers.</li> <li>• Transportation investments that support economic vitality by increasing pedestrian and bicycle traffic in the downtown and connecting to adjacent regional trails and state parks.</li> <li>• Adoption of the plan as an amendment to the City’s TSP, with projects programmed into the Capital Improvement Plan. Implementing ordinances will be developed and adopted.</li> </ul>
1B-16	City of Molalla	City of Molalla TSP Update	<p>The purpose of the project is to update the existing Transportation System Plan for the City of Molalla, creating a more relevant and accurate document for advising primarily land use and transportation-related decisions for the City. A consultant would lead the project and generate major deliverables with the help and facilitation of City staff. The project is motivated by significant changes to the Molalla Comprehensive Plan, Regional/State/Federal laws and regulations and a new set of challenges to future growth that the City wishes to explore more thoroughly. Inner-connectivity between major nodes, performance and safety of the transportation system with a focus on multi-modal transit are major priorities for this project.</p>
1C-16	City of North Plains	City of North Plains Transportation System Plan (TSP) Update	<p>North Plains is currently experiencing a significant amount of residential growth. New legislation that allows annexations without voter approval has resulted in approximately 122 acres coming into the city with plans for 620 new homes and a new elementary school. As such, North Plains needs to update its current TSP which does not adequately identify the transportation network improvements needed to completely integrate this growth into the existing local and regional community. The plan will focus on developing a transportation network that will adequately support future growth and provide multi-modal transportation choices for residents of all ages and abilities. The plan will identify multi-modal transportation options that connect exiting and emerging residential neighborhoods to the existing commercial centers and North Plains Elementary School.</p>

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1D-16	City of Portland	City of Portland Pedestrian Master Plan Update, Phase 1	The Pedestrian Master Plan update responds to the need for better guidance to help the City navigate changes in current regional policy and practice regarding project implementation and development of the pedestrian landscape. This grant request is for the first phase of the Pedestrian Master Plan update, which will document existing conditions, assess needs, establish performance measures, and recommend new policies and street classifications. Future phases will develop project lists, develop needed code language, and update the Pedestrian Design Guide. The result will be a new Pedestrian Master Plan to guide PBOT's decision-making and implementation of pedestrian projects and programs. The development of this plan will also assist our partners (such as ODOT, Parks & Recreation, BES, BPS, Housing, TriMet, and Metro) as they work with the City to improve the pedestrian transportation system.
1E-16	Multnomah County	Implementing Collaborative Congestion Management in the Columbia Gorge	This project will develop an adoptable set of policies, strategies, and implementation tools for congestion management in the Columbia Gorge. A primary goal include development of agreement among partners. The project area includes the Historic Columbia River Highway and local roads in the Columbia Gorge between Corbett and Ainsworth, covering approximately 10 miles. This project will successfully leverage ODOT's development of a congestion mitigation plan in early 2017 and the deployment of its recommendations in 2018. The key transportation outcomes associated with successful completion of this work include: improved multimodal access and safety on the historic Columbia River Highway; effective management of demand for access to park and recreational facilities; and, reduced dependence on private autos for reaching destinations in the Columbia River Gorge.
1F-16	Washington County	Tualatin Valley Highway (TV Highway) Transit Operations and Access Study	The purpose of the proposed project is to prepare a TV Highway Transit Corridor Plan (Forest Grove to central Beaverton). This project will build upon previous and current transportation planning for the TV Highway corridor to implement recommendations from completed plans, and refine the corridor transit concept to be developed in the current CET funded Aloha Town Center/TV Highway TOD Plan. Specific tasks include: refining/detailing the corridor transit concept, identifying access and other capital improvements needed to support the concept, analyzing future transit service operations and ridership, assessing right-of-way needs and constraints, refining cost estimates, and identifying funding and other implementation strategies. Expected outcomes include: revisions to the county's TSP, a prioritized list of corridor capital improvements for input to the Regional Transportation Plan Update, and Near Term Actions and implementation responsibilities.

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<i>Region 2</i>			
2A-16	City of Astoria	Uniontown Reborn: Creating a Great Pacific Northwest Gateway to Astoria	<p>The purpose is to develop a master plan for the western entrance to Astoria. Uniontown is ripe for enhancements and funding sources are available, but there is no unifying vision for W Marine Drive. A synthesized effort is needed to maintain the district’s distinct historic aesthetic, coordinate land use and facilitate the most effective blend of economic opportunities.</p> <p>The objectives of the proposed project are as follows:</p> <ul style="list-style-type: none"> <li>• To develop design standards and streetscape alternatives for the W Marine Drive Corridor of Uniontown;</li> <li>• To design gateway treatments at Astoria-Megler Bridgehead and Young’s Bay Roundabout;</li> <li>• To analyze the City Code and other documents for opportunities and constraints;</li> <li>• To facilitate execution of the Astor-West Urban Renewal Plan;</li> <li>• To support safe passage of cyclists and high capacity transit service along W Marine Drive; and</li> <li>• To engage community stakeholders in a thorough visioning process to encourage empowerment and spur private investment.</li> </ul>
2B-16	City of Keizer	Keizer Revitalization Area Plan	<p>Update, refine and/or replace the planning documents for the area surrounding the Chemawa Road / River Road intersection (River Road Renaissance Plan); the area near the intersection of Lockhaven / River Road (McNary Activity Center); and the Cherry Avenue area (Cherry Avenue Plan). The project will identify appropriate boundary locations for the areas; include strategies to promote mixed use and transit oriented development; develop design requirements for new developments; encourage increased residential density within these areas; and, will help the city to meet some of its projected employment and residential needs while at the same time fostering commercial development within these areas. The final plan will be adopted by the city council and will replace the previous documents as determined to be appropriate and will include revisions to the comprehensive plan and development code necessary to implement the plan.</p>
2C-16	City of Newberg	Riverfront Master Plan Update	<p>The “old” Riverfront Master Plan was completed prior to finalization of the Phase 1 Bypass through the area. The ultimate Phase 1 Bypass location has impacted many of the previously planned and identified Plan elements. The proposed project would update the Riverfront Master Plan according to current market conditions and transportation infrastructure, creating a workable plan for a multi-modal transportation network through and connecting this area to the rest of the city, a zoning pattern that includes the appropriate mix of residential and employment uses, identified open space areas, and other features unique to the Riverfront area. This project would also expand the study area from the previous Plan to include the former WestRock mill site and more of the adjacent residential neighborhoods north of the Bypass.</p>

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2D-16	City of St. Helens	St. Helens Riverfront Connector	<p>The proposed TGM project would result in a detailed Refinement Plan for the transportation route from US 30 to the Waterfront Redevelopment Project as identified in the attached map. The St. Helens Riverfront Connector Refinement Plan will complement the US 30 &amp; Columbia Blvd./St. Helens St. Corridor Master Plan (TGM 13/14) by creating a cohesive, multi-modal, inviting loop through the downtown, the waterfront, and US 30. This Refinement Plan will complete the City's "business loop" planning concept, by building off the adopted Corridor Plan (2015) as well as the City's Transportation Systems Plan (TGM 10/11). The City is going through a waterfront planning process with funds from the EPA Brownfield Area-Wide Planning (AWP) Program, and the Refinement Plan will consider the proposed new waterfront uses from the AWP to ensure intersection and streetscape recommendations will accommodate the anticipated demands, include safe multi-modal options, and improve sense of place.</p>
2E-16	City of Woodburn	Transportation System Plan Update	<p>Woodburn's Transportation System Plan (TSP) was originally approved in 2005 with its proposed Urban Growth Boundary (UGB) through periodic review. After several years of legal challenges, the City adopted a smaller urban growth boundary, which was acknowledged in the past year (2015). The resulting UGB is smaller in size and includes less industrial and residential lands. Additionally, Woodburn adopted a 200 +/- acre Urban Reserve.</p> <p>Several major transportation improvements have been completed since the TSP was last updated, including reconstruction of the I-5 Interchange, major improvements to State Hwy 214 (Newberg Hwy), completion of the I-5 transit center and completion of the Evergreen Road extension north of Highway 214.</p> <p>The TSP Update is necessary to reflect the smaller UGB and recently completed transportation projects.</p>

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<i>Region 3</i>			
3A-16	City of Reedsport	Deans to Dunes Trail Multi-Use Trail System Plan	<p>State highways provide the only transportation connection between rural communities along the coast and are steadily increasing in popularity with cyclists and pedestrians who use these facilities for access work, shopping and local recreation. However, the highway sections in coastal Douglas contain no facilities for cyclists or pedestrians to utilize, forcing them to ride or walk along the fog line and leading to a rise in pedestrian and cyclist conflicts with vehicles.</p> <p>The City is requesting TGM assistance to evaluate and develop a trail plan that provides bike and pedestrian facilities by which to connect the communities of Reedsport and Winchester Bay with each other and to three exceptional recreation areas surrounding. The new trail system would decrease reliance on motor vehicles in the region, allow greater access to area recreation drawing higher tourism to the area, connect low income citizens with employment, and most of all increase bike and pedestrian safety.</p>
3B-16	Rogue Valley Transportation District	2040 Transit Master Plan	<p>This project will prepare a Transit Master Plan for the RVTD service area including Medford, Ashland, Phoenix, Talent, Central Point, Jacksonville, White City and surrounding areas. RVTD currently has a 10-year plan adopted in 2007 that is outdated both in service planning and approaches to providing public transportation. The community expects RVTD to have a transit plan that reflects the needs of the community.</p>
<i>Region 4</i>			
4A-16	Klamath Tribes	Pedestrian and Bicycle Transportation System Plan	<p>The purpose of the Project is to improve the safety, access and convenience of pedestrian and bicycle transportation within the Chiloquin community for both local residents and visitors. The urgent need for this Project has been identified through a) previous local citizen input and b) recent analysis performed jointly by the Klamath Tribes and the City of Chiloquin, with the assistance of SERA Architects, that gathered local stakeholder input and identified existing Chiloquin community pedestrian and bicycle safety concerns. This Project will result in the development of a Pedestrian and Bicycle Transportation System Plan for the Chiloquin community that will be adopted and implemented by both the Klamath Tribes and the City of Chiloquin to meet their common local transportation needs.</p>
<i>Region 5</i>			
5A-16	City of Heppner	Update City of Heppner Transportation System Plan	<p>The City is seeking funding to update and amend the prioritized project list of its existing TSP.</p>