

TGM 2019 Awards

File Code	Jurisdiction	Project Title	Project Summary
<i>Region 1</i>			
1A-19	City of Oregon City	Comprehensive Plan Update for Equity	Though the City will be updating all the components of the Comprehensive Plan to assure we are equitably serving the community, this project will focus on transportation and land use. The project will include voices of all community members, including underrepresented populations such as communities of color, living in subsidized housing, homeless to understand how better support them with transportation and zoning. What are the barriers to more affordable, non-vehicular modes of travel or what needs cannot be accommodated near home? How have past policies and investments effected equitable and efficient land use & transportation choices? How should we approach new types of mobility such as ride shares and micro transit to make them a safe and comfortable option? If the community can have multiple modes of safe access to goods, services, and employment nearby, then the lives of those with limited mobility would be enriched and the overall vehicle miles traveled by all would be reduced
1B-19	City of Portland	Lower Southeast Portland Area Plan	The Lower Southeast Portland project area shares many characteristics with East Portland such as unimproved streets, sidewalks gaps, limited street network, poor transit service, and few neighborhood commercial amenities. This area lacks commercial nodes for people to walk or bike to and has limited connections for people to reach surrounding centers or corridors without depending on driving. The area also has a large concentration of low-income households and people of color. The lack of a clear plan for growth and transportation in this area has led to a lack of investment. Without adequate transportation, the area is unable to be zoned for higher density mixed-use development, but the lack of a designated center or corridor also leads to less investment in transportation. This project will develop a land use and transportation plan to organize growth and prioritize investments to make this area a safe, attractive, and affordable place to live, work, and play.
1C-19	City of Portland	Parkrose Neighborhood Center	The Parkrose neighborhood is one of the most diverse parts in Portland, with 65% more people of color living in the area than citywide average. United States Highway 30 was once the heart of the community and is now a hodge podge of local serving businesses and vacant lots. Sandy Blvd now serves many needs to varying degrees effectively. Transportation challenges include general safety concerns; a lack of multi-modal options; a car dominated streetscape; unimproved cross streets; and few crossings. Other community concerns include the displacement of families, disaster preparedness, the need for more living wage job opportunities for students and their parents, incomplete goods and services on the Sandy main street corridor, and few green elements to ease the harsh conditions. Some of the issues above are being addressed through separate community projects. This proposal seeks to integrate and elevate these projects and include additional elements to create a holistic land use plan.

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1D-19	TriMet	Regional Transit Oriented Development Plan	The TriMet Transit Oriented Development Plan will establish a framework for utilizing TriMet’s current and future property holdings to benefit the region by attracting residents, businesses and development to centers, main streets and corridors that are accommodating regional growth. The plan will examine development potential, existing uses, surrounding land-use patterns and market conditions with a goal of leveraging TriMet held property for the benefit of the transportation system and community. The plan will also identify opportunities for partnerships, system improvements and innovations with an emphasis on Transit Oriented Development and Transportation System Management. Uses identified for TriMet held properties may be scalable and iterative allowing for phased development and intensification of use over a long-range time period.
<i>Region 2</i>			
2A-19	City of Albany	East Albany Plan	<p>Albany seeks to develop a refinement plan for the area of the Urban Growth Boundary located east of Interstate 5 (I-5). A more detailed land use plan and modified transportation network are needed to create vibrant and accessible neighborhoods and employment centers designed around natural resources.</p> <p>East Albany is 2,822 acres, half in the urban fringe. Most undeveloped land has wetlands, floodplain, access, and/or infrastructure constraints. The last area plan was in 2001 prior to the 2010 Transportation Systems Plan and creation of significant natural resource overlays to comply with Goal 5 (2011).</p> <p>Future I-5 improvements will require changes to the transportation network and the area lacks connectivity. Project objectives are to:</p> <ul style="list-style-type: none"> -Update Comprehensive Plan and zoning to provide more precise land use designations. -Improve the transportation network and update TSP with design and location of transportation system needs required to support growth and respond to interchange upgrades.

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2B-19	City of Cannon Beach	Transportation System Plan	<p>The City of Cannon Beach, birthplace of Oregon’s public coast and one of the state’s top ten tourist attractions, remains without a Transportation System Plan (TSP).</p> <p>Adoption of a TSP will provide City leaders objective and cutting-edge scenarios and solutions, as the City strives to maintain its reputation as one of America’s most beautiful and unique coastal destinations, while providing its citizens a safe and resilient framework for growth and development. Cannon Beach is unique in that it sits at the nexus of three major forces, a growing global and regional tourist economy, fueled by metropolitan growth; a sensitive and precipitous geologic, geographic and topographically limited footprint; as well as, an increasing threat of climate change, which, when coupled with the looming presence and preparation for an impending Cascadian event, produces one of the most challenging long-range planning horizons for any community.</p>
2C-19	City of Jefferson	Transportation System Plan Update	<p>The City of Jefferson is applying for Transportation and Growth Management funding to develop a new Transportation System Plan. The current TSP is nearing the 20-year planning horizon, and all planned improvements and projects have been completed. Further, many changes have occurred in the Jefferson area that affect the City's transportation system, including membership in the Albany Area MPO, a recent annexation, and availability of transportation funding.</p> <p>Ideal outcomes of the TSP process include: plan for upgrades to the downtown core, develop a management plan for cut-through traffic and work towards jurisdictional transfer of Highway 164, and increase opportunities for walking, biking, and transit. Also, with assistance from the MPO, the document will have a clear focus on regional connectivity.</p>
2D-19	Clatsop County	Tsunami Evacuation Facilities Improvement Plan	<p>Tsunami evacuation facility planning and development enhances resilience efforts by concentrating on life safety. A Tsunami Evacuation Facilities Improvement plan (TEFIP) not only established evacuation routes, but provides for development of infrastructure needed to facilitate and improve evacuation. Clatsop County's proposed TEFIP seeks to identify and prioritize dual use routes that can serve as emergency evacuation routes and as year-round recreational facilities, such as off-road bike paths. The plan will accomplish the following: 1) Assess the risk/vulnerability of the County' transportation infrastructure system; 2) Analyze existing evacuation facilities and improvement needs; 3) Identify/evaluate/prioritize needed evacuation facility improvements, including evacuation route right-of-way dedications and or reservation; 4) Identify/prioritize options that provide dual uses (i.e., evacuation and recreational opportunities); and 5) Identify financing options to implement the plan.</p>

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<i>Region 3</i>			
3A-19	City of Coos Bay	Front Street Blueprint Plan	The Front Street Blueprint, based on the City's 2017 Front Street Action Plan (Plan), will robustly focus on the Plan's transportation and redevelopment envisioned by the Community along Coos Bay waterfront. The Blueprint will include six transportation related work products: access/intersection and circulation connectivity improvements, bike/pedestrian access and safety, public parking management strategy, historic wayfinding, and public waterfront improvements. These products will lay the foundation for future development of Front Street public improvements. Economic vitality of Front Street is anticipated with more transportation choices for the waterfront commercial area as a key Coos Bay resident and visitor destination.
3B-19	Douglas County Transportation District	Transportation Master Plan	Douglas County Transportation District is a new Transportation District formed by the Douglas County Board of Commissioners. Elections were held in November 2018 to elect the Board of Directors. The purpose of this project is for District to conduct an in depth needs assessment by engaging in a Transportation Growth Management process to create a Transit Master Plan. The project will provide a strategic transportation plan for the Douglas County Transportation District that will be readily adoptable by local jurisdictions when complete. The project will include a robust public involvement process for populations within our service area to study and participate in the analysis of the existing transit system, demographics, employment, recreation, and other data as it relates to the provision of transit and provide input in the development of our future transportation plans.
<i>Region 4</i>			
4A-19	City of The Dalles	West Side Area Study - Master Plan	The Dalles Westside Study Area totals approximately 2,100 acres. Land uses are a mix of older residential, commercial, industrial and institutional. The 2016 Buildable Lands Inventory identified over 1,200 additional housing units could be accommodated on vacant residentially zoned acreage. Existing land use patterns and circulation network have resulted in inefficient development patterns impacting the City's ability to achieve planned densities, address housing issues, and promote connectivity and transit use in the Study Area. The proposed Master Plan will address these issues and apply various strategies to promote efficient use of land, infill development, mixed-use, live/work, transit use and connectivity (pedestrian/bike facilities) between neighborhoods, shopping areas and public facilities.
4B-19	Wasco County	Transit Development Plan	Wasco County has not yet benefited from the short- and long-term strategic guidance of a Transit Development Plan. In February 2018, transit operations in Wasco County with the LINK Transportation Network transitioned to Mid-Columbia Economic Development District (MCEDD). With increased transit funding through House Bill 2017, Wasco County and MCEDD seek to create a full Transit Development Plan with expected outcomes including: 1) a comprehensive outreach process that offers community input on mobility needs and issues; 2) an existing conditions report including factors that impact mobility and transit use in Wasco County; 3) an operational and capital plan that meets identified needs and gaps; 4) a detailed financial and implementation plan that offers a viable and sustainable blueprint for the next 20 years. The outcomes will consider coordination with other transit providers in the Gorge in recognition of our important regional connections.