

TGM 2022 Awards

File Code	Jurisdiction	Project Title	Project Summary
<i>Region 1</i>			
1A-22	City of Beaverton	TSP Update	<p>This project will update Beaverton’s Transportation System Plan, defining an equitable and climate-forward vision for transportation in Beaverton. It will align with Beaverton City Council’s goals and priorities, Metro’s Regional Transportation Plan, and the newly adopted state rules for Climate-Friendly and Equitable Communities. The current transportation system will be analyzed in relation to who it serves and the land use contexts it supports. Transportation-specific goals and outcomes will be crafted with community and linked to locally developed policies and performance standards. Ultimately, a plan and investment strategy will be created with community, to help people and goods get to where they need to go safely, reliably, conveniently, and enjoyably. In doing so, this plan will advance racial equity, reverse past injustices, reduce greenhouse gas emissions, grow the economy, and empower and uplift individuals, families, and neighborhoods in Beaverton.</p>
1B-22	City of North Plains	Urban Growth Boundary Concept Planning	<p>North Plains is one of the fastest growing communities in Washington County. Annexations of the City’s Urban Growth Boundary (UGB) areas have left the City without any developable land to meet employment and housing needs. Recent planning efforts demonstrate the need for a UGB expansion of approximately 950 acres.</p> <p>In 2020, North Plains initiated a process to expand its UGB. The City has established a UGB expansion study area and conducted a Goal 14 boundary location analysis. The final step is to select areas for UGB expansion. Once the UGB expansion is approved, a land use and transportation concept plan is required for areas brought into the UGB prior to annexation. The Concept Plan will link the development of affordable housing, accessible neighborhoods and jobs centers that will drive the City's economy. The Concept Plan will identify residential and employment land areas and uses, the transportation network, utilities, parks and trails, and funding sources.</p>
1C-22	City of Portland	Green Loop Concept Plan	<p>The Portland City Council adopted Green Loop Vision is a six-mile linear park where people can experience Portland’s civic heart through active transportation. This project will develop a concept plan for the Green Loop to assess the area context, finalize the Green Loop alignment, and recommend an implementation framework and supportive land use regulations.</p> <p>The project will finalize a Green Loop alignment and assess the community context of the Green loop as an essential urban transportation system to support residents, workers and visitors. The work will strengthen partnerships with other bureaus to identify the shared needs and opportunities provided by the alignment. The plan will develop an implementation strategy for the Green Loop, including a project list with planning level cost estimates and recommended land use regulations to encourage supportive frontage development.</p>

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<i>Region 2</i>			
2A-22	City of Carlton	TSP Update	Updating our 13-year-old Transportation Plan (TSP) to better reflect the growing community needs of the city of Carlton is crucial. Our current TSP includes limited multi-modal options and focuses on vehicle traffic. A TSP update will encourage more equitable, environmentally friendly transportation options that support greater multi modal transportation within our growing community. A TSP update will focus on the desire of the Carlton residents to create requirements to ensure pedestrian friendly options for our community members or visitors of any age and ability.
2B-22	City of Corvallis	West Corvallis Specific Area Plan	The Southwest Area Plan (Study Area B) is a project identified in the Corvallis Strategic Operational Plan (P-5E) as a specific area plan intended to address land use and transportation planning at the neighborhood scale. The purpose of the project is to develop a plan through a public process for adoption by the City Council that refines land uses and provides an orderly plan for the development of local street networks and alternative transportation options to create safe, low-stress, and convenient navigation through the area. The plan is intended to refine land uses in response to urbanization patterns in the area, state legislation on middle housing and Climate Friendly and Equitable Communities, and local changes to land use zoning options. The expected outcome is a plan for Southwest Corvallis that establishes thoughtful zoning patterns, local street networks and alternative transportation options, and creates a sense of community and neighborhood character for the area.
2C-22	City of Tangent	TSP Update	<p>The 2010 Tangent TSP is in dire need of an update. Linn County, AAMPO, the City of Albany all have recently updated TSP's. Tangent must keep pace in order to remain contemporary with regional transportation planning objectives and projects. Linn County owns a number of streets within the city limits and UGB.</p> <p>The project evaluates existing transportation goals vs. changes since the 2010 TSP, development forecasts, and current and future transportation needs across all modes, redefines transportation goals, identifies corresponding projects to guide development for the planning horizon. Local and regional needs and opportunities identified by recent updates of the TSP's for AAMPO; Linn County; and the City of Albany are consistent with local objectives and needs, as well as the TGM Objectives cited in the application narrative. Among the end products will be an updated BLI and land needs analysis as part of an adopted TSP, and code and plan amendments as necessary to implement the plan.</p>

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2D-22	Marion County	Rural Transportation System Plan	Marion County adopted its existing Transportation System Plan (TSP) in 2005. Many changes have occurred since 2005 that necessitate this TSP update, such as increasing population, continued economic development, and awareness of the transportation disadvantaged population. In addition, local, regional, and statewide transportation system goals have changed significantly, with increasing importance placed on multimodal travel and the need for safer roadways. Marion County intends to complete a full TSP revision that complies with the anticipated changes to the Transportation Planning Rule (TPR), due to be adopted in July 2022. This proposed TSP update will provide a project priority list based on the current and future safety, capacity, mobility, and accessibility deficiencies of the transportation system and the County’s vision for the future.
<i>Region 3</i>			
3A-22	City of Grants Pass	6th and 7th Street Multimodal Corridor Study	This project addresses a clear need for safe alternative modes of travel along the major north/south corridors of 6th and 7th Street. The corridor study will identify ways that a safe multimodal facility can be implemented while providing access to the downtown core area. The corridor study will identify ways that bike lanes can be installed on 6th and 7th Street, while also identifying acceptable parallel routes that may provide easier implementation. Adding and improving pedestrian and bicycle infrastructure will bring more visitors to the downtown, enhancing economic vitality and making the area a more vibrant, livable place to gather and shop.
<i>Region 4</i>			
4A-22	City of Maupin	Street Design Standards Plan Update	Maupin is facing increasing interest in commercial and residential development on vacant land within city limits and the urban growth boundary. Additionally, Maupin’s population is growing, and the town is seeing an influx of tourists who are without means of safely navigating Maupin’s distinct sections without a car. These issues have exacerbated longstanding transportation and development problems that need to be addressed. In 1999, the City adopted a Street Design Standards Project, created with a TGM grant. The plan has never been updated and does not take into account many changes that have occurred in Maupin within the last two decades. An updated Street Design Standards Plan would provide the City with a clear vision for sustainable, accessible, and efficiently integrated transportation and land use into the next two decades.

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<i>Region 5</i> 5A-22	City of Wallowa	Joseph Branch Trail-With-Rails - Wallowa Section	<p>This project will develop a refinement plan for the Wallowa-to-Minam segment of the longer 63-mile Trail-With-Rail that will run alongside existing railroad tracks between Elgin and Joseph in NE Oregon, connecting rural communities in Union and Wallowa counties by providing multimodal transportation options for these underserved communities.</p> <p>The Wallowa-to-Minam segment will be a sister project to the 15-mile Elgin-to-Lookingglass, section, which was awarded a 2021 TGM grant. The outcome will be a detailed trail refinement plan that addresses alignment, safety, general design, road crossings, connections to other transportation options, materials, adjacent landowner concerns, etc. and positions the project for streamlined design, engineering, and leveraging future funding for the full trail, which will provide an alternative transportation route to Oregon Route 82 and bring economic benefits and access to healthy physical activity to residents and visitors, while reducing GHG emissions.</p>
5B-22	Umatilla County	TSP Update	<p>Umatilla County is requesting funding to update our 2002 Transportation System Plan. In the past 20 years, significant changes to diversify the County’s economy have been initiated, some of which have changed the direction of the County’s transportation system. An updated plan is needed to address these changes and help the County better align with the more recent transportation plans and policies of its member communities. We have the following desired outcomes:</p> <ul style="list-style-type: none"> Update current system planning standards and practices; Envision a future transportation system that is equitable, accessible, safe, and multi-modal; Continue the County’s role as an important gateway and economic hub for eastern Oregon; Equitably engage the County constituents in meaningful conversation and participation in the Plan; Incorporate the key elements of all previous and ongoing transportation planning efforts performed within the County since 2002. Develop a CIP and prioritize future projects.