

ACTIVE TGM GRANT PROJECTS as of September 23, 2021

TGM-18 Active Grant Projects

1B-18	City of Sandy	TSP Update	<p>The City of Sandy Transportation System Plan Update (“Project”) links together various plans—land use, parks, transit, state and county plans - that affect transportation in Sandy (“City”). The City’s Transportation System Plan (“TSP”), adopted in 2011, is used daily as a blueprint for the physical development of the City; thus, it needs to be updated as conditions change and the City grows. The updated TSP (“Updated TSP”) must include a recent Urban Growth Boundary (“UGB”) expansion area and identify bicycle and pedestrian systems and roadway classifications within the expanded area. Project will also update the motor vehicle and bicycle and pedestrian capital project lists, including project cost estimates. Project will allow the City to finalize the alternative mobility targets developed as part of the 2011 TSP. Planned local street connections and increased use of active modes of transportation will keep local traffic off the highway.</p>
1C-18	Clackamas County	Transit Development Plan	<p>The purpose of this project (“Project”) is to develop a Clackamas County Transit Development Plan (“CCTDP”) to guide transit investments within Clackamas County (“County”). The CCTDP will guide future investments under HB2017 – Keep Oregon Moving’s Statewide Transportation Improvement Fund (“STIF”) by identifying needed and priority connections in areas where there currently is no transit service provider. CCTDP will be a single document that communicates a connected and coordinated vision for transit service and access to transit, and recommendations on actions to improve transit use in the County. In the TriMet service area within the County, the CCTDP will provide detailed analysis and level of service information, informing future STIF plans and TriMet service implementation. In unincorporated areas with no current transit service provider, the CCTDP will make recommendations for how transit service providers can cover these areas in the future.</p>
1D-18	TriMet	Pedestrian Plan	<p>TriMet’s Pedestrian Plan is a multimodal undertaking - whether they walk or roll, everyone accesses transit as a pedestrian. However, an incomplete sidewalk network, lack of safe crossings and other barriers often prevent people from reaching transit safely and comfortably. TriMet’s experience with the 2011 Pedestrian Network Analysis (“PNA”) demonstrates how TriMet Pedestrian Plan will be developed using data and analytical methods not available at the time of the PNA and through robust engagement with jurisdictions and the public. TriMet Pedestrian Plan will yield an updated hierarchy of pedestrian investments developed with a consistent regional lens.</p>

2A-18	City of Eugene	Transportation Demand Management Growth Strategy	The city of Eugene is one of the largest cities in ODOT Region 2 and in Oregon but does not currently have a formal Transportation Demand Management (TDM) Program. The Eugene 2035 Transportation System Plan (TSP) provides a list of actions to elevate TDM in the community. A comprehensive TDM Growth Strategy will help the City reduce emissions and greenhouse gases while mitigating congestion and reaching our ambitious mode share goals. The TDM Growth Strategy will explore the many ways that the City of Eugene could implement TDM programs, policies, and requirements. The City currently can't require developers to construct infrastructure for accessibility and safety for people that are riding transit, walking or biking unless it's in an adopted document. The City is not currently able to require private investment in pedestrian and bicycle infrastructure or design that creates safe streets. Related policy is not in the city's current TIA rules and TIAs are only triggered by developments that generate over 100 motor vehicle trips in the peak hours.
2B-18	City of Independence	TSP Update	The project will update the City of Independence ("City") Transportation System Plan ("TSP"), adopted in 2007. Updated TSP must identify an integrated network of multi-modal transportation facilities and services needed to support City's planned land uses. The project must address transportation planning needs within City and the Urban Growth Boundary ("UGB").
2C-18	City of Monroe	Riverside District Master Plan	The City of Monroe Riverside District Master Plan project ("Project") must establish a plan for improvement of the Riverside District in the City of Monroe ("City"). Project must identify policies, plan designations, development regulations, and public improvement projects needed to improve conditions for businesses, residents, visitors, and the environment in the Riverside District.

TGM-19 Active Grant Projects

1A-19	City of Oregon City	Updated Comprehensive Plan	The purpose of the Updated Comprehensive Plan ("Project") is to reflect the City of Oregon City's ("City") vision for the next 20 years and implement the vision through goals and policies with which projects and plans must comply. Project will update the land use and transportation components of the 2004 Comprehensive Plan for an equitable vision of the next 20 years and create clear policies for planning, infrastructure, and the community's future. Thoughtful planning can improve wellbeing by providing nearby goods and services accessible from a variety of safe low-cost transportation methods such as walking, biking, micro transit, and transit and consequently reducing vehicle miles traveled in the City, on adjacent highways, and freeway.
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- 1B-19 City of Portland [Lower Southeast Portland Area Plan](#) The Lower Southeast Rising project (“Project”) will identify, develop, and prioritize infrastructure improvements for the City of Portland (“City”) in order to address the historic lack of transportation infrastructure investment in the project area that has led to fewer choices for residents in how they access their daily needs. The Project will also explore potential land use changes to provide more daily needs within the neighborhood to reduce average trip lengths. The Project will conduct a thorough needs inventory for walking, biking, and public transportation in the area as well as potential land use changes, informed by a robust public outreach process with the diverse communities who could benefit or be impacted by transportation changes, as well as analysis of travel patterns, ridership, safety issues, gaps and deficiencies, and other factors. The needs inventory will be used to develop a list of transportation projects, which will be evaluated and prioritized to produce an investment strategy.
- 1C-19 City of Portland [Parkrose Neighborhood Center](#) The City of Portland’s (“City”) Parkrose Neighborhood Action Plan project (“Project”) will address a range of transportation and land use issues that affect the Parkrose community’s long term safety and stability, including: • Safe transportation choices on Sandy Boulevard, • Housing stability and tenant displacement prevention, • Access to living wage jobs and small business opportunities, • Public spaces supporting community cohesion. Parkrose Neighborhood Action Plan will address the transportation needs of the Parkrose neighborhood by: • Identifying actions and investments that could improve active transportation safety and walkability of Sandy Boulevard in the near-term, without requiring a full redesign of the corridor, • Identifying land use and programmatic/service solutions that reduce the need for Parkrose residents to leave the neighborhood to meet daily needs, • Proposing strategies that increase workforce access to jobs and small business opportunities in the neighborhood, reducing commute trips and distances. The City intends to pursue adoption of the Parkrose Neighborhood Action Plan. Adopting action may be either City Council resolution or ordinance, depending on whether zoning, code, policy, or plan amendments are needed to support successful implementation.

1D-19	TriMet	Transit Oriented Development Plan	The purpose of this project is to develop The TriMet Transit Oriented Development Plan (“TOD Plan”), which must advance a Key Strategic Action in the TriMet’s Business Plan (April 2019): implement strategy for TriMet’s support of Transit-Oriented Development equitable housing and for value capture that supports higher transit demand around existing MAX, DTP, and Frequent Service. The TOD Plan must establish a framework based on TriMet’s October 2020 Draft TOD Guidelines for managing and investing in TriMet’s portfolio of real estate holdings to increase transit ridership. The TOD Plan must benefit the region by attracting residents, businesses, and development to centers, main streets, and corridors that are accommodating regional growth.
2A-19	City of Albany	East Albany Plan	The East Albany Plan project (“Project”) will refine the City of Albany (“City”) Comprehensive Plan and Transportation System Plan (“TSP”). The Project will update and replace previously adopted neighborhood plans. The Project will increase development densities and the mix of land uses, improve connectivity between uses and improve conditions for walking, cycling, and riding transit. The Project will help the City make more efficient use of existing urban land and transportation infrastructure, plan for related transportation investments, and delay the need for future Urban Growth Boundary expansions.
2B-19	City of Cannon Beach	Transportation System Plan	The Project will develop the City of Cannon Beach (“City”) Transportation System Plan (“TSP”). The TSP must identify an integrated network of multi-modal transportation facilities and services needed to support City’s planned land uses. The Project must address transportation planning needs within City and the Urban Growth Boundary (“UGB”).
2C-19	City of Jefferson	TSP Update	The City of Jefferson (“City”) Transportation System Plan Update Project (“Project”) will update the City’s Transportation System Plan (“TSP”) adopted in 2001. Project will identify policies, programs, and improvements needed to improve conditions for all travel modes, support planned land uses, and support economic development. Project will assure consistency of the Updated TSP with state policies, plans, and rules including Oregon Administrative Rules Chapter 660, Division 12, commonly known as the Transportation Planning Rules (“TPR”). Project will work to ensure that the Updated TSP is coordinated with and consistent with adopted regional transportation plans including the Marion County TSP and the Albany Area Metropolitan Planning Organization (“AAMPO”) Regional Transportation Plan (“RTP”).

2D-19	Clatsop County	<u>Tsunami Evacuation Facilities Improvement Plan</u>	Project will develop a Tsunami Evacuation Facilities Improvement Plan (“TEFIP”) for Clatsop County (“County”) as outlined in “Preparing for a Cascadia Subduction Zone Tsunami: A Land Use Guide for Oregon Coastal Communities” published by The Oregon Department of Land Conservation and Development (DLCD) in 2015 (hereafter, “Tsunami Land Use Guide”). Project outcomes will identify evacuation needs, designate routes, establish system standards, identify needed transportation improvements, and provide implementable policy. Additionally, the Clatsop County TEFIP will identify and prioritize dual-use routes that can both serve as emergency evacuation routes and as year-round transportation facilities, such as off-road bike paths.
3A-19	City of Coos Bay	<u>Front Street Blueprint Plan</u>	The City of Coos Bay’s Front Street Blueprint must provide a detailed strategy to implement six tasks identified in the 2017 Front Street Action Plan. These six tasks are: 1. Access/Intersection improvements (C4); 2. Circulation/Connectivity improvements (C3); 3. Bike/Pedestrian Safety and Access (C2); 4. A public parking management strategy (B5); 5. Historic Wayfinding (B1); and 6. Public Waterfront improvements (A1). The Project must align with City Council’s 2019-2021 goals and be consistent with the plans, policies and objectives of the 2017 Front Street Action Plan, 2020 Coos Bay Transportation System Plan (“TSP”), and City Comprehensive Plan. The Project must provide plans to develop a cohesive, multi-modal loop through the area that will enhance the economic development potential and safety of the corridor.
3B-19	UPTD	Transit Master Plan	The purpose of the Project is to create a strategic Transit Master Plan (“TMP”) with recommended implementing ordinances and related documents and materials that provide clear and concise direction regarding a transit productivity-based service (i.e. targeted service to increase ridership) for the Umpqua Public Transportation District (“UPTD”).
4B-19	Wasco County	Transit Development Plan	The purpose of the Project is to develop a Wasco County Transit Development Plan (“TDP”) for the next 20 years, 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; and 4) a detailed financial and implementation plan that offers a viable and sustainable blueprint through 2040. The TDP will serve as the transit element of the Wasco County Transportation System Plan (“TSP”). It may also serve as the TSP transit element for the six incorporated cities within Wasco County. The TDP will provide guidance to cities for their efforts to increase transit use and reduce greenhouse gases.

TGM-20 Active Grant Projects

1C-20	City of North Plains	Downtown Improvement Plan	Downtown in North Plains has long struggled with isolation, underutilization, traffic conflicts and lack of connectivity with surrounding neighborhoods. This despite the City of North Plains (“City”) population surging in recent years as an exurban bedroom community, with rapid growth projected to continue long-term. City urgently needs to address downtown challenges so North Plains can become a complete community rather than continuing to be a grocery and pharmacy desert, and dependent upon commercial offerings miles away. The North Plains Downtown Improvement Plan (“NPDIP”), a first-ever plan, will address conflicts among uses, reduce vehicle miles traveled and greenhouse gas emissions through active transportation solutions, produce site-specific development options for vacant parcels, create downtown ‘gateway’ elements, and establish a more cohesive look and feel for the corridor. Action items include land use/code amendments and refinements to City’s Transportation System Plan (“TSP”) , adopted in April 2019, to encourage mixed-use development and diverse housing types, multi-modal transport options, and a Main Street framework for economic development.
3A-20	City of Roseburg	Bike Routes Plan	The purpose of City of Roseburg’s (“City”) Bike Routes Plan (“BRP”) (‘the Project’) is to provide a plan for implementing a designated bicycle route system throughout City. BRP must identify ways to increase bicycle trips by establishing and mapping designated bicycle routes throughout City and supplementing routes with mapping, route signage, and thermoplastic striping to aid in wayfinding. BRP must also result in tools to address gaps in City’s bicycle network, with the outcome of establishing a better connected, safer, and inviting bicycle route network between existing bike lanes and the Umpqua River Trail, the City’s multi-use path.
3B-20	Curry County Public Transportation Service District	Transit Development Plan	The purpose of the CCPTSD TDP is to provide strategic guidance to the CCPTSD and Curry County (“County”) for the provision of a sustainable and innovative transit system in a county that serves urban and rural users, over a 20-year planning period. The Project will examine how existing urban and outlying rural services can be improved and better coordinated to meet the needs of the region. The TDP will serve as the basis for the transit element of the Transportation System Plan (“TSP”) of County and other local jurisdictions within the Study Area.