



# Tigard Complete Streets

POLICY IMPLEMENTATION PLAN

———— JUNE 2019 ————



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A special thanks to TTAC members. They provided valuable input and guidance to staff throughout the duration of the project.

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The City Council adopted the Complete Streets Policy on June 11, 2019.



# Introduction



*A walkable community promotes healthy interconnected lives.*

The City of Tigard's Strategic Plan, adopted in November of 2014 (Resolution No. 14-53), provides clear guidance for the city's priorities over a 20-year period. At its heart, the Strategic Plan sets forth a vision for Tigard to build its unique identity as the most walkable community in the Pacific Northwest. Achieving this outcome requires a practical, policy-driven "Complete Streets" approach that reconsiders how Tigard plans and invests in its transportation system.

A "Complete Streets" philosophy and approach to street design, operation, and maintenance is a cornerstone of equitable transportation development and decision-making. Streets that are complete work for people of all ages and abilities regardless of how they get around – walking, bicycling, mobility aid, transit, or vehicle. When considering if a street (or a transportation system) is complete, people are put first.

Over the past 15 years, more than 1,400 U.S. cities have developed and adopted Complete Streets Policies to create more equitable transportation systems and facilities. These policies help cities prioritize the movement of people on urban and suburban streets by repairing systemic deficiencies that make it difficult for people to walk, bike, and use transit.



*Without complete sidewalks, people are unable to travel conveniently on foot.*



*An auto centric transportation system discourages walking, bicycling and transit use.*

# Complete Streets Policy Development Process

In late 2018, the City of Tigard kicked-off a process to develop a Complete Streets Policy. The Tigard Complete Streets Policy and Implementation Plan were developed during a six-month collaborative process involving staff from across the organization, agency partners, elected officials, and the Tigard Transportation Advisory Committee (TTAC). Input was also gathered from the public through an online survey and the “Let’s Talk Transportation” public open house.



*TTAC members provide input on the policy.*

Setting the stage for the process, the project team worked with stakeholders to develop a Complete Streets Policy Vision Statement responding to the question, “What does Tigard’s ideal transportation system look like in 10-20 years?”

*“Tigard is a vibrant and healthy community where people of all ages and abilities can travel safely, efficiently and comfortably on a well-connected and optimized multi-modal network of roads, trails, and paths.”*

There is no doubt that a disparity exists between the current reality of Tigard’s transportation system and the desired future state. However, this aspirational vision aligns the community, staff, and elected officials in setting policy and supporting strategic decision-making that begins to move the city toward its ideal transportation system.



*Tigard street crew fills a sidewalk gap.*

The policy addresses past decision-making that has resulted in a transportation network with many miles of incomplete streets – those without safe places to walk, bike, or take public transportation. It does so by outlining a clear vision and intent to serve all road users; by requiring complete networks; by requiring the use of best practice in design; by supporting and linking to Tigard’s land use planning goals; by requiring internal and jurisdictional coordination; and by requiring the measurement of policy performance over time.

The policy applies to all facilities and the full lifecycle of project development and operation; it requires all agencies over which the city has permitting authority to comply with the policy; and it provides clear guidance as to exemptions and exceptions in limited cases. And finally, it calls for the policy to be implemented with a specific plan and activities.

# Implementation Plan

Implementation of Tigard's Complete Streets Policy requires active engagement and collaboration between city departments, agency partners, community members, and the Tigard Transportation Advisory Committee (TTAC). Each group bears some level of responsibility for working towards the shared vision presented by the policy.



*Neighborhood trails are a key part of Tigard's unique identity.*

As described in the Policy, the Complete Streets Implementation Plan is an administrative document intended to be updated every three to five year by city staff with guidance from TTAC. Sources for implementation activities included input from TTAC and the public; existing adopted plans such as the TSP; Tigard's 2014-2034 Strategic Plan; and the 2019-2021 City Council goals. The result is a list of 20 refined activities prioritized based on the expected start date.

Oversight of implementation is the shared responsibility of staff, agency partners, community members, and TTAC. A department is identified as the "Lead Agency" responsible for initiating and managing a each activity. "Partner Agencies" are identified as such; they are responsible for supporting particular activities. TTAC will work with staff to provide oversight and annual reporting on implementation activities.



# Implementation Plan Activities

(See page 12 for Lead & Partner Acronyms)

## 1 Safe Routes to School

| LEAD   | PARTNER(S)  | SOURCE  |
|--|---|---|
| <ul style="list-style-type: none"> <li>• CD</li> </ul> | <ul style="list-style-type: none"> <li>• PW</li> <li>• TTSD</li> <li>• ENG</li> </ul> | <ul style="list-style-type: none"> <li>• Council Goals</li> <li>• Current Work Program</li> </ul> |

Timeframe



ACTIVITY

Secure sustainable funding to maintain Tigard's successful Safe Routes to School program.

## 2 Transportation Funding

| LEAD   | PARTNER(S)  | SOURCE   |
|--|---|--|
| <ul style="list-style-type: none"> <li>• CD</li> </ul> | <ul style="list-style-type: none"> <li>• ENG</li> <li>• TTAC</li> </ul> | <ul style="list-style-type: none"> <li>• TTAC</li> <li>• Work Group</li> </ul> |

Timeframe



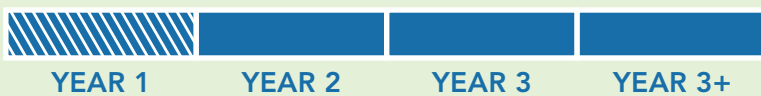
ACTIVITY

Evaluate the city's current transportation funding sources, priorities, and programming methodology relative to the Complete Streets Policy. Investigate alternatives to current programming and identify new and/or dedicated funding sources as needed to support Complete Streets Policy objectives.

## 3 Transportation Safety Action Plan

| LEAD  | PARTNER(S)   | SOURCE  |
|---|--|---|
| <ul style="list-style-type: none"> <li>• ENG</li> </ul> | <ul style="list-style-type: none"> <li>• CD</li> <li>• PD</li> <li>• TVFR</li> </ul> | <ul style="list-style-type: none"> <li>• TSP 2035</li> <li>• Council Goals</li> </ul> |

Timeframe



ACTIVITY

Implement a citywide Transportation Safety Action Plan (TSAP) considering the unique requirements of vulnerable roadway users.

# Implementation Plan Activities



## 4 Americans with Disabilities Act Transition Plan

| LEAD  | PARTNER(S)  | SOURCE   |
|---|---|--|
| <ul style="list-style-type: none"> <li>• ENG</li> </ul> | <ul style="list-style-type: none"> <li>• CD</li> <li>• CS</li> <li>• OPS</li> </ul> | <ul style="list-style-type: none"> <li>• ADA Plan</li> </ul> |

### Timeframe



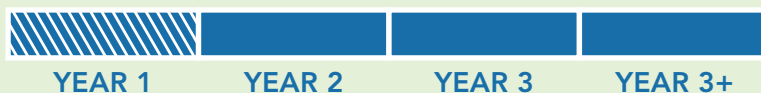
ACTIVITY

Adopt and begin implementation of the Tigard Americans with Disabilities Act (ADA) Transition Plan to ensure the city's transportation system and facilities allow for unimpeded travel for those with disabilities and for those using mobility aids.

## 5 Complete Streets Educational Materials

| LEAD   | PARTNER(S)  | SOURCE  |
|--|---|---|
| <ul style="list-style-type: none"> <li>• CD</li> </ul> | <ul style="list-style-type: none"> <li>• ENG</li> <li>• TTAC</li> </ul> | <ul style="list-style-type: none"> <li>• Staff</li> </ul> |

### Timeframe



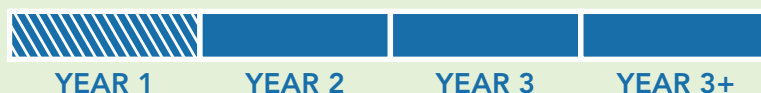
ACTIVITY

Develop and distribute Complete Streets Policy educational materials for staff across the city, jurisdictional partners, boards and commissions, and the public.

## 6 Road Resurfacing and Major Maintenance Projects

| LEAD  | PARTNER(S)  | SOURCE  |
|---|---|---|
| <ul style="list-style-type: none"> <li>• ENG</li> </ul> | <ul style="list-style-type: none"> <li>• CD</li> <li>• OPS</li> </ul> | <ul style="list-style-type: none"> <li>• Complete Streets Policy</li> </ul> |

### Timeframe



ACTIVITY

Develop criteria and methods for incorporating Complete Street design and facilities during road resurfacing and/or major maintenance projects.



# Implementation Plan Activities



## 7 Complete Streets Policy Performance Measures

| LEAD   | PARTNER(S)  | SOURCE  |
|--|---|---|
| <ul style="list-style-type: none"> <li>• CD</li> </ul> | <ul style="list-style-type: none"> <li>• ENG</li> <li>• TTAC</li> </ul> | <ul style="list-style-type: none"> <li>• Complete Streets Policy</li> </ul> |

### Timeframe



ACTIVITY

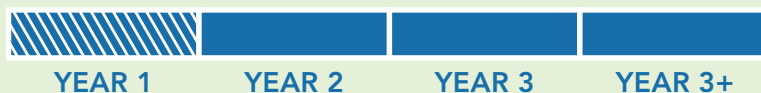
Select appropriate Complete Streets Policy performance measures\* for tracking Policy implementation over time.

*\*Policy includes list of proposed Performance Measures.*

## 8 Tigard Complete Streets Advisory Committee

| LEAD   | PARTNER(S)  | SOURCE  |
|--|---|---|
| <ul style="list-style-type: none"> <li>• CD</li> </ul> | <ul style="list-style-type: none"> <li>• TTAC</li> <li>• PBS</li> </ul> | <ul style="list-style-type: none"> <li>• Staff</li> </ul> |

### Timeframe



ACTIVITY

Combine the existing Tigard Transportation Advisory Committee (TTAC) and Pedestrian and Bicyclist Sub-Committee to TTAC. Update committee bylaws to include Complete Streets Policy implementation guidance and reporting responsibilities.

## 9 Transportation System Plan

| LEAD   | PARTNER(S)   | SOURCE  |
|--|--|---|
| <ul style="list-style-type: none"> <li>• CD</li> </ul> | <ul style="list-style-type: none"> <li>• ENG</li> <li>• TTAC</li> <li>• TST</li> </ul> | <ul style="list-style-type: none"> <li>• Council Goals</li> <li>• Planned TSP Update</li> </ul> |

### Timeframe



ACTIVITY

Integrate the Complete Streets Policy and relevant implementation plan activities into Tigard's Transportation System Plan (TSP) during the next TSP update.

# Implementation Plan Activities

## 10 Pedestrian and Bicycle Network Plans

| LEAD   | PARTNER(S)   | SOURCE   |
|--|--|--|
| <ul style="list-style-type: none"> <li>• CD</li> </ul> | <ul style="list-style-type: none"> <li>• ENG</li> <li>• TST</li> <li>• TTAC</li> </ul> | <ul style="list-style-type: none"> <li>• TSP 2035</li> <li>• TTAC</li> </ul> |

### Timeframe



ACTIVITY

Develop robust pedestrian and bicycle network plans during the next TSP update.

## 11 Tigard Parks Master Plan

| LEAD  | PARTNER(S)   | SOURCE   |
|---|--|--|
| <ul style="list-style-type: none"> <li>• PARKS</li> </ul> | <ul style="list-style-type: none"> <li>• CD</li> <li>• PW</li> <li>• ENG</li> <li>• OPS</li> </ul> | <ul style="list-style-type: none"> <li>• TSP 2035</li> <li>• TTAC</li> </ul> |

### Timeframe



ACTIVITY

Incorporate active transportation facility and transit access elements into the next update of Tigard's Parks Master Plan. Study and document funding mechanisms and opportunities to support shared parks and transportation objectives.

## 12 Engineering Design Standards

| LEAD  | PARTNER(S)   | SOURCE  |
|---|--|---|
| <ul style="list-style-type: none"> <li>• ENG</li> </ul> | <ul style="list-style-type: none"> <li>• CD</li> </ul> | <ul style="list-style-type: none"> <li>• Complete Streets Policy</li> </ul> |

### Timeframe



ACTIVITY

Update Tigard's Engineering Design Standards for consistency with the Complete Streets Policy.\*\*

\*\*Policy includes list of Design Best Practices Sources.

# Implementation Plan Activities



## 13 Development Code

| LEAD   | PARTNER(S)  | SOURCE  |
|--|---|---|
| <ul style="list-style-type: none"> <li>• CD</li> </ul> | <ul style="list-style-type: none"> <li>• ENG</li> </ul> | <ul style="list-style-type: none"> <li>• Complete Streets Policy</li> </ul> |

### Timeframe



ACTIVITY

Ensure Tigard’s Development Code is consistent with the Complete Streets Policy. Review, update and consolidate street functional class cross section guidelines to better serve active transportation and transit modes. Review current parking minimum and maximum ratios with respect to multi-modal goals.

## 14 Pedestrian Crossing Improvement Plan

| LEAD  | PARTNER(S)  | SOURCE  |
|---|---|---|
| <ul style="list-style-type: none"> <li>• ENG</li> </ul> | <ul style="list-style-type: none"> <li>• CD</li> <li>• OPS</li> </ul> | <ul style="list-style-type: none"> <li>• TSP 2035</li> <li>• Council Goals</li> </ul> |

### Timeframe



ACTIVITY

Study, plan, seek funding for, and implement citywide pedestrian crossing improvement plan. Integrate with city’s GIS database.

## 15 Pedestrian and Bicycle Wayfinding

| LEAD   | PARTNER(S)   | SOURCE  |
|--|--|---|
| <ul style="list-style-type: none"> <li>• CD</li> </ul> | <ul style="list-style-type: none"> <li>• PW</li> <li>• ENG</li> <li>• OPS</li> </ul> | <ul style="list-style-type: none"> <li>• TTAC</li> <li>• Council Goals</li> </ul> |

### Timeframe



ACTIVITY

Study, plan, seek funding for, and implement citywide pedestrian and bicycle wayfinding signage program. Integrate with city’s GIS database.

# Implementation Plan Activities

## 16 Neighborhood Traffic Management Program

| LEAD  | PARTNER(S)  | SOURCE  |
|---|---|---|
| <ul style="list-style-type: none"> <li>• ENG</li> </ul> | <ul style="list-style-type: none"> <li>• CD</li> <li>• PD</li> <li>• OPS</li> <li>• TVFR</li> </ul> | <ul style="list-style-type: none"> <li>• TSP 2035</li> <li>• Council Goals</li> </ul> |

### Timeframe



ACTIVITY

Study, plan, seek funding for, and implement a Neighborhood Traffic Management Program to promote safety and livability in residential neighborhoods.

## 17 Traffic Enforcement Plan

| LEAD   | PARTNER(S)  | SOURCE   |
|--|---|--|
| <ul style="list-style-type: none"> <li>• PD</li> </ul> | <ul style="list-style-type: none"> <li>• CD</li> <li>• ENG</li> </ul> | <ul style="list-style-type: none"> <li>• TTAC</li> </ul> |

### Timeframe



ACTIVITY

Develop and implement a traffic enforcement plan that directly supports Complete Streets Policy objectives.

## 18 Open Streets Pilot

| LEAD   | PARTNER(S)   | SOURCE  |
|--|--|---|
| <ul style="list-style-type: none"> <li>• CD</li> </ul> | <ul style="list-style-type: none"> <li>• PW</li> <li>• PD</li> <li>• ENG</li> <li>• WB</li> <li>• OPS</li> <li>• TTAC</li> </ul> | <ul style="list-style-type: none"> <li>• TTAC</li> <li>• PBS</li> </ul> |

### Timeframe



ACTIVITY

Investigate and initiate Tigard Open Streets pilot program and event(s). Open Streets events temporarily close one or more streets to cars while opening them to people.

# Implementation Plan Activities



## 19 Vision Zero

| LEAD   | PARTNER(S)  | SOURCE   |
|--|---|--|
| <ul style="list-style-type: none"> <li>• CD</li> </ul> | <ul style="list-style-type: none"> <li>• ENG</li> <li>• PD</li> <li>• PW</li> <li>• TTAC</li> </ul> | <ul style="list-style-type: none"> <li>• TTAC</li> </ul> |

### Timeframe



ACTIVITY

Investigate and pursue a Vision Zero traffic safety policy and program with the goal of eliminating traffic fatalities and serious injuries.

## 20 Sidewalk Gap Infill Programs

| LEAD   | PARTNER(S)  | SOURCE  |
|--|---|---|
| <ul style="list-style-type: none"> <li>• CD</li> </ul> | <ul style="list-style-type: none"> <li>• ENG</li> </ul> | <ul style="list-style-type: none"> <li>• TTAC</li> <li>• Council Goals</li> <li>• Previous Studies</li> </ul> |

### Timeframe



ACTIVITY

Study, design, seek funding for, and implement a sidewalk gap/infill program to create better walking facilities and connections.

### LEAD & PARTNER ACRONYMS:

|              |                                     |                  |  |
|--------------|-------------------------------------|------------------|--|
| <b>CD</b>    | Community Development               | <b>PW</b>        | Public Works                             |
| <b>CS</b>    | Central Services                    | <b>TST</b>       | Tigard Transportation Strategy Team      |
| <b>ENG</b>   | Public Works Engineering            | <b>TTAC</b>      | Tigard Transportation Advisory Committee |
| <b>OPS</b>   | Public Works Operations             | <b>TTSD</b>      | Tigard-Tualatin School District 23J      |
| <b>PARKS</b> | Parks & Recreation                  | <b>TVF&amp;R</b> | Tualatin Valley Fire and Rescue          |
| <b>PBS</b>   | Pedestrian & Bicyclist Subcommittee | <b>WB</b>        | WashCo Bikes                             |
| <b>PD</b>    | Police Department                   |                  |  |

**CITY OF TIGARD, OREGON**  
**TIGARD CITY COUNCIL**  
**RESOLUTION NO. 19-21**

A RESOLUTION ADOPTING A COMPLETE STREETS POLICY FOR THE CITY OF TIGARD

---

WHEREAS, the City of Tigard has a responsibility to plan, design, operate, and maintain transportation facilities that serve all users equitably; and

WHEREAS, the term “Complete Streets” describes a comprehensive, integrated transportation network with facilities that allow safe and convenient travel along and across streets for all users and, in particular, vulnerable roadway users as defined in Oregon Revised Statute 801.608; and

WHEREAS, the lack of “Complete Streets” is unnecessarily dangerous for vulnerable roadway users and discourages community members from walking, bicycling, and using public transit; and

WHEREAS, the City’s adopted Transportation System Plan, TSP 2035, Goal 3, requires the City to “provide an accessible, multi-modal transportation system that meets the mobility needs of the community”; and

WHEREAS, Tigard’s Strategic Plan Vision calls for the City to be “The most walkable community in the Pacific Northwest where people of all ages and abilities enjoy healthy and interconnected lives”; and

WHEREAS, Goal Five of the adopted 2019-2021 Tigard City Council Goals calls for enhanced walkability and pedestrian connectivity; and

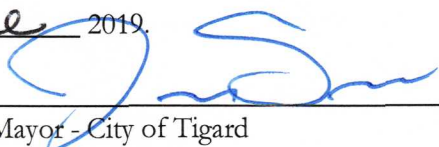
WHEREAS, it is the desire of the City of Tigard to formalize a commitment to the principles of Complete Streets for its transportation network and facilities and to have this Complete Streets Policy inform future transportation planning efforts as well as serve as the basis for future amendments to City codes and standards.

NOW, THEREFORE, BE IT RESOLVED by the Tigard City Council that:

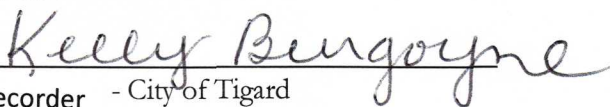
SECTION 1: The Tigard City Council Adopts the Complete Streets Policy (“Policy”) attached hereto as Exhibit A and made part of this Resolution.

SECTION 2: This Resolution is effective immediately upon passage.

PASSED: This 11<sup>th</sup> day of June 2019.

  
\_\_\_\_\_  
Mayor - City of Tigard

ATTEST:

  
\_\_\_\_\_  
Deputy City Recorder - City of Tigard

## Tigard Complete Streets Policy

### Definitions

#### All Users

Individuals of all ages and abilities including, but not limited to, pedestrians, bicyclists, public/paratransit users, people with disabilities, emergency responders, motorists, motorcyclists, freight providers, commercial vehicles, and emerging micro-mobility modes.

#### Context Sensitive Design

A process in which a project is planned not only to serve specific transportation objectives, but also for its effects on the physical, aesthetic, social, economic and environmental values, needs, constraints and opportunities in a larger community setting. Projects designed using this model optimize safety of the facility; preserve the environmental, scenic, aesthetic, historic, and natural resource values of the area; are designed and built with minimal disruption to the community; and, involve efficient and effective use of resources (time, budget, community).

#### Emergency

A circumstance in which immediate repair to damaged or malfunctioning facilities is necessary to restore lost service or prevent immediate harm to persons or property.

#### Micro-Mobility

Shared or personal vehicles that can carry one or two passengers. Bicycles are the most common example. Other micro-mobility vehicles include small battery-powered cars, bicycles, and scooters.

#### Multi-Modal

A transportation system accommodating multiple travel modes, including motor vehicles, pedestrians, transit, and bicycles.

#### Neighborhood Traffic Management

Utilization of traffic control devices in residential neighborhoods to slow traffic, or possibly reduce the volume of traffic – also called “traffic calming.”

#### Right-of-Way

Includes city streets, roads, bridges, alleys, sidewalks, trails, paths, and all other public ways and areas managed by the city or other public entity within the City of Tigard. “Right-of-way” also includes public utility easements to the extent that the easement allows use by the utility operator planning to use or using the public utility easement.

#### Sidewalk

An area specifically delineated and constructed for pedestrian use located behind a curb but within the rights-of-way or within an easement specifically established for that purpose.

### Trails and Pathways

Those that function as transportation facilities and are identified in the City's Transportation System Plan (TSP) or Pedestrian and Bicycle Plan as such. The Policy does not apply to trails and pathways that are intended solely for recreational purposes such as those within parks or open space areas, unless they are part of a larger system that extends beyond that facility.

### Vulnerable Road User

In Oregon, Vulnerable Road Users are defined by state statute. Oregon Revised Statute 801.608 describes a "Vulnerable User of a Public Way" as a pedestrian, highway worker, person riding an animal, or a person operating a bicycle, skateboard, roller skates, in-line skates, a scooter, or a farm tractor in the public right-of-way.

## **Policy Elements**

### **1. Tigard Complete Streets Vision Statement**

"Tigard is a vibrant and healthy community where people of all ages and abilities can travel safely, efficiently and comfortably on a well-connected and optimized multi-modal network of roads, trails, and paths."

### **2. Guiding Principles**

#### **2.1. Serve All Users**

Tigard's transportation system should serve all users equitably. To the maximum extent possible, the City will develop and manage rights-of-way that are safe, integrated, and connected to promote access and mobility for all users. In particular, the City will work to address and enhance the safety of vulnerable road users.

#### **2.2. Provide Interconnected Networks**

All users of Tigard's transportation system require connected travel networks. All rights-of-way and routes need not accommodate all travel modes; however, the City will strive to provide a reasonable network of safe, accessible, and convenient travel routes and road crossings for non-motorized travel. The network may include off-street trails and pathways for bicycling and walking. The City will advance projects needed to close gaps and to complete priority transportation networks and routes identified in the Transportation System Plan (TSP). Special consideration will be given to underserved areas or areas with concentrations of people who rely heavily on transit or other alternative modes of transportation.

#### **2.3. Use Best Practices and Innovative, Context-Sensitive Design**

The City will utilize current and emerging best practices in transportation network and facility design to best serve the multi-modal transportation needs of all users. The City will align and update related goals, policies, standards, and code provisions to incorporate these current and emerging best practices as required.<sup>i</sup> The City will address the needs and comfort of all users considering issues such as traffic safety, street design and width, desired operating speed, mode balance, illumination, landscaping, stormwater management, on-street parking, required pedestrian amenities, and connectivity. While adhering to local, regional, state, and national standards the City



will utilize context-sensitive design to address unique local conditions, constraints, and priorities. Local conditions and constraints may include but not be limited to existing right-of-way, natural resources, cost, documented pedestrian and bicycle safety issues, and other factors. The City will strive to meet or exceed national, state, and regional best-practice design guidelines in street design, construction, and operation.

#### **2.4. Support Land Use Planning Goals**

The City will design and develop a transportation network and facilities supportive of the land-use goals and policies of the Tigard Comprehensive Plan, as well as adopted or accepted plans for specific neighborhoods, corridors, or other geographic areas within the City of Tigard.

#### **2.5. Internal and Jurisdictional Coordination**

The City will develop seamless transportation facilities and accommodations to effectively serve the needs of all users within and beyond the City's borders by fostering partnerships internally, with local businesses, developers, community organizations, and with regional agencies including but not limited to: the Oregon Department of Transportation; Metro; Washington County; Tualatin Valley Fire and Rescue; Clean Water Services; the Tigard-Tualatin School District; and the neighboring cities of Beaverton, Durham, King City, Lake Oswego, Portland, and Tualatin. The City will approach every public or private project, program, and practice that affects the transportation network or occurs in the right-of-way as an opportunity to improve street conditions and travel routes, particularly for vulnerable road users. City departments will work in coordination and collaborate with other entities to maximize current and future opportunities for transportation network connectivity for all users.

#### **2.6. Measure Performance**

The City will track and report on Policy implementation performance utilizing indicators that reflect transportation safety, efficiency, mobility, accessibility, and experience for all users. Within one year of Policy adoption, the City will select specific performance measures to be tracked, summarized, and posted publicly on an annual basis.<sup>ii</sup> City staff will collaborate with the Tigard Transportation Advisory Committee (TTAC) on Complete Streets Policy performance tracking and reporting.

### **3. Applicability**

#### **3.1. All Facilities**

Except as described in Section 4, the Policy applies to all transportation facilities within the public rights-of-way, on public property, and/or or within a public access easement. Transportation facilities include but are not limited to streets, crosswalks, on and off-street pedestrian and bicycle pathways, parking facilities, alleys, bridges, frontage roads, and temporary traffic zones.

#### **3.2. Project Lifecycle**

The Policy applies to the routine planning, design, implementation, operation, and maintenance of all transportation infrastructure. The Policy applies to both new and retrofit projects, including the construction, reconstruction, retrofit, resurfacing, restriping, alteration, and major repair of streets, trails and pathways. Within one year of Policy adoption, the City will develop and implement criteria and a process for incorporating Complete Streets elements into major maintenance or rehabilitation projects (e.g., resurfacing, restriping, retrofit or similar projects).

### **3.3. Permitting Authority**

The City will require all agencies over which it has permitting authority to comply with the Policy. For all transportation projects designed by other agencies or entities that require funding or approval by the City, the City of Tigard will, in advance of finalizing such funding or approval:

- 3.3.1. Evaluate the proposed project for compliance with the Policy.
- 3.3.2. Where needed, recommend measures and require appropriate changes to bring the proposed project into compliance with the Policy. The City encourages entities not under its jurisdiction to satisfy this policy, including Washington County, Oregon Department of Transportation, TriMet, other local service providers, for those agencies' facilities in the City of Tigard as well as regional transportation projects. Partner agencies are encouraged to consider this Complete Streets Policy in the design, construction, operation, and maintenance of their facilities.

## **4. Exemptions and Exceptions to the Policy**

The City will strive to provide safe, comfortable, and convenient access to transportation choices by vulnerable road users as identified in Section 3 above, with only the following exemptions and exceptions stated below.

4.1. The following are exemptions to the Policy:

- 4.1.1. When work is limited to emergency repairs of transportation facilities or utilities; or
- 4.1.2. On transportation facilities or corridors where specific users are prohibited by law.

4.2. The following work may qualify for an exception to the Policy, subject to evaluation by designated Public Works and Community Development staff who will document and explain why an exception to this Complete Streets Policy is warranted:

- 4.2.1. Where the cost of accommodation is excessively disproportionate to the need or probable use as documented through deliberate study and analysis;
- 4.2.2. Where an absence of current or future need is documented; or
- 4.2.3. When work is limited to routine maintenance that does not change the roadway geometry or operations, or for Americans with Disabilities Act (ADA) accommodation work.

## **5. Policy Implementation**

The City will strive to make Complete Streets practices a routine part of everyday operations and procedures. The Tigard Complete Streets Implementation Plan outlines specific activities that, when completed, support policy implementation. It is designed to be a living document updated by city staff every 3-5 years with advice from the Tigard Transportation Advisory Committee (TTAC).

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**i Infrastructure and Facility Design Best Practice Sources**

- National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide, Urban Streets Design Guide, and Transit Street Design Guide
- The American Association of State Highway Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities
- The AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities
- United States Access Board Proposed Guidelines for Accessible Rights-of- Way (PROWAG)
- Manual on Uniform Traffic Control Devices (MUTCD)
- The Highway Capacity Manual (HCM)
- AASHTO Policy on Geometric Design of Highways and Streets
- Institute of Transportation Engineers (ITE) Designing Walkable Urban Thoroughfares: A Context Sensitive Approach
- ITE Policy on Geometric Design of Highways and Streets
- Federal standards for roadway lighting (Illuminating Engineering Society Publication RP-8)
- Oregon Transportation Plan and all associated Modal Plan that provide design guidance
- Oregon Fire Code
- Metro Regional Transportation Plan and associated transportation facility design policies
- Metro Regional Travel Options Strategy
- Metro Guide to Safe and Healthy Streets (Livable Streets, Green Streets, Trees for Green Streets, and Wildlife Crossings)
- Washington County Transportation System Plan
- Tigard Transportation System Plan and Modal Plans
- Tigard Public Improvement Design Standards
- Tigard Municipal Code

**ii Potential Performance Measures**

- Cumulative miles of new or upgraded Complete Streets
- Percentage completion of TSP-identified Complete Streets Projects
- Cumulative linear feet of new or reconstructed sidewalks
- Percentage of sidewalk network completed (new and/or gaps filled)
- Number of pedestrian crosswalk improvements completed
- Cumulative linear feet or miles of new or reconstructed bike lanes
- Percentage of bicycle network completed (new and/or gaps filled)
- Linear feet or miles of off-street trails and pathways constructed
- Percentage completion of TSP, Greenways Plan, and/or Parks Master Plan-identified trails
- Progress on implementation of Tigard's ADA Transition Plan
- Surface area treated by low-impact development stormwater management in the right-of-way
- Review of geographic/demographic distribution of Complete Streets projects
- Annual Complete Streets survey of Tigard residents
- Reduction in traffic injuries or deaths
- Conduct regular (every two years) Walk-Friendly Communities Assessment
- Conduct regular (every two years) Bicycle-Friendly Communities Assessment

