



TIGARD E-GO TRANSPORTATION PLAN

VALUES AND OBJECTIVES

SEPTEMBER 2024

BACKGROUND

Tigard’s vision is to be an “equitable community that is walkable, healthy, and accessible for everyone.”¹ This vision includes reducing environmental impacts, improving mobility, and improving quality of life for citizens and visitors. The Tigard E-GO Transportation Plan will help support this vision by recommending policies and strategies to support transportation electrification (hereafter referred to as “electromobility”) and curbside management.

The purpose of the E-GO Transportation Plan is to support equitable transportation electrification and effective management of the curb throughout the City.



Transportation electrification entails converting fossil fuel-powered vehicles to vehicles powered by electricity, including electric vehicles and electric bicycles.



Curbside management refers to measuring, optimizing, allocating, and managing the curb space to maximize mobility, safety, and access².

The Plan will assess the strengths, weaknesses, opportunities, and challenges related to electromobility; it will also recommend new policies and updates to existing policy guiding the transition to personal and shared electric vehicles, e-bikes, e-scooters, and other electric micromobility modes. This effort will also develop a comprehensive plan for curbside management in high-demand areas. The electromobility and curbside management aspects of the plan will work together to support local, regional, and statewide transportation sector greenhouse gas (GHG) emission reduction goals.

This document summarizes the values and objectives underlying the Tigard E-GO Plan and sets the stage for future deliverables that will assess existing conditions, future needs and recommend policy changes. It draws on existing City plans and a review of curbside priorities in other peer cities. It also includes content taken from interviews with key stakeholders and other community engagement activities conducted in 2024. This framework of values and objectives will guide the remainder of this project’s work and help focus the priorities for implementation actions. Table 1 below provides a shared definition for commonly used terms in this document.

1 Tigard 2020-2025 Strategic Plan, <https://www.calameo.com/read/0048355892d42723556c0>

2 Adapted from ITE, <https://www.ite.org/technical-resources/topics/complete-streets/curbside-management-resources/>

BACKGROUND



TABLE 1. DEFINITIONS OF FREQUENTLY USED TERMS

TERM	DEFINITION
TRANSPORTATION ELECTRIFICATION	The process of converting fossil fuel-powered vehicles to vehicles powered by electricity, including electric vehicles and electric bicycles.
CURBSIDE MANAGEMENT	The practice of measuring, optimizing, allocating, and managing the curb space to maximize mobility, safety, and access ² . Curbside management strategies may include parking pricing, delivery zones, transit stops, and drop-off/pick-up areas, among others.
ELECTRIC VEHICLE (EV)	A vehicle powered by an electric motor(s) using rechargeable, on-board batteries. For purposes of this plan, EVs are discussed separately from e-bicycles and e-scooters.
ELECTROMOBILITY	Transportation using vehicles or devices powered by electricity (e.g., battery electric vehicles, e-bikes, electric freight vehicles, etc.).
MICROMOBILITY	Transportation using small, low-speed, human- or electric-powered wheeled transportation devices, including bicycles, scooters, e-bicycles, e-scooters, etc. ¹

¹ Adapted from US FHWA, <https://highways.dot.gov/public-roads/spring-2021/02>

WHAT VALUES HAVE WE HEARD IN THE PAST?

Several past planning efforts in Tigard have already identified visions, goals and objectives related to electromobility and curbside management. Tigard’s 2020-2025 Strategic Plan¹, 2023-2025 City Council Goals², Transportation System Plan³ and Comprehensive Plan⁴ were reviewed to understand current priorities and how they might influence the values and objectives for this plan. All four documents demonstrate a strong commitment to promoting equity, addressing environmental challenges through electromobility, and improving walkability in Tigard.



2020-2025 STRATEGIC PLAN

Tigard’s 2020-2025 Strategic Plan outlines the City’s strategic priorities, each of which includes objectives, actions, and a timeframe. The Plan’s vision statement is “Tigard: An equitable community that is walkable, healthy, and accessible for everyone,” with four items framing the vision: equity, walkability, accessibility, and health. The plan includes three supporting “strategic priorities”:

1. Set the standard for excellence in public service and customer experience.
2. Create a well-connected, attractive, and accessible pedestrian network.
3. Ensure development and growth support the vision.

The supporting objectives related to curbside management and electromobility are summarized in the table below.

TABLE 2. RELEVANT STRATEGIC PLAN PRIORITIES AND OBJECTIVES

STRATEGIC PRIORITY	OBJECTIVES
2: CREATE A WELL-CONNECTED, ATTRACTIVE, AND ACCESSIBLE PEDESTRIAN NETWORK.	<ul style="list-style-type: none"> • 2.1: Create a well-connected pedestrian network that links all Tigard residents and businesses. • 2.2: Tigard’s pedestrian network is attractive, accessible, safe, and well-maintained.
3: ENSURE DEVELOPMENT AND GROWTH SUPPORT THE VISION.	<ul style="list-style-type: none"> • 3.1: Pursue land development that maximizes public health and benefits while increasing connection between people and community destinations. • 3.2: Focus development-associated resources in parts of the city that have the capacity to serve, house, employ, and attract the most people with the least impact on Tigard’s natural systems and the climate. • 3.5: Plan and create in a manner that reduce climate impacts to the maximum extent practicable, especially for the most vulnerable.

1 <https://www.calameo.com/read/0048355892d42723556c0>

2 <https://www.calameo.com/read/0048355892dac19e6d7da>

3 <https://www.tigard-or.gov/home/showpublisheddocument/1875/637792201890230000>

4 Tigard 2027 Comprehensive Plan, 2007, <https://www.tigard-or.gov/home/showpublisheddocument/1270/637861268512930000>

2023-2025 CITY COUNCIL GOALS

Tigard’s 2023-2025 City Council Goals¹ represent the Council’s priorities for a two-year period and align with the City’s Strategic Plan, vision, and other plans. These goals include a commitment to Tigard’s “Community Promise,” which consists of the following “Five Es”: Equity, Environment,

Economy, Engagement and Excellence. The Council goals include supporting outcomes and goals. The following table summarizes the City Council goals, outcomes, and strategies related to electromobility and curbside management.

TABLE 3. RELEVANT CITY COUNCIL GOALS, OUTCOMES, AND STRATEGIES

GOAL	OUTCOME	STRATEGY
ADDRESS CLIMATE CHANGE	Reduce the City’s carbon emissions	<ul style="list-style-type: none"> • 2.3: Provide incentives for the community to transition to more climate-friendly choices. • 2.4: Develop educational materials to build awareness and support homeowners/renters in reducing their carbon emissions.
ENHANCE COMMUNITY SAFETY AND ACCESSIBILITY	Improve traffic safety, provide equitable mobility options, and support climate goals.	<ul style="list-style-type: none"> • 4.3: Increasing funding to expand connectivity and support and active, healthy, and accessible community.

TIGARD TRANSPORTATION SYSTEM PLAN AND COMPREHENSIVE PLAN

Tigard’s Transportation System Plan (TSP) and Comprehensive Plan include several references to curbside management and electromobility. The Comprehensive Plan provides a broad policy basis for Tigard’s land use planning and actions, while the TSP is Tigard’s long-range planning tool for its transportation system; the TSP includes an assessment of existing needs, planned projects, and funding sources. References to curbside management and electromobility in these documents are summarized in Appendix A. Key themes include support for:

- Transitioning towards electric vehicles and electric vehicle infrastructure to reduce greenhouse gas emissions.
- Emerging technologies such as micromobility, mobility as a service (e.g. ridesharing, e-scooter sharing, etc.), and vehicle electrification.
- Parking and curb management strategies that make the most of public transportation assets to support desired land use and community activities.

These items align with the goals in Metro’s 2023 Regional Transportation Plan for emerging technologies (including electric vehicles and devices)². These goals include:

- Use emerging technologies to improve transit services, provide shared travel options throughout the region, and support transit, bicycling, and walking.
- Make emerging technologies accessible, available and affordable to all, and use technology to create more equitable communities.
- Emerging technology should promote shared trips, decrease vehicle miles traveled, and minimize conflict between modes.

¹ <https://www.calameo.com/read/0048355892dac19e6d7da>

² Metro 2023 Regional Transportation Plan, Table 3-13 and 3.3.12.2 policies, <https://www.oregonmetro.gov/sites/default/files/2023/12/21/2023-RTP-Ordinance-No-23-1496-adopted-package-exhibit-A.pdf>

WHAT ARE WE HEARING NOW?

COMMUNITY ENGAGEMENT

This project has identified several community partners that will be engaged throughout the project process that will help inform the Plan's values and objectives. This list includes:

- **Stakeholder Working Group** – A stakeholder working group will advise and inform the Plan via meetings throughout the project.
- **Tigard Transportation Advisory Committee (TTAC)** – The TTAC will be provided with regular updates as the project progresses and be advised of engagement opportunities.
- **Other Engagement Opportunities** – The broader community will have the opportunity to provide additional input at public engagement tables set up at Tigard's Farmers Market and similar events in summer and fall 2024.

STAKEHOLDER INTERVIEWS

City staff conducted interviews with several stakeholders who will be consulted during the E-GO project development process and serve on the Stakeholder Working Group. Table 4 summarizes the content of these interviews.



TABLE 4. SUMMARY OF STAKEHOLDER INTERVIEWS

QUESTION	KEY FINDINGS AND THEMES
<p>1 What comes to mind when you think of electric micromobility?</p>	<ul style="list-style-type: none"> • Cars will remain the most common mode for a long time. • E-micromobility is useful as a first-mile, last-mile solution. • It could reduce traffic congestion. • There is interest in micromobility hubs and other advancements in electromobility.
<p>2 Same question, but for curbside management?</p>	<ul style="list-style-type: none"> • There is not enough street parking in the Tigard Triangle, and it is creating conflicts around spaces. • Parking restrictions would help, but only if paired with consistent enforcement. • More infrastructure for parking and other modes, including biking and walking, are needed.
<p>3 Do you think electric micromobility could reduce transportation costs among residents currently underserved by our transportation system?</p>	<ul style="list-style-type: none"> • E-bikes and other e-micromobility options are good for low-income residents, especially in transit deserts. • But without high-quality, purpose-built infrastructure, e-micromobility will not help these residents. • Existing infrastructure conditions in the Triangle for non-drivers are unacceptable.
<p>4 What are your thoughts on improving the management of our street parking to reduce the strain on the supply?</p>	<ul style="list-style-type: none"> • Don't over-optimize street parking with meters and time limits, but don't treat it like private property either. • Prioritize always having some open spots throughout the week. • Signs aren't enough: there needs to be active enforcement.
<p>5 Are there any shared micromobility programs that you think are successful and/or good models? (BIKETOWN, scooter shares, etc.)</p>	<ul style="list-style-type: none"> • Most scooter share programs are expensive and clutter on sidewalks. • A "library" system like Power to the Pedal might be better than dockless systems for Tigard. • Whatever the program, it needs to be supported by built infrastructure, which could include charging stations or micromobility hubs.
<p>6 Are there any models for reducing parking demand on limited supply that you think are good models? (Meters, permits, drop-off zones, etc.)</p>	<ul style="list-style-type: none"> • Using parking meters and enforcement would reduce demand on parking supply. • However, increased enforcement can create an unfair burden for low-income drivers. • Placing time limits in high density/traffic areas (e.g., school zones) might work. • A spot sharing system in partnership with private lot owners.
<p>7 Do you have any performance measures that we should consider in developing the E-Go plan?</p>	<ul style="list-style-type: none"> • Did this project prioritize historically marginalized communities? • Do stakeholders better understand the true value of parking spaces? • Does the City of Tigard better understand/know parking turnover rates, points of origin/trip lengths for active mode users, demand for e-bikes, and other non-SOV modes?
<p>8 Is there anyone you think should be involved in developing E-Go?</p>	<ul style="list-style-type: none"> • Apartment managers • Portland State University and other researchers • Small business owners • Seniors • Homeowners' associations and other neighborhood groups
<p>9 Finally, what are you hoping the E-GO Transportation Plan will accomplish?</p>	<ul style="list-style-type: none"> • More residents and businesses fully understanding the true costs and value of existing parking spaces. • A pathway towards more travel options that is paired with more and better active transportation infrastructure, leading to improved access and connectivity for all road users.

WHAT HAVE OTHER COMMUNITIES PRIORITIZED?

Examining peer cities' plans for electromobility and curbside management can be instructive as Tigard formulates its objectives for these items. These plans generally include goals and objectives that guide the cities' implementation actions. These goals and objectives flow from these cities' implicit or explicit values and principles, and help define the driver, or "why", for each city's plan. Table 4 summarizes example goals and objectives from planning studies in other communities.

TABLE 5. EXAMPLE GOALS, OBJECTIVES OR PRINCIPLES FROM OTHER COMMUNITIES

PLAN	EXAMPLE GOALS, OBJECTIVES OR PRINCIPLES
CITY OF PORTLAND 2017 ELECTRIC VEHICLE STRATEGY¹	<ul style="list-style-type: none"> • Increase access to electric vehicle charging infrastructure by doubling the number of Level 2 and DC Fast Chargers available to the public. • Increase access to affordable electric vehicle transportation options for low-income populations and communities of color. • Add 60 electric vehicles to the City's sedan fleet to increase the percentage of electric vehicles from 20 to 30 percent. Seek options to electrify other classes of vehicles in the City's fleet. • Prioritize the electrification of shared use vehicles, bikes, and buses to reduce the need for personal vehicle ownership.
CITY OF SEATTLE TRANSPORTATION ELECTRIFICATION BLUEPRINT²	<ul style="list-style-type: none"> • 100 Percent of Shared Mobility is Zero Emissions • 90% of All Personal Trips are Zero Emissions by 2030 • 30 Percent of Goods Delivery is Zero Emissions • 100 Percent City Fleet is fossil-fuel free • One or More 'Green & Healthy Streets' in Seattle • Electrical Infrastructure Required to Stay Ahead of Transportation Electrification Adoption is Installed and Operational
CITY OF BAINBRIDGE ISLAND COMMUNITY BASED STRATEGIES TO REDUCE GREENHOUSE GAS EMISSIONS³	<ul style="list-style-type: none"> • Increase electric vehicle use • Increase charging infrastructure • Encourage mode shifting • Propel non-motorized transportation
CITY OF BELLEVUE CURBSIDE MANAGEMENT PLAN⁴	<ul style="list-style-type: none"> • Curb Equity • Efficiency and Effectiveness • User-friendly • Decision-making Clarity • Adaptability and Resilience

1 <https://www.portland.gov/bps/climate-action/documents/2017-electric-vehicle-strategy/download>

2 <https://www.seattle.gov/environment/climate-change/transportation-emissions/transportation-electrification-blueprint#:~:text=Seattle%20will%20ensure%20a%20major,electric%20goods%20delivery%20and%20services>

3 June 2019, <https://www.bainbridgewa.gov/DocumentCenter/View/14669/BI-Community-Based-Strategies-to-Reduce-GHG-Emissions-June-2019>

4 <https://bellevuewa.gov/city-government/departments/transportation/planning/infrastructure-and-subareas/curb-management-plan>

TIGARD E-GO OBJECTIVES

Determining the “why” of curbside management and electromobility is a crucial step in formulating specific objectives and strategies. These underlying values should determine which recommended strategies are chosen and implemented. In Tigard, these values flow from the City’s adopted Transportation System Plan, Strategic Plan, City Council Goals, and regional and state frameworks as previously established. Taken together, these foundational values can be summarized by the four components supporting the Strategic Plan’s vision: Equity, Walkability, Accessibility and Health.

An additional component of the E-GO project’s foundation is the City’s strong commitment to environmental sustainability. Building on this foundation and examples of peer cities, the following objectives will guide the Tigard E-GO project going forward:



- Reduce Tigard’s greenhouse gas (GHG) emissions by encouraging active transportation, transit use, electric vehicle adoption, e-micromobility, and by managing the curb wisely.
- Ensure the shift to electromobility benefits underserved populations, including low-income households and those living in multifamily housing.
- Ensure transportation and land-use plans work hand-in-hand to achieve the city’s GHG reduction, equity, and accessibility goals.
- Promote resiliency and adaptability in the City’s transportation and utility systems.

These objectives will guide the E-GO project going forward and will ultimately result in a strategy document with recommended actions that the City can take.

APPENDIX A: SUMMARY OF APPLICABLE GOALS AND POLICIES IN TIGARD

TABLE 6. RELEVANT TIGARD TSP POLICIES, STRATEGIES AND RECOMMENDATIONS

CHAPTER	POLICIES, STRATEGIES AND RECOMMENDATIONS
3: TSP DEVELOPMENT	3.2.6: The City shall support a transition toward greater adoption of electric vehicles and electric vehicle infrastructure.
3: TSP DEVELOPMENT	3.2.7: The City shall support emerging technologies to reduce climate impacts from transportation, including micromobility, mobility as a service, and vehicle electrification
3: TSP DEVELOPMENT	3.6.5: The City shall use parking and curb management strategies that make the most of public transportation assets to support desired land use and community activities.
6: RECOMMENDED INVESTMENTS	6.2.7: Citywide Curb Space Management Program: The City should develop a curbside management program that inventories the City’s curbspace resources to maximize mobility, safety, and access for the wide variety of curb demands. The City plans to establish a fully resourced citywide parking and curbside management program to identify other locations for parking solutions, as well as broad-based parking policies related to parking supply and curb management.
6: RECOMMENDED INVESTMENTS	6.2.11: Vehicle Electrification: A new EV program would fund needed future investments to support the transition to electric vehicles. Examples include charging infrastructure and programmatic elements such as potential pilot programs.
8: IMPLEMENTATION PLAN	8.1.2: Engineering Standards: Updated standards should reflect more comprehensive bicycle and pedestrian facilities; traffic calming features, and curb zone features that respond to more robust use of the curb for freight deliveries, drop off/pick up, storage of micromobility fleet devices like electric-bikes and scooters, electric vehicle charging, and curb space activation.
8: IMPLEMENTATION PLAN	8.2: Greenhouse Gas Reduction Measures: Provide electric vehicle charging infrastructure.
8: IMPLEMENTATION PLAN	8.3.1: Shared micro-mobility: The City should work toward implementing shared micro-mobility solutions such as electric scooters and electric bike share within the City, especially in denser areas that can support these programs such as Downtown and the Tigard Triangle. Putting electric vehicle charging infrastructure in place to support these services can be done in conjunction with plans for electric vehicle infrastructure.
8: IMPLEMENTATION PLAN	8.3.2: Electrification: While the City cannot control electric vehicle ownership, it can encourage the use of electric vehicles with the installation of more charging stations and encouraging new development to install charging stations on their property.

APPENDIX A: SUMMARY OF APPLICABLE GOALS AND POLICIES IN TIGARD

TABLE 7. RELEVANT TIGARD COMPREHENSIVE PLAN¹ GOALS AND POLICIES

CHAPTER	POLICIES, STRATEGIES AND RECOMMENDATIONS
<p>GOAL 6.1</p> <p>REDUCE AIR POLLUTION AND IMPROVE AIR QUALITY IN THE COMMUNITY AND REGION.</p>	<ul style="list-style-type: none"> • 2. The City shall promote land use patterns which reduce dependency on the automobile, are compatible with existing neighborhoods, and increase opportunities for walking, biking, and/or public transit. • 5. The City shall cooperate with other public agencies to minimize localized transportation impacts to air quality through intersection improvements, access management, intelligent transportation systems, etc. • 6. The City shall improve the Environmental Performance Standards to minimize impacts from noise and light pollution • 8. The City shall encourage citizens to reduce air quality impacts associated with household activities
<p>GOAL 13.1</p> <p>REDUCE ENERGY CONSUMPTION</p>	<ul style="list-style-type: none"> • 1. The City shall promote the reduction of energy consumption associated with vehicle miles traveled through: <ul style="list-style-type: none"> » A. land use patterns that reduce dependency on the automobile; » B. public transit that is reliable, connected, and efficient; and » C. bicycle and pedestrian infrastructure that is safe and well connected.
<p>GOAL 15.1.2</p> <p>FOR DOWNTOWN TIGARD: FACILITATE THE DEVELOPMENT OF AN URBAN VILLAGE</p>	<ul style="list-style-type: none"> • 5. Downtown design, development and provision of service shall emphasize public safety, accessibility, and attractiveness as primary objectives.” • 7. “New zoning and design guidelines on Main Street will emphasize a “traditional Main Street” character.”
<p>GOAL 15.2.1</p> <p>FOR THE WASHINGTON SQUARE REGIONAL CENTER (WSRC)</p>	<ul style="list-style-type: none"> • Develop a coordinated land use and transportation framework that supports development of the Tigard WSRC into a dense, walkable, and vibrant place and that also reflects market realities, community needs and aspirations, and City goals related to sustainable growth
<p>COMPREHENSIVE PLAN TRANSPORTATION GOALS</p>	<ul style="list-style-type: none"> • 2. Support environmental and community health by reducing our carbon footprint, minimizing impacts to natural resources, and addressing unequal health impacts/outcomes of our transportation system on low-income communities and communities of color. • 4. Create livable neighborhoods that are designed to improve multimodal connections while discouraging unsafe interactions. • 5. Support economic vibrancy by accommodating the movement of people and goods and creating equitable opportunities for economic development throughout Tigard. • 7. Make the most of transportation resources by leveraging funding opportunities, not overbuilding our system, and making investments that reduce ongoing system maintenance and preservation costs.

¹ Tigard 2027 Comprehensive Plan, 2007, <https://www.tigard-or.gov/home/showpublisheddocument/1270/637861268512930000>