



Clark County Commission on Aging
1300 Franklin Street, 6th Floor
Vancouver, Washington

MEETING NOTES

Tuesday, September 18, 2018
4:30 p.m. – 6:00 p.m.

Members Present: Marian Anderson, Ali Caley, Chuck Green, Amy Gross, Marjorie Ledell, Temple Lentz, Linda O’Leary, Donna Roberge, Larry Smith

Members Absent: None

1. Welcome and Call to Order

Temple Lentz opened the meeting.

Approval of Agenda

The agenda was approved unanimously by the commission.

Approval of August 21, 2018 Meeting Minutes

The August 21, 2018 meeting minutes were approved by the commission with one edit, to remove the last sentence from the first question/response on electric bikes on page 5.

Area Agency on Aging & Disabilities of SW Washington (AADSWA) Update

Linda O’Leary provided an update. The AADSWA meeting was held on September 7, 2018 and was focused on presentations about two new services. Jan Wichert presented on the Bridgeview Education and Employment Resource Center, a new centralized hub for service partners to help low-income families in Clark County find education, employment, and health resources. The new facility is scheduled to open in December 2018 and will include classrooms, meeting space, a computer lab, teaching kitchen, and office space. The facility was planned with over 30 partners and is located on 505 Omaha Way.

Larisa Kind gave the second presentation on Rainier Springs, a new inpatient and outpatient center for mental health and addiction treatment. The center will provide care to those 18 and older. The center will be open 24 hours a day, 7 days a week. The center is located at the Legacy Salmon Creek campus and is scheduled to open within the next two months.

2. Presentation: Community Design

Most suburbs are not designed with aging residents in mind. Homes are segregated from other buildings, goods and services, creating an over-dependence on driving. The distances between residential and commercial areas, combined with the absence of sidewalks, discourages walking as a mode of transportation or physical activity.



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Gary Pagenstecher, a planner with the City of Tigard, discussed how land use decisions can determine our mobility options and how Tigard is planning to become the most walkable community in the Pacific Northwest.

Introduction

- A Vision for Tigard - *"The most walkable community in the Pacific Northwest where people of all ages and abilities enjoy healthy and interconnected lives."*
- Strategic Plan Feedback
 - We asked: is this vision right for Tigard?
 - Overwhelmingly positive response
 - Citizens supportive of more sidewalks and trail connections
 - More than 1,200 people engaged face-to-face by staff May through October 2014
- Strategic Plan Goals
 - Facilitate walking connections to develop an identity
 - Ensure development advances the vision
 - Engage the community through dynamic communication
 - Fund the vision while maintaining core services
- Implementation is taking place in the following four areas. Each is explained in further detail below
 - Transportation Planning
 - Downtown Revitalization
 - Tigard Triangle
 - Safe Routes to Schools

Transportation Planning

- The Transportation System Plan (TSP) lays out city growth, classification of streets, trails, etc.
 - There are several subsets of this plan including: a Trails System Master Plan, Fanno Creek Park & Plaza Master Plan, etc.
 - All of these plans lead to the creation of an Uber List of transportation projects
 - Projects from the Uber List were then added to the Capital Improve Plan (CIP), a list of all projects related to trails and connectivity that relate to the city's street and off-street trail system.
 - CIP projects are funded in a rolling 6-year approach and the city oriented this funding mechanism towards walkability.
- Transportation Plans & Programs
 - Pedestrian System Gap Analysis
 - Existing sidewalks and missing sidewalks were mapped. The city assessed arterial streets, collector streets, and neighborhood routes (with an emphasis on school walkability).
 - Existing trails and trail gaps were mapped.
 - Conclusion from analysis: the city calculated 34 miles of gaps they would like to fill to create a complete pedestrian system. Creating this system would cost approximately \$118 million.
- Connector Trails
 - Connector trails are often used to connect two dead-end streets.
 - A pedestrian bridge over a creek, connecting two cul-de-sacs is one example of a trail connector.
 - The city has instances where there is a small right of way, but no real trail. The city is working to improve these right-of-ways.

- Connector trails are key to the city's overarching plan.
- The City Council established a \$200,000 Lighter, Quicker, Cheaper fund to address small projects without needing to get onto the 6-yr CIP plan for funding. It has been a way to prioritize connectivity-type projects. One example could be to purchase the right of way for a connector path or to develop a small right of way into a sturdy pedestrian path.

Tigard Downtown Revitalization

- Why Downtown?
 - Historic center
 - Residents preference for “an economically healthy and vital ‘green heart’ of the community”
 - Good transit service
 - Opportunity to grow up
- Urban Renewal District
 - Approved by voters in 2006
 - \$22 million over 20 years
 - Funds raised in district (tax increment financing) are spent in district on urban renewal projects
- Street Improvements - focused on both creating places to go as well as providing a way to get there.
- Matching Grant Recipients - Main Street stores have made improvements because of grants from the city.
- Attwell Off Main
 - Public/private partnership to redevelop city Public Works yard
 - \$31 million project
 - 165 market rate units
- Main Street at Fanno Creek Property
 - A creek runs through downtown
 - The city owns properties next to the creek that they plan to redevelop
 - The space will also include green space

Tigard Triangle

- The Tigard Triangle is an area defined by three major roads: I-5, Pacific Highway (99W), and Highway 217.
- The city is trying to avoid an area of just big box stores and parking lots (buildings in a sea of parking). The city is also trying to avoid only building single-family residential development.
- The city is trying to transform the Triangle into an active, urban, multimodal, and mixed-use district that prioritizes pedestrians and supports equitable development.
 - The Triangle has been zoned for commercial and mixed use development
 - The city code focuses on making streets high-class so that they are comfortable, safe, and connected. To do this, they are shortening street crossings, including lots of landscaping, on-street parking, and large walkways for pedestrians.
 - There are no parking requirements in the Triangle District. The market will decide how much parking to include.
 - Lean and form-based code is being implemented. If you build based on the standards, then land use review is not needed, you can just get a building permit. This lean type of approach is designed to allow all kinds of development.

- The Triangle currently has a 50% utilization rate of the available parking spots. This new direction is trying to encourage a high density development pattern.
- The Triangle has a connectivity plan. The area has a fairly well-defined grid and will extend it further. There are some existing trails and others are being built to connect into a network.
- The new TriMet light rail line is expected to extend to Tigard and some stops will be in this area.
- **How we're achieving this:**
 - Mixed-use zoning
 - Lean & form-based approach
 - Small-scale & incremental development strategies
 - Street improvements that prioritize pedestrians
 - Other city efforts (urban renewal, tax abatement: these are two funding mechanisms)

Safe Routes to School

- Safe Routes to School (SRTS) is a national program and the City is taking it seriously. All the planners are assigned to an elementary school, so that there is continuity with each school.
- There has been a decline of walking and biking to school. In 1969, 45% of students biked or walked to school. 12% traveled to school in a family motor vehicle. In 2009, 13% of students biked or walked to school. 48% traveled in a family motor vehicle. (Source: NPTS/NHTS).
- The top two barriers for kids walking to school:
 - Distance
 - Traffic-related danger
- **How do we reverse this trend?**
 - **Engineering:** creating safe, connected, and comfortable places for bicycling and walking.
 - **Education:** equipping people with the knowledge, skills and confidence to bike and walk.
 - **Encouragement:** Fostering a culture that supports and encourages active transportation.
 - **Enforcement:** Building safe and responsible behaviors on the road and building respect among all road users.
 - **Evaluation:** Monitoring efforts to active transportation and planning for the future.
 - **Equity:** increasing access and opportunity for all residents, including disadvantaged, minority and low income populations.
- SRTS seeks to overcome barriers by creating an Action Plan specific to each school's needs. Action Plans outline programmatic and engineering strategies. One example of a programmatic strategy is to give walking and biking maps to parents and students.
- SRTS looks for opportunities to improve walking and biking connections near schools. Ex: Public Works staff created a 150 ft. trail near an elementary school to improve connection.
- Encouragement and Education: SRTS educates students on how to walk and bike safely through community and school events.

Strategic Plan Lessons Learned:

- The City of Tigard is 4-years into implementing its strategic plan. Here are three lessons learned so far:
 - **There is an art to writing the vision statement.** The city's vision statement is hyperbolic, but there's even some question if it is a sufficiently inclusive vision, as it doesn't talk

- about diversity. There is a lot more in the second half of the vision: “where people of all ages and abilities enjoy healthy and interconnected lives,” where the focus is on “healthy” and “interconnected” and creating a particular type of environment.
- Implementation is difficult, rigor is required. The unifying vision helps with inter-departmental cooperation, and it is changing culture in the city. However, there are other things always pulling at the unified approach.
 - Identify milestones from the beginning. The leadership team has to grapple with this on an ongoing basis. Are we doing enough? How do we know if we’re successful? How do we know what incremental success is? If the city had set-up milestones at the start, we could better measure how we are doing.

Questions and comments from COA members with speaker’s responses:

Comment: how active is the business community? Do you have a downtown business association, for example, and are they out front? Could they do more? How do they fit into the strategic plan?

Response: there is one very active member, the association’s leader. The city’s redevelopment manager routinely reports and presents to the business community. They’re not a unified group and do not always rise to the occasion. However, they are an important group and they contribute regularly. For instance, they were quite involved in the street façade improvement projects. The Rotary Club and is another group that is actively involved in the rails to trails conversion and will have a plaza named after them for their involvement.

Comment: what percent of the residents work in Tigard at this time? In other cities in the area, the residents seem to go out of the city for work. **Response:** a lot of people from other places work in Tigard and a lot of Tigard works in other places. I would estimate half of the jobs in Tigard are served by Tigard residents and the other half are served by people who live in other places in the region.

Comment: in the areas where the city is building up instead of having individual houses, will those be mixed ages? Are you preparing to have facilities built so seniors can easily get in and out of them? **Response:** the Triangle has a site being developed that will be a 5-story building targeted for seniors. We see the market is responding to the vertical senior housing rather just the single or two-story retirement communities.

Comment: do you have areas in the city outside of the downtown center that do not have easy access to public transportation? **Response:** most of the city does not have easy access to public transit. When the city started working on downtown revitalization, the city and county expanded out on the western frontier for single-family residential homes in classic suburban expansion style. That area has no public transportation. Over the last 8-years, the city has spent a lot of resources bringing that area to market. Now the city will have an alternative, an urban suburban town center community. The urban renewal areas will be able to support public facilities through tax increment financing. The downtown is expected to have a capacity of \$20 million and capacity in the Triangle is about \$186 million. These funds will be available for public facilities and such. Also in terms of transportation, if light rail comes, it will be a central, transit-oriented design public facility improvement mechanism.

Comment: can you speak about budget and if you’re staying within it? Also, will you be done by 2036 when you are supposed to be? **Response:** we don’t know because we don’t have the measures you’re asking about. The engineering department knows how many sidewalk/connection gaps they have filled. The city is using its capacity to implement the plan and is not hiring extra staff or allocating outside of the CIP. I think you’ll find the urban renewal area money will be doing most of the heavy lifting for the Triangle and downtown in the years ahead.

Comment: I know Oregon and other places are struggling to come into compliance with ADA wheelchair ramp standards. Is retrofitting intersections with wheel chair ramps a part of the plan?
Response: The engineering department is doing a survey of where the city is compliant and where it is not. That's imminent and it will definitely be addressed to align with the vision "...of people of all abilities."
Comment: does the ADA funding come out of the \$200,000 Lighter, Quicker, Cheaper fund?
Response: no, ADA funding comes out of the city's general fund and street fund, so the main capital improvement project budget. It is a much bigger number than the \$200,000.

Comment: with your strategic plan goals, "engage community through dynamic communication" stood out to me. Can you tell me how you implement that dynamic communication? What's been your greatest success?
Response: as you can imagine, implementation is dynamic and things change over time as staff changes, etc. The bullet points for this goal in the strategic plan are not very helpful in determining what we are doing. I know the city website features the strategic plan. There is an electronic newsletter that people can subscribe to. There have been ice cream socials in the summer to get out in the neighborhoods, to give out ice cream as an incentive to have a conversation about what's happening. The leadership team makes an effort to talk it up in whatever forums they are in. There have been some challenges settling on what the most effective communication methodology is. The hope is to continue incrementally building understanding of limitations and benefits as we move along.

Comment: in terms of your prioritizing, where do curbs and sidewalks come in?
Response: I'm not involved in setting the CIP priorities, so I do not know first-hand. However, I do know it relates to the Uber list. We know there are a set of things to do and costs and challenges associated with them. We apply for grants, and when we get them, those projects become a priority. The lighter, quicker, cheaper projects are more ad hoc. Anyone can propose one of these projects, citizens or staff. We run into challenges when a project falls under ODOT or Washington County jurisdiction, so timelines are not completely controlled by the city. It is difficult to say what the priorities are. For instance, is regional funding right now for a Fanno Creek Trail project. The city is nothing but a city with barriers, i.e. highways, railways, etc. and there are expensive things that haven't been done and big money will be necessary for some of them. I am working on a pedestrian crossing over a rail road. My methodology for that is to make it largely privately funded through system development charges through development. It's an example of how to cobble together funding streams and be opportunistic with development.

Comment: one of the big requests I heard from my work on our bus rapid transit system, The Vine, was how do we get people to and from the bus stations because the side street sidewalk infrastructure isn't great? Has that come up with TriMet and the SW Corridor light rail planning?
Response: yes, it's a very good question. Tigard has five of the stations planned along the line. The first station is at 68th and Pacific Highway, which is one of the most densely, traveled highways in the state at that point. If you can't cross it safely and comfortably, connectivity to the station will be a problem. There is a lot of work to be done in this area, but there is an understanding to address this challenge and it is high on the list to make sure it is done.

Comment: With downtown sidewalks in disrepair, heaved by tree roots and very unsafe particularly for people who are less able bodied. How do you handle that in Tigard? Does the city fix sidewalks or is it the property owners' responsibility?
Response: property owners with frontage are responsible for maintaining their sidewalks. If the city can redo a whole street, then the city will do that. There are streets with no sidewalks that might be a mile long, and we have a program to do that as part of the CIP. We don't have as much of a problem with mature trees, since the neighborhoods are not that old, however, related to appropriate street trees, there is an

urban forestry plan that stipulates what type of trees can be planted in the public realm, to minimize the kind of damage you are talking about.

Questions and comments from the audience with speaker's responses:

Comment: what are the population demographics of Tigard? In particular, what are the senior demographics? What is access like for seniors to services? **Response:** I worked for the city for 14 years. When I started, the city had a population of roughly 46,000 people. The population is currently about 51,000 people. It is a city of moderate growth. We do not have large employers, but do have steady growth. We have our fair share of seniors. If I use development as a gauge for that, I review developments for the city, and I have seen four senior facilities come through. However, most of Tigard is low density residential. Lots of houses were built in the 1950s-70s and if aging in place, it becomes a test for the city if we can get sidewalks in so everyone can get around. The senior center is by the downtown /city hall campus, close to library, but you need car to get there. As you saw earlier on the city's state of walk mobility, the city is only about 50% there. It's a challenge.

3. New Business, Updates and Announcements:

- Oct 16 – the next COA transportation speaker will be Matt Herman, a planner with Clark County, who will talk about planning for mobility needs.

4. Public Comment

- I am Rachel Brooks, an Elder Law Attorney, and I volunteer with SW Washington Elder Abuse Prevention. They have a free seminar series and the third one is next Tuesday (September 25, 2018). It's free but you need to RSVP, and if you are a social worker, you can get credits. This one is on health care assessment and intervention and features Dr. Meharg and Nurse Buckland.

5. Adjournment

The meeting adjourned at 5:30 pm.

The Clark County Commission on Aging provides leadership and creates community engagement in addressing the needs and opportunities of aging.