

**CITY OF TIGARD
PLANNING COMMISSION
Meeting Minutes
May 3, 2010**

1. CALL TO ORDER

President Walsh called the meeting to order at 7:01 pm. The meeting was held in the Tigard Civic Center, Town Hall, at 13125 SW Hall Blvd.

2. ROLL CALL

Present: Commissioner Anderson;
Commissioner Doherty;
Commissioner Fishel;
Commissioner Gaschke;
Commissioner Hasman;
Commissioner Muldoon; and
President Walsh (7).
Alternate Commissioner Schmidt; and
Alternate Commissioner Shavey (2)

Absent: Commissioner Caffall; and
Vice President Vermilyea (2)

Staff Present: Darren Wyss, Sr. Planner;
Doreen Laughlin, Sr. Administrative Specialist; and
Judith Gray, Sr. Transportation Planner

Others Present: None

3. COMMUNICATIONS

Senior Transportation Planner, Judith Gray, spoke about the fact that staff is preparing to get started on the land use plan associated with High Capacity Transit (HCT) on the 99W Corridor. She said the consultant selection is complete and that we'll be working with "Parametrix." Part of this project will include a Citizens Advisory Committee (CAC). ODOT will have certain requirements, based on their funding. She said they would like to include representation from the Planning Commission on this CAC in addition to some other outreach to ensure we're getting the kind of community representation required in terms of economic diversity, English as a second language community, senior citizens – etc. Commissioner Vermilyea will be on the CAC as he's already on the TTAC (Tigard Transportation Advisory Committee). They're

looking for at least one more person to be a part of that CAC representing the Planning Commission. The time commitment would be five advisory committee meetings – Wednesdays - over the course of 16 months, and a couple of open houses. She added that they should probably expect to have some “homework” and that what she was looking for at this time was simply an idea of who might be interested in serving on this committee. Alternate Commissioner Don Schmidt indicated he was interested. Gray thanked him for his interest and will be getting back at a later time with more details when things have solidified a bit more.

President Walsh said he had spoken to Susan Hartnett (Assistant Community Development Director) regarding additional training for the Planning Commission. Walsh said that Hartnett will bring back some options to the group at a later time. In deference to the commissioner’s time - she will try to arrange it so that at least some training takes the place of a regular Planning Commission meeting.

President Walsh asked that the minutes reflect the link for Portland State training [Link location is here: <http://www.oregonapa.org/pageview.aspx?id=18208>]

4. **CONSIDER MEETING MINUTES**

April 19th Meeting Minutes: President Walsh asked if there were any additions, deletions, or corrections to the April 19th minutes; there being none, Walsh declared the minutes approved as submitted.

5. **WORK SESSION – TIGARD TRANSPORTATION SYSTEM PLAN UPDATE NO. 2**

Darren Wyss, Senior Planner, gave a brief review of the upcoming schedule. He then gave a recap of the first workshop in which they had reviewed Section 1 – the “Intro”; Section 2 – the Goals, Policies, and Recommended Action Measures; and Section 3 – the Transportation Planning Toolbox. He said there had been no substantive comments on sections 1 & 3. The Planning Commission had, however, made several suggested changes to the Goals, Policies, and Recommended Action Measures portion. Wyss went over those changes, which had been included in the commissioner’s packets (**Exhibit A**). He also handed out a glossary of acronyms/key terms (**Exhibit B**) that staff had developed, in large part, because of a good suggestion by Commissioner Shavey. Wyss asked the commissioners to review the glossary and let him know if he’d missed anything or if they think of something else they’d like to see added to the list.

At this point, Wyss and the commissioners went over each of the changes that had been made due to the comments from the previous TSP update workshop. Afterwards, everyone agreed that staff had done a good job at capturing the comments and making the changes. Wyss noted the changes will be incorporated into the TSP Section 2 before the scheduled TSP public hearing.

Judith Gray spoke to the commission about Sections 4 & 5. She gave them information on the various aspects of developing the TSP. She then opened the meeting up for discussion.

As a result of the discussion and presentation, the commissioners agreed the following changes should be made to the TSP:

- Additional terms to be added to the glossary:
 - TSMO – “Transportation System Management Operations”; and
 - WSRC – “Washington Square Regional Center”
- Language pertaining to connectivity should be added under Goal 12.6. Under policy #3 – after: “The City shall seek opportunities for transportation investments, the words “that support transportation goals of efficiency, multi-modal access, and safety” will be added.
- In Section 4, the discussion of housing and employment growth forecasts will expand and clarify the discussion of growth in Downtown. Metro’s travel demand modeling for future conditions does not reflect the City’s aspirations for increased residential and commercial development in Downtown; the reason the growth is not included in the model; and how the potential implications to the TSP are mitigated.

President Walsh suggested that, in order to be prepared for the next meeting, he would like the commissioners to each identify the projects they’d like to talk about and email them (by number) to Judith Gray (Judith@tigard-or.gov) or Darren Wyss (Darren@tigard-or.gov). He would like staff to consolidate the projects and bring back those that received the most interest from the commissioners to the next meeting for discussion.


QUESTIONS FROM THE PUBLIC

There was no one from the public in attendance.

6. ADJOURNMENT

President Walsh adjourned the meeting at 8:46pm.


Doreen Laughlin, Planning Commission Secretary


ATTEST: President David Walsh

Attachment A

This table accompanies a map of proposed projects in the Tigard TSP. This table summarizes significant changes between the 2002 TSP and the TSP Update currently being considered.

Figure Label	Project and Description
2002 TSP Projects, Removed	
A	Wall Street Extension (railroad crossing) was removed due to cost effectiveness and potential environmental justice impacts.
B	Nimbus Avenue Extension due to environmental impacts to Fanno Creek and related cost effectiveness.
C	New interchange on Highway 217 at the extension of SW 68th Avenue due to inconsistency with the RTP and ODOT plans.
Modified Projects	
D	Northern Washington Square Regional Center Crossing (Hwy 217 crossing) was modified to a pedestrian and bicycle connection only.
E	Hall Boulevard Widening, Oleson Road to Pacific Highway (Project #45a): The 2002 TSP includes a project to widen Hall Boulevard to 5 lanes in this section. The 2035 TSP includes this project as a 3-lane cross-section while filling in gaps in the sidewalk and adding bikeways.
F	WSRC Southern Highway 217 Crossing (Nimbus-Locust, Project #22): The 2002 TSP identified this new roadway to have a 5-lane cross-section. Due to improved multimodal facilities and travel pattern changes in the area, the 2035 TSP includes this project with a 3-lane cross-section.
G	SW 121st Avenue (Project #34) and Walnut Street widening (Project #48): The 2002 TSP included these projects as 3-lane cross-sections, while the 2035 TSP includes them both as 2-lane streets with turn-lanes where necessary, and bicycle and pedestrian improvements.
H	Ash Avenue Extension (Project #18) & Walnut to Ash Connection (Project #27): These projects include a 3-lane cross-section in the 2002 TSP. Based on the desire to improve access and safety for pedestrians and bicycles downtown, this project is included in the 2035 TSP with a 2-lane cross-section providing turn-lanes where necessary.
New Projects in the TSP Update	
I	Pfaffle-North Dakota east-west connection with Hwy 217 over-crossing to provide a neighborhood route, connecting from 99W at 78th to Scholls Ferry Road, via N. Dakota. Includes realignment of North Dakota at Greenburg Road to provide a continuous east-west connection. Requires purchase of an existing building.
J	Traffic signal or other intersection treatment at Pfaffle Street/Hall Boulevard.
K	New north-south connection in the Tigard Triangle, connecting Dartmouth with Beveland Road or Hermosa Way in order to improve local circulation within the Triangle.

ACM: Active Corridor Management: strategies to improve traffic flow by expanding traveler information and upgrading traffic signal equipment and timing

Bio-swale: A landscape element that captures storm water and filters pollutants before allowing the water enters the drainage system

CAC: Citizen Advisory Committee

Complete street: Roadway optimized for multi-modal transportation, including facilities for motor vehicles, pedestrians and bicycles, and providing drainage and landscaping where appropriate

GHG: Greenhouse gas

HCT: High capacity transit

LOS: Level of Service; average delay experienced by motor vehicles at an intersection

Mode share: percentage of travel using a particular mode (e.g. biking, walking, driving, etc.)

Multi-modal (transportation system): a transportation system accommodating multiple travel modes, including motor vehicles, pedestrians, transit, and bicycles

NTM: 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"

OAR: Oregon Administrative Rules

ODOT: Oregon Department of Transportation

ORS: Oregon Revised Statutes

Pedestrian-actuated: Activated by pedestrian, either by push-button or sensor

RTP: Regional Transportation Plan: for the Portland region, the RTP is developed by Metro to provide a regional framework for transportation planning and investment, including implementation of Metro's 2040 Growth Concept

SOV: Single occupancy vehicle

TAC: Technical Advisory Committee

TDM: Travel (or Transportation) Demand Management: any method intended to shift travel demand from single occupant vehicles to non-auto modes or carpooling, travel at less congested times of the day, or help people reduce their need to travel altogether