

City of Tigard



Transportation Advisory Committee [TTAC] MINUTES

Wednesday, April 6, 2011, 6:30 PM – 8:30 PM

Tigard Library, 2nd Floor Conf. Room - 13500 SW Hall Blvd, Tigard, Oregon

MEMBERS PRESENT (10): Christopher Warren; Kim Moreland; Dennis Mitchell; Don Fox; Mike Stevenson; Karen Hughart; Steven Bass; Basil Christopher (arrived 6:34 p.m.); Jennifer Stanfield (arrived 6:36 p.m.); Don Schmidt (arrived 6:45 p.m.)

MEMBERS ABSENT (1): Maureen Jefvert Wolf, Tigard City Council Liaison Gretchen Buehner

OTHERS PRESENT (1): Steve Boughton, visitor; Tim Wilson, Transportation Planner from ODOT; Allen Snook, Consultant with DKS

STAFF PRESENT: Michael McCarthy, Sr. Project Engineer; Twila Willson, Sr. Administrative Specialist; Carissa Collins, Sr. Management Analyst - Finance

1. Call to order – Christopher Warren

Chair Christopher Warren called the meeting to order at 6:30 p.m.

- a. Roll Call – Twila Willson called the roll.
- b. Minutes from February meeting were considered and they were approved. Later in the evening Basil Christopher requested that further clarification be added to the staff update about flashing yellow lights (page 3) to include the words “left-turn”. Minutes will be changed to include those clarifying words.
- c. Introductions - Tim Wilson, Transportation Planner from ODOT and Allen Snook, Consultant with DKS were present to participate in the Pacific/Gaarde/McDonald Conceptual Design portion.
- d. Visitor Comments – No comments from the visitor.

Carissa Collins gave a brief update on the proposed budget. She said there were seven street projects that would be proposed to the budget committee. The Walnut St. project is not among them. A glitch was discovered with it that had to do with how the right of way (ROW) was acquired. Staff will be investigating this bad news. For now, however, it appears that federal funding may not be available for this project; it may have to be locally funded. The committee requested continued updates on why that project was not getting through. Staff said it would probably be too late to get on this year's budget, but it will be discussed at the Council level. Carissa invited committee members to attend the budget meetings on April 18th, 25th or May 2nd.

2. Pacific/Gaarde/McDonald Conceptual Design

Mike McCarthy explained that actual improvements at this intersection were still several years away. Conceptual design work is one of the first steps in a lot of steps to get to the actual construction.

Tim Wilson, ODOT said that when they were working on the I-5/99W corridor projects this area was identified in the TGM – Transportation Growth Management – funded Pacific Hwy 99W Corridor Plan. This corridor plan identified the strategy to focus on specific problem intersections (Gaarde/McDonald being one of them) and promote alternative transportation modes and demand management rather than a full-scale widening throughout the corridor. This location was identified as one of the higher priority intersections along the corridor and is also one of the top on the City's and regional list for needing improvements. It has recently been identified as the next major bottleneck since the Hall/99W/Greenburg/Main St. improvements removed the previous bottleneck in that area.

This conceptual design process is anticipated to take four to six months. The first phase is to identify the issues in the intersection area. The project team will take input from this meeting, other public outreach, and analysis of collision data, traffic counts, anticipated growth, and other observations to develop a report of the issues in the project area. The second phase is to develop 10-12 preliminary options or concepts for public review and preliminary analysis. In the third phase, these 10-12 preliminary options will be narrowed down to three final options for more detailed analysis. It will then be up to the city and state, with input from the public, to choose one design concept for final design work. Costs will be identified and presented in the latter stages of the study. Computer upgrades on signal timing are being examined and improvements will be made.

The committee separated into groups and examined several sets of aerial photos in order to identify existing problems and projected problem increases. This is some of what was identified:

- Heavy congestion – traffic
- Takes 2-3 light change to get through light going south on 99W in morning and peak hours
- School bus picking up student causes delays
- Residential, apartment and business driveways create back-up
- 7-11 driveway problem
- Traffic turning into gas stations
- Hard to get out of gas stations - access flow issues
- Cutting through neighborhoods is an issue
- Difficulty turning left onto narrower streets

- Consider devoting 2 lanes to turn left at Gaarde onto 99W, one lane to go straight across and create right turn lane using old Gaarde
- Pedestrian timing needs to be increased
- Safety issues with crosswalks on only three sides of intersection
- No crosswalk on north side across 99W
- Safety issues with jay-walking across to 7-11
- Recommend moving crosswalk from south side across 99W to north side for better traffic flow
- No consistent sidewalks along McDonald
- Sidewalks are narrow, right on the street, with no buffer area
- Walgreen's driveway a pedestrian safety issue
- Truck delivery access to Goodwill difficult
- Trucks have to go over the median to get into 7-11
- Narrow driveways to businesses
- No cut through areas for businesses by Walgreens
- High water builds up south of intersection on 99W by garden shop, creates flooding on road
- Some bike lanes on 99W, but very narrow on McDonald
- Peak traffic flow at the intersection is heavy and steady in am/pm
- Bus pull outs recommended with transit timing queue for bus reentry into traffic
- Right turn lanes recommended
- Widen narrower streets
- Additional left turn lanes
- Invest aesthetically in how the area looks: trees, sidewalks, lighting, benches, etc.

Consultants will return with some options using information gathered from tonight's input.

3. Initial Prep for Joint Council/TTAC Meeting – outline of key issues

Mike McCarthy explained that the main focus of the joint meeting is for TTAC and Council to share their vision and expectations for transportation in Tigard. He encouraged the committee to take advantage of the time at that meeting and avoid any tangents. It will be in a workshop session type of format, which is less formal than a Council business meeting, on June 21. The Chair and/or Vice-Chair, and perhaps a couple of others should typically each make a portion of the presentation. Staff will need to send a Council Agenda Summary to Council beforehand describing the priorities and issues the committee plans to address.

There was discussion within the group about what to present as their vision of top 4-5 issues.

- TriMet was mentioned
- Safety issues, a priority
- Use of the Transportation System Plan as a long range planning guide
- Goals, strategies, objectives
- Funding issues
- Receive clarification from Council on their goals


The committee decided to consider their options over the next month and bring suggestions for the Council presentation to the next meeting.

4. Project updates

Mike showed the 30% concept plans for the Main Street project, with wider sidewalks, street trees, storm water improvements, raised sidewalks near Fanno Creek, and a turn-around area.

He announced that tomorrow was the completion ceremony on Main Street for the newly completed Hall Blvd/99W/Main St./Greenburg project.

5. **Adjourn** – The meeting was adjourned at 8:32 p.m.



Twila Willson, TTAC Secretary



ATTEST: Christopher Warren, Chairman

The next TTAC meeting will be held on Wednesday, May 4, at the Tigard Library 2nd Floor Conference Room, 13500 SW Hall Blvd. from 6:30pm – 8:30pm.