



City of Tigard Memorandum

To: Project Team

From: Jillian Pfeifer, Project Manager

Re: Neighborhood Traffic Calming Workshop Summary & Survey Results

Date: January 15th, 2025

Workshop Summary

The City of Tigard conducted four workshops and attended a Community Development Get Together to share the potential locations for traffic calming and to collect feedback on the public's priorities. The workshops were held on October 8th, 10th, 15th, and 16th, 2024 at Mary Woodward Elementary School, Alberta Rider Elementary School, Templeton Elementary School, and Metzger Elementary School, respectively. Over the course of the four workshops, the project team received feedback from approximately 22 community members. The Community Development Get Together was held on October 9th, 2024, at Tualatin Valley Fire and Rescue. This event was well attended, with approximately 14 public attendees and 5 members of the project team. The project team was comprised of consultant and City staff who were available for Q&A.

The following workshop goals guided the conversations.

Workshop Goals

- 1 Review preliminary traffic data
- 2 Discuss potential traffic calming solutions
- 3 Discuss important traffic issues in your area and other locations
- 4 Collaborate with community members and the project team to help create a safer and more livable community



Participants provided feedback by viewing maps of each neighborhood and speaking with project team members. Each neighborhood had approximately 3 to 4 locations that had been identified as potential candidates for traffic calming measures. These preliminary locations were identified through citizen concerns, staff concerns, and/or the use of speed studies to observe speed differentials.

Image 1. October 9th, 2024: Community Development Get Together at Tualatin Valley Fire and Rescue



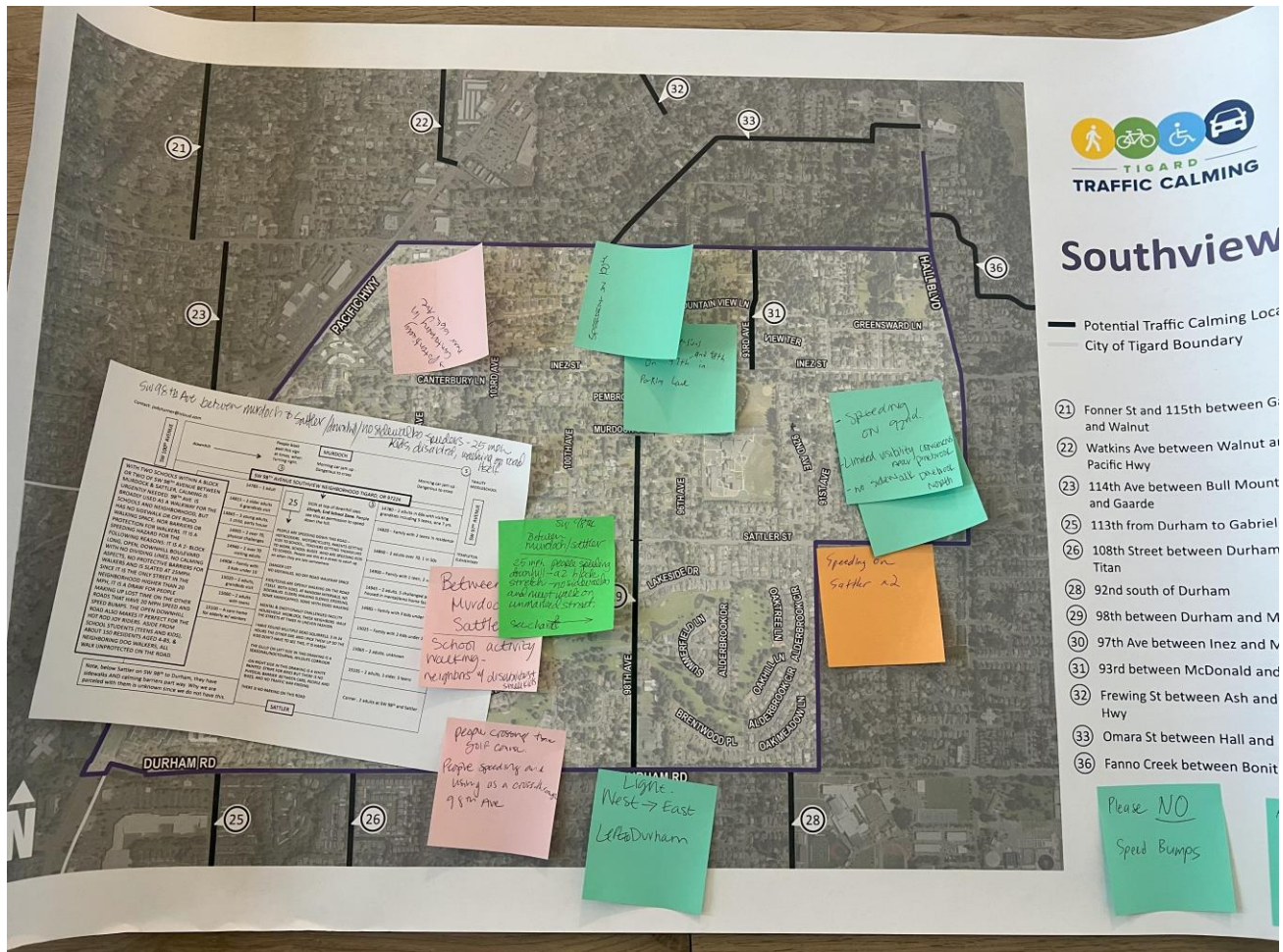
Image 2. October 10th, 2024: Alberta Rider Elementary School Workshop



Image 3. October 16th, 2024: Metzger Elementary School Workshop



Image 4. Photo of neighborhood map with feedback from attendees



Other themes that the team heard from attendees, either through formal comment response cards or during conversations at the open house, include:

- General support for the program.
- Confirmation from attendees that the locations the program had identified in each neighborhood were areas most in need of traffic calming.
- Identification of a few additional locations to consider as candidate locations.
- A resident from the Southview neighborhood expressed concerns about speeding along SW 98th Avenue and submitted a map of the street, including feedback from neighbors. During the workshop, the project team discussed the differences in street characteristics on SW 98th Avenue, both north of Sattler Street and south of Sattler Street.
- Support for traffic calming measures and improvements on SW Sattler Street and additional neighborhood streets that are part of the City's Safe Routes to School program.
- The North Tigard neighborhood is concerned with the current ongoing traffic impacts from the Oregon 217 Auxiliary Lanes Project, led by the Oregon Department of Transportation. Specifically, the closure of Hall Boulevard causing cut through traffic on SW 78th Avenue and SW Spruce Street.
- Desire for speed humps on SW 90th Avenue from many residents in the neighborhood.
- Support for traffic calming measures and concerns with cut through traffic on SW 114th Avenue.

Survey Results

From August to November 2024, the City of Tigard conducted an online public survey to better understand the community's priorities for Tigard's Traffic Calming program.



The survey asked the community if they would support various traffic calming strategies (shown below). The City received 371 survey responses, summarized here:

- Traffic Circles: 167 responses preferred traffic circles for horizontal deflection.
- Raised Crosswalks: 205 responses supported raised crosswalks for vertical deflection.
- Speed Humps: 173 responses favored speed humps for vertical deflection.
- Speed Cushions: 157 responses preferred speed cushions for vertical deflection.
- Median Islands: 152 responses supported median islands to reduce street width.
- Speed Feedback Signs: 283 responses supported speed feedback signs.
- Rectangular Rapid Flashing Beacons (RRFB): 240 responses supported beacons.
- Routing Restrictions: Only about half of the responses supported any kind of routing restrictions.

Traffic Calming Strategies

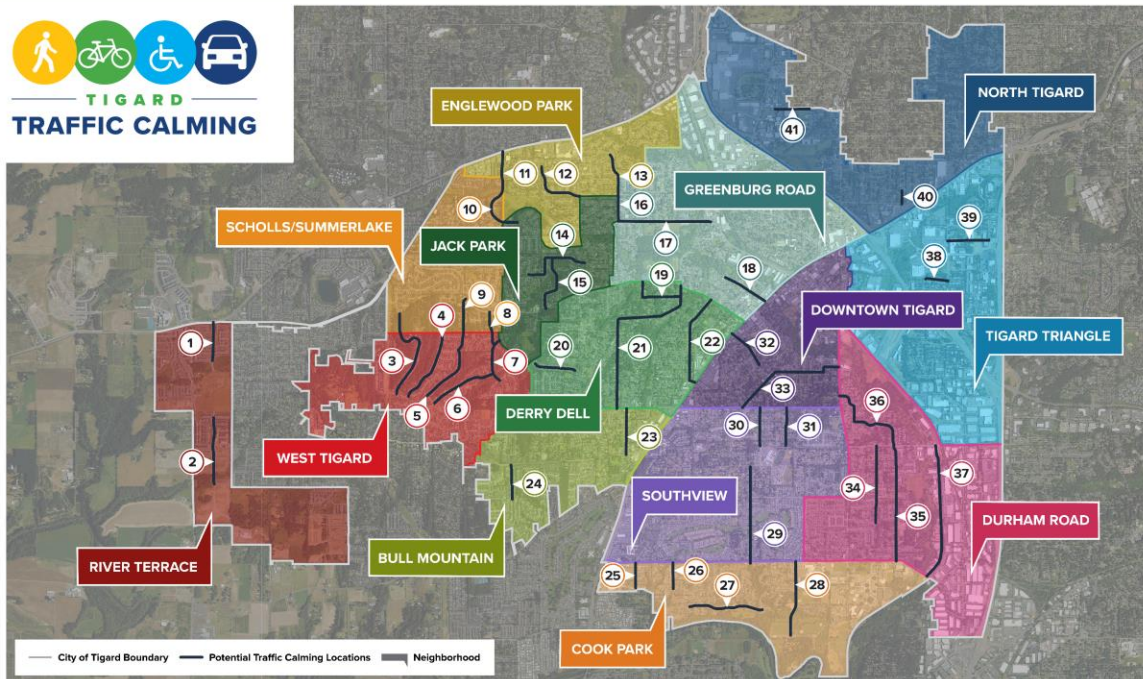
Horizontal Deflection	Vertical Deflection	Reduce Street Width	Routing Restriction	Feedback Signs & Beacons
<ul style="list-style-type: none"> ▪ Lateral Shift ▪ Chicane ▪ Realigned Intersection ▪ Traffic Circle 	<ul style="list-style-type: none"> ▪ Speed Hump ▪ Speed Table ▪ Raised Crosswalk ▪ Raised Intersection 	<ul style="list-style-type: none"> ▪ Corner Extension/Choker ▪ Median Island ▪ On-Street Parking 	<ul style="list-style-type: none"> ▪ Diagonal Diverter ▪ Full/Half Closure ▪ Median Barrier ▪ Forced Turn Island 	<ul style="list-style-type: none"> ▪ Speed Feedback ▪ Rectangular Rapid Flashing Beacons (RRFB)



Survey participants were asked to rank locations within their neighborhoods to identify the top priorities for traffic calming.

Table 1: shows the top ranked locations for each neighborhood.

Neighborhood	Top Ranked Locations
Bull Mountain	<ul style="list-style-type: none"> ▪ Greenfield Drive ▪ 114th Avenue
Cook Park	<ul style="list-style-type: none"> ▪ 108th Street ▪ Riverwood Lane
Derry Dell	<ul style="list-style-type: none"> ▪ Fonner Street/115th Avenue ▪ Watkins Avenue
Downtown	<ul style="list-style-type: none"> ▪ Omara Street
Durham Road	<ul style="list-style-type: none"> ▪ 79th Avenue
Englewood Park	<ul style="list-style-type: none"> ▪ 130th Avenue
Greenburg Road	<ul style="list-style-type: none"> ▪ North Dakota Street ▪ Tigard Street
Jack Pack	<ul style="list-style-type: none"> ▪ 121st Avenue
North Tigard	<ul style="list-style-type: none"> ▪ 78th Avenue ▪ Pfaffle Street
River Terrace	<ul style="list-style-type: none"> ▪ River Terrace Boulevard
Scholls/Summerlake	<ul style="list-style-type: none"> ▪ 135th Avenue ▪ Winterlake Drive
Southview	<ul style="list-style-type: none"> ▪ Sattler Street ▪ 98th Avenue
Tigard Triangle	<ul style="list-style-type: none"> ▪ Dartmouth Street ▪ Clinton Street
West Tigard	<ul style="list-style-type: none"> ▪ Ascension Drive ▪ Benchview Terrace



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|---|---|--|---|
| 1 River Terrace between Scholls and Appledale | 11 130th between Hawks Beard and Scholls | 21 Fonner St and 115th between Gaarde and Walnut | 31 93rd Between McDonald and Inez |
| 2 River Terrace between Sunshine and Darling | 12 North Dakota St between 121st and Springwood | 22 Watkins Ave between Walnut and Pacific Hwy | 32 Frewing St between Ash and Pacific Hwy |
| 3 Acension Dr From Mistletoe to Fern | 13 115th between Springwood and North Dakota | 23 114th Ave between Bull Mountain and Gaarde | 33 Omara St between Hall and McDonald |
| 4 Essex Drive between Mistletoe and Lauren | 14 Katherine St/125th Ave/Karen St | 24 Greenfield, south of Bull Mountain | 34 81st between Ashford and Bonita |
| 5 Hillshire between Mistletoe and Westridge | 15 124th between Walnut and Katherine | 25 113th from Durham to Gabriel | 35 79th between Bonita and Durham |
| 6 Benchview between Mistletoe and Greenfield | 16 115th between Tigard and North Dakota | 26 108th St between Durham and Titan | 36 Fanno Creek between Bonita and Hall |
| 7 Greenfield from Morningstar to Gaarde | 17 Tigard St between 115th to Tiedeman | 27 Riverwood Ln between Copper Cr and 108th | 37 SW 74th between Bonita and Durham |
| 8 132nd Ave between Walnut and Greenfield | 18 Johnson St between Pacific Hwy and Brookside | 28 92nd South of Durham | 38 Hermoso near 72nd |
| 9 135th south of Walnut | 19 112th and Errol south of Walnut | 29 98th between Durham and Murdock | 39 Clinton between 72nd and 67th |
| 10 Winter Lake Dr between 128th and Hawks Beard
<i>*Also located in Jack Park neighborhood</i> | 20 Quail Creek Ln, west of 121st | 30 97th Ave between Inez and McDonald | 40 78th Near Pflaffe |
| | | | 41 Locust St near Lincoln |

Next Steps

- The project team will investigate any additional locations identified through the workshops, Community Development Get Together, survey results, and any input received separately.
- The project team will develop an evaluation criterion to prioritize the locations citywide. The potential locations will include those presented at the workshops and any additional locations that were added after further review. The criteria will be consistent with the project goals of increasing safety for road users and enhancing quality of life.

The website will be updated routinely with project information. The City's project manager, Courtney Furman, is available to listen to concerns and help find solutions.