



City of Tigard Memorandum

To: Project Team

From: Courtney Furman, P.E., Senior Project Engineer

Re: Tiedeman Avenue Multimodal Study Open House Meeting Notes

Date: September 18, 2023

The City of Tigard conducted an open house to share the preliminary cross section and intersection alternatives with the community and collect feedback on the public's priorities. The open house was held on April 27, 2023 at Fowler Middle School from 6:00 pm – 7:30 pm. It was well attended with approximately 25 members from the public and 5 members of the project team available for Q&A (comprised of consultant and City staff).

Summarized Comments

Participants provided feedback by voting for a preferred alternative, completing a feedback sheet, and through conversations with the project team members.

Attendees voted for their preferred 55' cross section alternative for Tiedeman Avenue. As shown in Table 1, attendees overwhelmingly favored the cross section with a landscape buffer and multi-use path on both sides of the roadway, which is consistent with the online surveying results from February 2023.

Attendees voted for their preferred Tiedeman Avenue/Tigard Street intersection alternative. As shown in Table 1, Alternative 1, an all-way stop-control with additional northbound and southbound turns lanes and Alternative 4, a roundabout, were the most favored.

Additionally, attendees voted for their preferred intersection alternative at Tiedeman Avenue/North Dakota Street and Greenburg Road as shown in Table 1. Alternative 4, the dual roundabout, received the most number of votes, but Alternative 1, adding a southbound right turn lane also received votes.

Table 1. Open House Boards

Tiedeman Avenue Cross Section Alternatives

Cross-section Alternatives

55' CROSS-SECTION OPTIONS - RANKED FROM PUBLIC SURVEY
WHAT OPTION DO YOU PREFER?

1ST CHOICE

NARROW MULTI-USE PATHS ON BOTH SIDES W/ BUFFERS, NO BIKE LANES

3RD CHOICE

MULTI-USE PATH ON ONE SIDE, STANDARD BIKE LANE AND SIDEWALK

2ND CHOICE

SUPPLEMENTED BIKE LANES AND STANDARD SIDEWALKS ON BOTH SIDES

4TH CHOICE

BUFFERED MULTI-USE PATH ON ONE SIDE W/ BIKE LANES

5TH CHOICE

WIDE BIKEWALKS AND STANDARD BIKE LANES ON BOTH SIDES

Note: some parts of the corridor may require a narrower cross-section.

Tiedeman Avenue/Tigard Street Intersection Alternatives

Tiedeman Avenue/Tigard Street Intersection Alternatives

Alternative 1 (Add Turn Lanes, Signal when warranted, and improve Tigard Street angle)

- Pros:**
 - Safer and shorter crossing distances
 - Minor right-of-way impacts
- Cons:**
 - Worsens sharp intersection angle
 - Does not address vehicle congestion (Intersection anticipated to be at capacity as all-way stop by 2040)

Alternative 2 (Add Turn Lanes and Signal, when warranted)

- Pros:**
 - Improves intersection operations
 - Richer signalized pedestrian crossings compared to existing
 - Improves intersection angle at Tigard Street
- Cons:**
 - Greater right-of-way impacts compared to Alternative 1
 - Challenging driveway connections

Alternative 3 (Add Turn Lanes, Signal when warranted, improve Tigard Street angle, and remove westbound right turn lane)

- Pros:**
 - Improves intersection operations
 - Improves intersection angle at Tigard Street
 - Safer signalized pedestrian crossings compared to existing
 - Removal of westbound right-turn lane improves east crossing
- Cons:**
 - Greater right-of-way impacts compared to Alternative 1
 - Challenging driveway connections
 - Reduces westbound right-turn radius for large trucks

Alternative 4 (Roundabout)

- Pros:**
 - Improves intersection safety
 - Improves intersection operations
- Cons:**
 - Creates narrow thru-lane paths in constrained corridors
 - Challenging driveway connections

Which intersection alternative do you prefer?

Tiedeman Avenue/North Dakota Street & Greenburg Road Intersection Alternatives

Tiedeman Avenue/North Dakota Street and Greenburg Road Intersection Alternatives

Alternative 1 (Protected Crossing for Bikes and Pedestrians at Greenburg, New right turn lane at North Dakota)

- Pros:**
 - Allows eastbound right-turns at North Dakota Street to pass left-turn queues
 - Improves North Dakota Street intersection angle
 - Removes southbound right-turn bike conflict at Greenburg Road
 - Improves pedestrian crossings
- Cons:**
 - Does not improve high eastbound left-turn delay and queuing at North Dakota Street
 - Requires right-of-way from businesses

Alternative 2 (Protected Crossing for Bikes and Pedestrians at Greenburg, Restrict left-turns from North Dakota)

- Pros:**
 - Improves intersection safety
 - Business delay on North Dakota Street without the need to signal the intersection
 - Removes southbound right-turn bike conflict at Greenburg Road
 - Improves North Dakota Street intersection angle
 - Improves pedestrian crossings
- Cons:**
 - Removes some North Dakota street traffic and creates out of circulation travel for residents using off of North Dakota Street

Alternative 3 (Signal)

- Pros:**
 - Improves intersection safety
 - Reduces delay for vehicles on North Dakota Street
 - Maintains full access at North Dakota Street intersection while also improving capacity elsewhere
 - Improves pedestrian crossings
 - Removes southbound right-turn bike conflict at Greenburg Road
 - Improves pedestrian crossings
- Cons:**
 - Two closely spaced signalized intersections can create traffic noise
 - Increases delay for Tiedeman Avenue through traffic

Alternative 4 (Dual roundabout)

- Pros:**
 - Improves intersection safety
 - Improves intersection operations
 - Improves pedestrian crossings
 - Removes southbound right-turn bike conflict at Greenburg Road
- Cons:**
 - Significant right-of-way and property impacts
 - Doesn't provide significant operational benefits at Greenburg Road intersection relative to existing state

Which intersection alternative do you prefer?

Other themes the team heard from attendees via formal comment response cards or during conversations at the open house include:

- Speeding on Tiedeman Avenue is a major concern for residents living off of Tiedeman Avenue. Participants suggested speed management treatments including speed bumps, lane narrowing, and additional police speed enforcement.
- A general concern about right-of-way impacts to properties directly off of Tiedeman Avenue. Some attendees expressed support for a modified section, particularly along the constrained portion south of Tigard Street. Recommendations included providing a sidewalk on one side and bike lane on the other or providing a sidewalk rather than a full multi-use path.
- Support for bike lanes with buffers from vehicles.
- One attendee supported the need to future proof the North Dakota Street intersection and another participant expressed concerns for restricting the eastbound left out (Alternative 2).
- One attendee noted existing queues at the Tigard Street intersection during the peak hour and general support for the roundabout alternative.
- Support for improvements near Fowler Middle School including additional school zone signs with flashers and the enhanced crossing at 106th Street.
- One participant noted that existing parking near Fowler Middle School and Dirksen Park obstructs sight distance. Another participant expressed support for maintaining the parallel parking in this section.

Next Steps

- Our team will develop an evaluation criteria to compare the alternatives presented at the open house. The criteria will be consistent with the project goals of providing safe transportation facilities for all roadway users, improving regional trail access, and additional connectivity to key destinations in the area, such as schools and parks.
- The preferred alternative will be selected based on the findings from the alternatives analysis.

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