



HIGHWAY 99W

Oregon Department of Transportation, Tigard, Sherwood, Tualatin, King City, and Washington County are discussing the future of Highway 99W. We're gathering feedback to understand what kind of planning or investment this corridor needs.

We need to hear from you!

- What works well? What doesn't?
- How do we meet the needs of our businesses, cars, travelers, buses, bicycles, and people walking?
- What transportation improvements would you like to see now and in the future?
- Will 99W look the same in 20-years? How will it be the same or different?

Send your feedback to Garet Prior by 12/11/19
gprior@tualatin.gov or (503) 691-3020



Garet Prior

From: Garet Prior
Sent: Tuesday, December 17, 2019 9:30 AM
To: 'JACOBSON Talia'; 'Dempster, Jamey'
Cc: van Hengel, Drusilla; Aquilla Hurd-Ravich
Subject: Tualatin 99W Comments
Attachments: 99W Tualatin Comments.pdf; Future 99W.pdf

Talia and Jamey –

Attached is a PDF of the input we gathered about 99W in the past few weeks. This includes a discussion with Tualatin administrative staff.

Recap of engagement activities conducted by Tualatin staff:

- Visited 10 businesses or neighborhoods along 99W to hand out flyers (see attached) and conduct interviews.
- Called 7 businesses or neighborhoods along 99W to discuss the project.
- Created posts on Tualatin's Facebook page and Twitter.
- Handed out flyers to 25 homes in the Angel Haven Mobile Home Park.

Please let me know if you have any questions.

Thank you!

Garet S. Prior, AICP (*he/him*)

Policy Analyst

City of Tualatin | Community Development

503.691.3020 | www.tualatinoregon.gov

Garet Prior

From: Garet Prior
Sent: Monday, December 2, 2019 1:38 PM
To: Garet Prior
Subject: 99W Interviews

See notes from conversations with 99W businesses below.

Garet S. Prior, AICP (he/him)

Policy Analyst
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Employee – Modern Auto Service

- Public transportation or TriMet all along 99W, especially MAX
- Lives in Sellwood neighborhood (Portland) and commutes to work, has looked into bus but it would take 2 hours
- Accidents at Roamers Rest RV and 99W
- Dangerous for people to cross 99W on foot
- Public transportation options to get people out of vehicles to wine country/Dundee
- Would like to see more bicycles, but it is hard to bike on hills – people who bike need to follow laws

Employee – Jackson Lewis Furniture

- Need an overpass for every major intersection to allow some traffic to flow East-West, and traffic coming on enough time to merge via ramps
- Use traffic cones or physical barriers to separate vehicle traffic
- Biggest problem with transportation is places where people merge – make it simple and separated for people to travel
- Local businesses could still have access to fast/pass-through lane, but need area on edge for people to gain speed to merge back into travel lanes
- Accidents at Roamers Rest RV and 99W

Garet Prior

From: Barbara Williamson [mailto:icnt1948@gmail.com]
Sent: Wednesday, December 4, 2019 6:34 PM
To: Garet Prior
Subject: Highway 99W

Thank you for asking for input when considering the future of Hwy 99W. I live just north of Hwy 99W off of SW Pacific Dr. Every day when I return from Sherwood, driving northeast on Hwy 99W I risk my life by trying to turn left. I approach those tiny "exit lanes" to approach the narrow "left turn access." The traffic behind me is traveling at the speed of AT LEAST 55 mph, I turn on my left turn signal in plenty of time to warn those behind me that I must come to a complete stop and turn left all within approximately 30 feet. Widening and lengthening these left turn lanes seems to me to be a relatively inexpensive and simple solution to near disasters occurring every day.

Another concern that I have about Hwy 99W is also a relatively simple fix that could prevent a deadly disaster. When I am traveling southwest on Hwy 99W, at approximately the 18200 block, there is a huge rotting Oak(?) tree with its enormous branches reaching out over the highway. Is this the winter when we have an ice storm that brings those branches down on a passing car full of children and their mother. Why can't anyone remove this disaster before it happens?

Thank you for listening.....I hope.

Barbara Williamson
503-292-2262
icnt1948@gmail.com

Garet Prior

From: [REDACTED]
Sent: Wednesday, December 4, 2019 10:53 AM
To: Garet Prior
Subject: 99W Feedback

Hi Garet,

You'd stopped by my office earlier this week for feedback regarding 99W.

I was born and raised in Tigard, moved away in 1985 and came back in 2010. As you can imagine, traffic was very different when I was a kid. That's probably where my frustration lies; I remember how it used to be in the olden days. ☺

99W doesn't move like a highway. There are many stop lights, for one thing. Also, people don't seem to know or pay attention to what the speed limit is. They drive either too slow or too fast. That may be a uniquely Oregonian trait. At peak times during the evening, I enter 99W from SW 124th Avenue. Traffic is aggravating, but bottlenecks usually clear after Bull Mountain Road.

I imagine adding a lane or two isn't possible considering the cost, bridges and other factors. If growth is going to remain a constant, I would hope 99W doesn't look the same in 15 or 20 years.

This sounds like a very interesting, worthwhile project. I wish you well with it.

Best regards,

[REDACTED]



[REDACTED]

"Referrals are the ultimate and highest compliment one can give and are an integral part of our business."

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Garet Prior

From: [REDACTED]
Sent: Monday, December 2, 2019 2:22 PM
To: Garet Prior
Subject: Highway 99W - "We Need to Hear From You!"

Hi Garet,

You came into our office this morning and dropped off a pamphlet regarding Highway 99W. I currently travel from SE Portland, through downtown, and take the 99W from the I-5 down to the 99 and Tualatin Rd. On my way home, I take the 99 into Portland and then cut down to cross the Hawthorne Bridge (I live in the apartments right above Ruby Jewel off Hawthorne Blvd). My commute ranges from 45-1hr 10m each way.

What is working:

- A great alternative to a congested I-5 (which is nearly always hahaha).
- Connects to other important roadways allowing the 99 to become an effective route during congested hours.

What isn't working:

- It would be nice to have a center left-turning lane input in some of the areas where they currently do not exist. Particularly, the area close to the Fred Meyer right off the I-5. This "middle lane" would be used by both traffic sides to allow individuals who need to turn to remove themselves out of the way for continuing traffic. This would open up the left lanes which are commonly congested. Given much of the 99 is only two lanes this would be very helpful.
- Trucking is very prevalent in Tualatin and thus the 99 is commonly cluttered with large commercial vehicles which slow traffic (as they drive in all lanes). It could be beneficial to require large commercial vehicles to drive in the right lane only (except to pass or turn of course).
- It could just be me, but there appears to be too many stop lights accompanied with too low a speed limit – especially since Tigard/Tualatin is more heavily populated by elderly individuals who go anywhere from the posted speed limit to about seven mph under the posted speed limit.

- o <http://www.sehinc.com/news/truth-about-speed-limits-explained-engineer>

I am in no means a specialist or subject matter on this topic. In fact, my ideas are probably impractical, expensive, and so for that I apologize! I really am thankful for the 99W as it has helped me to get out of awful traffic jams and still make it home at a reasonable hour. I appreciate you coming in and speaking to me. If there is anyway further I can be of assistance in this matter don't hesitate to contact me.

Best regards,

[REDACTED]

Garet Prior

From: [REDACTED]
Sent: Wednesday, December 11, 2019 11:03 AM
To: Garet Prior
Subject: Highway 99W input

Hello Garet,

I appreciate this opportunity to express my thoughts about Pacific Highway. I've driven on it for over 30 years, and have thought:

- sound-reducing street surfacing (dreaming big here)
- sound-reducing landscaping
- shade would be great, breakaway trees?; I don't know if they're a thing. I know trees can make an otherwise minor accident into serious or fatal. Definitely deciduous.
- many, many bioswales
- synchronized lights. In the morning rush hour, synchronized eastbound; afternoon, westbound.
- culverts for animals to cross safely; obviously, west of King City

Dream big or go home, right?

Sincerely,

[REDACTED]

Garet Prior

From: [REDACTED]
Sent: Tuesday, November 26, 2019 3:35 PM
To: Garet Prior
Subject: Hwy 99 suggestion

Hi.

Saw on FB that you're looking for suggestions for Highway 99 improvements. As a bicyclist, I have been sorely disappointed in trying to bike around the Tigard/Tualatin area (I live in Tualatin). It's challenging to be a bicyclist here. This city was simply not designed with bicyclists in mind, clearly. One of those issues is highway 99, which I never ever bike on despite a nominal bike lane. There are many options to make highway 99 safer and more practical for bicycles.

In your project, and in your work for Tualatin in general, I would like to request that genuine consideration be paid to the safety and facilitation of bicycling and bicyclists, with input from people who bicycle a lot.

I've wondered about the feasibility of suggesting a bike bridge between Jurgens and Cook Parks to the respective Tigard and Tualatin city councils. It's crazy that with beautiful parks on both sides of the river the only places to cross the river on foot are doing it dangerously at 99 or way on the other side by the dog park. A pedestrian/bike bridge in the middle would be a dream.

Thank you

[REDACTED]

Garet Prior

From: Kathleen Silloway <k.silloway@gmail.com>
Sent: Wednesday, November 27, 2019 8:35 AM
To: Garet Prior
Subject: 99WA

Good morning,

This is in response to the call for comments on 99W.

More bypasses would be great, connecting it to I-5 and getting trucks off the local roads. Having two 99Ws-- one for local access, one to get people to other towns/the coast. It doesn't serve businesses to have a lot of traffic in front, which means drivers fuming on the road and not at all likely to turn into a business, unless it's to try and bypass some traffic.

A protected bike lane--e.g., even a cement curb between the car lanes and bike lane, to provide more of a barrier.

Clearer signage at some of the malls. If you know where something is, you're fine, but if you're looking for someplace and only have a vague idea of where it is, it's not always easy to find it.

Just some quick thoughts!

Happy Thanksgiving.

Kathleen Silloway
k.silloway@gmail.com

With all our thinking each other home
Thank You

Garet Prior

From: Garet Prior
Sent: Wednesday, December 11, 2019 9:10 AM
To: Jeff Fuchs; Aquilla Hurd-Ravich; Ross Hoover; Bill Steele
Subject: 99W Corridor Plan – Input
Attachments: IMG_0276.jpg

Jeff, Aquilla, Ross, and Bill –

My notes from the conversation are below. Please let me know if I missed anything or if you have edits.

Thank you!

Garet S. Prior, AICP (he/him)

Policy Analyst
City of Tualatin | Community Development
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99W Corridor Plan – Input

Date: 12-10-19

Attendees: Jeff Fuchs (Public Works), Ross Hoover (Parks and Recreation), and Aquilla Hurd-Ravich (Community Development)

Interviewer: Garet Prior

Notes:

- Overall
 - 99W is unclear what it is – hybrid highway and everything else – different in each city – needs improvement to better connect to Tualatin and develop its own sense of place/character
- Environment and recreation/trails
 - Tualatin River Trail (connection with Tualatin Riverkeepers) needed for pedestrian movement within the city and connect to schools and neighborhoods
 - Environmental quality of river
 - Need for environmental stability at boat launch
 - North-South connection over 99W at Ciple Road will have regional impact
 - Need for regional stormwater plan for corridor
- Housing/livability
 - School district boundaries don't bring families to Tualatin
 - Needed access to recreation and services
 - Problem with traffic diversion in neighborhoods from 99W
 - Need for public art
- Land use
 - Improve coordination
 - Access questions and challenges
 - Better incorporate the Tualatin River as an asset – open up access to the river
- Safety
 - ODOT needs to lower speed limit
 - Need for safety improvements for pedestrians walking along the road or crossing it
 - Improvements for TriMet bus stops
 - Lights and intersection improvements are needed, especially at Ciple Road
 - Maintain safe access for businesses and residents – may conflict with ODOT access management standards
 - Frontage road to serve local needs that is separated from other lanes may be needed

- Transit
 - Dedicated bus lanes with a frontage road
 - Help the East-West connection
 - Better align with land use
 - Collect people at gateway (NW corner) and transition them to transit to alleviate burden on local Tualatin roads