



Pacific Highway (99W) Traffic Congestion:

TIGARD'S RESPONSE

THE FACTS

- Pacific Highway is the busiest five-lane arterial state highway in Oregon, and Tigard bears its highest level of traffic volume with an average of 50,000 vehicles per day.
- By 2030, the Portland Central Business District is projected to provide over 200,000 jobs.
- By 2035, it is predicted that travel demand along the 99W corridor will increase by 25–50 percent.
- The Southwest Corridor is the last quadrant of the Portland Metropolitan Region completely unserved by frequent-service high-capacity transit.
- In order to accommodate current and future traffic, Pacific Highway would need to be widened to six or eight lanes at a cost of approximately \$400 million. This would also have a significant impact on over 100 businesses and 50 structures.



City of Tigard

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For two decades Tigard residents have been telling us the same thing: **Traffic congestion in Tigard, particularly along Pacific Highway (99W), is their most pressing concern.** And we've been listening.

Pacific Highway (99W) is a state highway and the Oregon Department of Transportation (ODOT) is responsible for its maintenance and improvements. Although traffic volumes on Pacific Highway have held from 46,000–50,000 vehicles per day over the last 20 years, it's estimated that the new River Terrace neighborhood will add up to 9,000 vehicles each day to this busy arterial.



THE SEARCH FOR SOLUTIONS

Partnering with ODOT and Washington County, Tigard has attempted to solve the problem. Significant investments to the local street system have been made over the last two decades to keep traffic moving through Tigard and ease congestion at major intersection points including:

- Improvements at Pacific Highway's intersections with 69th Avenue, McDonald Street, Hall Boulevard, Greenburg Road/Main Street and Bull Mountain Road.
- Improvements to Gaarde Street from Pacific Highway to Walnut Street.
- Widening Durham Road from Boones Ferry to Pacific Highway.
- Improvements to traffic circulation on Pacific Highway north of Highway 217 as part of a Walmart development.

Additional plans are underway for improvements to Main Street and the Pacific Highway/McDonald/Gaarde Street intersection.

A COMMITMENT TO THE FUTURE

In July 2011 the Tigard City Council and ODOT agreed to principles of collaboration to continue to develop efficient and economically viable solutions to:

- Recognize Pacific Highway's function as a principal arterial but ensure that the community's needs are met.
- Develop high-capacity transit and complimentary bicycle, pedestrian and greenway amenities to serve Tigard and the surrounding communities.
- Acquire funding from multiple sources to address the significant transportation needs in the Tigard area.
- Invest in capital improvements and traffic management measures to reduce congestion and improve safety.
- Develop accessible, economically viable transportation and land use patterns within the corridor.

CITIZEN SURVEY DATA

1993	27% of survey respondents identified traffic/transportation concerns as the biggest threats to quality of life.
2000	Nearly two-thirds of respondents indicated they would use the proposed commuter rail (WES) system.
2005	37% of respondents said that "roads, traffic and transportation" are the most important issues facing Tigard.
2006	45% of respondents mentioned traffic as the thing they least liked about living in Tigard.
2011	Three out of five residents surveyed responded favorably to the idea of light rail in Tigard.
2013	The community survey of nearly 900 residents identified traffic congestion as the single most important issue facing the City of Tigard.