Tualatin TSP Transportation Task Force
Meeting #5 Summary
February 23, 2012, 5:00 p.m.
Tualatin Police Department
8650 SW Tualatin Rd
Tualatin, OR 97062

Committee Members Present Bill Beers – *TPAC Representative* Cheryl Dorman – *Tualatin Chamber of Commerce*
Joelle Davis – *City Councilor*
Judith Gray – *City of Tigard*
Julia Hajduk – *City of Sherwood*
Karen Buehrig – *Clackamas County*
Kelly Betteridge – *Trimet*
Lidwien Rahman – *ODOT*
Mike Riley – *CIO Representative*
Monique Beikman, *City Councilor*
Nancy Kraushaar, *Citizen Representative*
Steve L. Kelley, *Washington County*
Travis Evans, *Citizen Representative*

Advisory Participants
Jeff DeHaan – *Alternate for Alan Aplin*
Karen Mohling – *Alternate for Brian Barker*
Nic Herriges – *Alternate Citizen Representative*
Candice Kelly – *Alternate Tualatin Tomorrow Representative*
Jan Guinta – *CIO Alternate for Mike Riley*
John Howorth – *Alternate Citizen Representative*
Zack Pelz – *City of West Linn*

Committee Members Absent
Alan Aplin – *TPAC Representative*
Allen Goodall – *Business Representative*
Amanda Hoffman – *City of Wilsonville*
Bethany Wurtz – *Tualatin Tomorrow Representative*
Brian Barker – *TVF&R*
Bruce Andrus-Hughes – *Parks Advisory*
Charlie Benson – *Citizen Representative*
Deena Platman – *Metro Transportation Planning*
Randall Thom, *Small Business Representative*
Ryan Boyle, *Citizen Representative*
Wade Brooksby, *City Councilor*
Gail Hardinger, *Alternate Business Representative*

Public in Attendance
Kathy Newcomb
Carol Cesnalis
Joe Lipscomb

Staff, Project Team and Special Guests
Cindy Hahn – *City of Tualatin*
Alice Rouyer – *City of Tualatin*
Aquilla Hurd-Ravich, *City of Tualatin*
Mayor Lou Ogden – *City of Tualatin*
Paul Hennon – *City of Tualatin*
Matt Hastie – *Angelo Planning*
Eryn Kehe – *JLA Public Involvement*
Sylvia Ciborowski – *JLA Public Involvement*

Welcome and Call to Order

Eryn Kehe from JLA Public Involvement welcomed the group and thanked them for their attendance. She explained that the focus of today's meeting is to get a clear understanding on the Linking Tualatin project, and go over its goals and objectives. Members then introduced themselves.

Communication from the Public

Kathy Newcomb from Citizen Involvement Organization (CIO) 1 made a public comment. She said that she has completed drafting a table of contents for the existing conditions report and has submitted a list of suggestions. She can provide copies to anyone who wants them. She has sent copies to Kaaren Hofmann and Sarah Singer and to the CIO. The topics in the table of contents include: transit, bicycles, pedestrians, trains and others. The 61-page report is hard to wade through without a table of contents.

Approve Meeting #4 Summary

One member noted that the meeting location for the Stafford Triangle Meeting should be Athey Creek Elementary. The summary also needs to reflect that Kelly Betteridge, Karen Buehrig, and Lidwien Rahman were at the meeting. Members approved the meeting summary by consensus.

Announcements

Members debriefed the Transportation Open House that was held on February 16. They noted the information was clearly marked, that the maps on the table were very helpful, and though there were not a lot of attendees, people stayed for a long time. There were also a lot of new faces there.

Eryn encouraged members to sign up for the Working Groups.

Upcoming Dates:

- Feb 27 – update to City Council for Linking Tualatin and TSP projects
- March 12 – City Council will review goals for Linking Tualatin and TSP projects
- March 22 – The Chamber of Commerce will host a lunch on transportation issues at Hayden's Restaurant at 11:30pm. Everyone is invited to attend, and can RSVP on the Chamber website.

Project Update: Linking Tualatin

Linking Tualatin Overview and Process

Matt Hastie, Linking Tualatin Consulting Team Project Manager, gave a PowerPoint presentation on the Linking Tualatin project. The main points of his presentation included:

- The focus of Linking Tualatin is to provide better transit opportunities for Tualatin residents and workers in the future. It is part of the larger SW Corridor Plan, which looks at future High Capacity Transit (HCT). The Linking Tualatin project is built around a number of "focus areas." These focus areas fall within the SW Corridor Plan area.
- Linking Tualatin process includes 4 steps:
    - Step 1: Identify focus areas and conditions
        - This includes developing goals and objectives, which is substantially complete. The existing conditions report is also nearing completion.
        - The project team has identified draft focus areas and is currently working on a set of evaluation criteria.
    - Step 2: Develop and evaluate land use patterns
        - This includes evaluating conditions within the focus areas to look for opportunities and constraints.
        - Will identify strategies for future transit use.
        - This step will culminate in a charette (workshop) in June.
    - Step 3: Make Recommendations to improve future transit use
    - Step 4: Develop and adopt plan
        - This will include implementation measures, such as changes to the City's development code.

- Linking Tualatin Map
    - Matt presented a map of the project areas, which includes the focus areas and potential transit connections.
    - The project team is considering potential land use changes within the focus areas. These changes may make sense whether or not an HCT facility is actually located in the area. The focus areas are activity centers, and thus were identified as places that make sense for possible HCT facilities.
    - The next step is to look at what kinds of things could be done in the focus areas to improve the potential for transit service.
    - The map also includes arrows that represent the flows of people, cars and buses into and out of this part of the region.
    - At the Transit Working Group meeting, participants worked in small groups to answer, what is missing from these maps? Are there important transit linkages within Tualatin that need to be added? The Working Group participants made these suggestions:
        - There needs to be more neighborhood connection, with transit connections in existing residential areas
        - There is need for a good local transit system. Participants would like such a system to be managed locally, like the Wilsonville SMART system.
        - Create new park and rides in new areas, such as in the southern end of city and along Hwy 99. Expand capacity at the Bridgeport Village park and ride.
        - Need better WES service, with longer hours, and more frequent service, and service for the non-commuting public.
        - Need better linkages to areas south of Tualatin
        - Participants also made comments on the 124th Extension project.

Committee Discussion

<u>Discussion: Linking Tualatin Process</u>
Members discussed how Linking Tualatin is being coordinated with the Tigard TSP, and wanted to know whether the Tigard and Tualatin goals seem to match up.

- A number of members were part of the Tigard TSP process and offered their points of view. One person noted that Tualatin is having a much more in-depth discussion than Tigard did. Another person noted that the Tigard process was about community planning as opposed to transit planning, so that even if HCT doesn't happen, the City learned something about the community that it can use.
- Matt Hastie explained that the Tualatin, Tigard and Portland processes all feed into the regional process and the SW Corridor process. Goals and objectives are currently being adopted for the SW Corridor Project, which is coordinating with the Linking Tualatin process. Also, the project team looked at Tigard's goals and objectives when it developed Tualatin's goals and objectives.
- One member noted that this process should consider the transition areas between the Tualatin, Tigard and Sherwood boundaries. We don't want to miss opportunities to make connections between the cities.

Members discussed whether or not Tualatin should include "adopting the plan" in Linking Tualatin's scope.

- One person noted that adoption was not in the scope of Portland or Tigard's process. In Tigard, the final plan is contingent on the outcome of the SW Corridor Plan. Portland is probably not going to adopt their Barbur Concept Plan. Because they are so focused on HCT, they don't want to commit themselves to creating higher density areas unless they get HCT.

- Another person explained that the Tigard process is flexible. The Tigard process has "adoption" as an option. When the time comes, the City can choose to accept or adopt the plan.

Discussion: Focus Areas
Matt Hastie asked members to discuss whether they feel the focus areas are property identified. Members generally felt the focus areas were correct. Members made the following comments:

- Tualatin has a problem with east-west connectivity. If Tualatin includes park and rides for HCT, it will probably exacerbate the problem.
- The most effective HCT stops would include park and rides. People living nearby could drive there quickly, and then use transit. The one stop for WES now is difficult for many members of the community to get to because they have to drive through downtown traffic to get there.
- The focus areas should include Novellus.
- There should be good transit options between Tualatin and Tigard High Schools.

Discussion: Transit Linkages
Matt Hastie asked members if the map includes all important future transit linkages. He clarified that the map is based around the SW Corridor Plan, and does not include linkages outside of that planning area.

- One member suggested including the connection to SW Corridor from Hall Blvd. It is a highly used connection, and Hall is a significant link going north.
- One member suggested the project team should put the Sherwood and Tigard focus areas on the map, and assess whether people in Tualatin want to be connected to those.
- One member was concerned that the project focuses on Tualatin Sherwood Rd as the main corridor. Tualatin should have multiple corridors rather than one big corridor.
- Members discussed whether there is a need for a connection over the river to Hall Blvd. Some felt this would be good, but others did not.
- One member suggested including a connection through residential areas such as Avery St.

Existing Conditions

Matt Hastie gave a PowerPoint presentation on the Linking Tualatin existing conditions report. His main points included:

- The purpose of the report is to summarize existing conditions, particularly those relevant to future transit use.
- The report includes city-wide conditions, demographics, and summary of all plans and policies at a state, local and regional level that are relevant to this process. It also describes focus area specific conditions, and includes land use designations, demographics, and density.
- Data sources for the report include: the TSP Existing Conditions report, city and regional mapping data, census and other demographic data, real-estate market analysis, plans and policies memorandum, and consultant and city staff observations.

Matt invited members to comment on the report. They should email or call Cindy Hahn with any comments, and should provide feedback by March 8. Comments received after March 8 will not be included for consideration in the existing conditions report, but they will inform the future process.

Goals and Objectives

Matt Hastie noted that the committee talked about goals and objectives at the last meeting. At the open house, most people supported the goals and objectives and suggested no changes.

Matt reviewed the changes made to the goals and objectives in response to this group's comments:

- Goal 1:
    - Changed goal to "Community *Involvement.*"
    - Includes community at large, as well as those directly affected.
    - Included "institutions" in addition to employers and business groups.
- Goal 2:
    - Added "institutions" in addition to employers and business groups,
    - Added "residents and employees" rather than just "employees."
- Goal 3:
    - Added "enhance community vitality and livability" to the goal.
    - Added institutions including schools and medical facilities into the first objective.
    - Added a new objective: "Preserve identity and values of single-family neighborhoods while enhancing local transit service to them."
- Goal 4:
    - Added "between" focus areas and "to other parts of the city and region" to emphasize all connections.
    - Added a new objective: "Improve transit connections and services between residential neighborhoods and focus areas, including east-west connections."
    - Added "visitors" to third objective.
- Goal 5:
    - Included assessment of consistency with state as well as regional policies, goals and objectives.
    - Added protect "livability."
- Goal 6:
    - No proposed changes.

Matt and Eryn asked members to discuss, and provide their acceptance or approval of the goals and objectives. They noted that this will be the final time that this group will discuss goals and objectives. After this meeting, the project team will bring the goals and objectives to the City Council and TPAC,. Members of the public can provide comments through the website or email, and can testify at TPAC and at Council meetings.

<u>Discussion: Goals and Objectives</u>

- General comments:
    - One person suggested making the goal names more action-oriented. Matt Hastie explained that this was a conscious choice. The titles are neutral, but the sentences and objectives provide action.
    - Members suggested adding some narrative at the beginning to explain the vision of Linking Tualatin, how the goals and objectives fit in to the process, and a statement about the balances and tradeoffs that may need to be made among goals and objectives in making decisions.
    - One member cautioned that transit represents only 2% of transportation trips. Lots of people in the suburbs simply prefer to drive. The process should keep that in focus.
- Goal 1: No comments.
- Goal 2:
    - Members agreed that the word "local" should be dropped from the goal.
    - Members noted that a lot of people work outside of Tualatin; so non-local transit connections are needed too. Some members were concerned that dropping "local" would make the plan less about Tualatin, but others noted that the first objective

speaks to the importance of the local economy. Two people say no. This is Tualatin's plan, and we should focus on Tualatin.
    - One person suggested adding "residents" into the goal. Others disagreed, because this goal focuses specifically on the economy, not residents.
- Goal 3:
    - Members agreed that the fifth bulleted objective should include the idea of supporting bicycling and walking.
    - One member commented that support for bicycling and walking goes beyond installing crosswalks and sidewalks. There is land use that is conducive to walking, and land use that is not. If you have all residents on one side of city, and all shops and services on the other side, that is not conducive to walking.
    - Others agree that there is a possibility to include more mixed use in Tualatin in the long-term. Land use patterns can change in the future.
    - One member felt that this idea fits better in the fourth objective.
- Goal 4:
    - One person suggested working in the concept of "promoting healthy linkages" and making it easier to walk in Tualatin. Other members noted that Goal 3 speaks to livability and health, and that this idea is already captured there.

Members accepted the Goals and Objectives by consensus, with the following changes:

- Add narrative at the beginning to explain the vision of Linking Tualatin, how the goals and objectives fit in to the process, and a statement about the balances and tradeoffs that may need to be made among goals and objectives in making decisions.
- Goal 2: Drop the word "local" from the goal name, but leave it in the objectives.
- Goal 3: Add support for bicycling and walking into the fifth bulleted objective.

Communication from the Public

Kathy Newcomb made a public comment. She suggested that the fourth objective under Goal 4 should use the word "providing" instead. She also suggested adding the following language to Goal 2: "with the cooperation and help of residents to reduce use of cars and use transit." Wilsonville's SMART system had 340,000 occupants for 2011 and expects even more this year. Getting to Goal 2 requires the help of the residents to get them out of their cars in order to reduce the number of cars on the road. We can't really improve in Goal 2 without including residents somehow to support local employers and employees in these transit goals.

Next Meeting

March 15, 2012
5-7pm

Meeting adjourned.

Additional Comment from Committee Alternate

Jan Giunta provided the following comment by email on Friday, February 24:

> I appreciate your willingness to allow me to suggest additions to the Draft Goals and Objectives. I appreciate that we now have a process where all the alternates can now present their ideas through their appropriate Task Force rep. Thanks for allowing this, as the result is that more ideas will be put into the mix-and that seems to be a good result. This may slow the process a tad, but I believe that is a small price to pay.
>
> Because land use and economy are different categories, and because our industrial area is pretty much zoned the way it will be (land use will not change dramatically), I would like to see some language added to Economy concerning the neighborhoods.
>
> Suggested Language: Please chime in with your edits!!
>
> - Goal 2 Economy: At the end of the goal add: "while preserving and protecting the identity, values, and livability of residential neighborhoods. "
> - Perhaps add additional language at the end of Objective 1: "…and resident's time and money", and that enhance and protect the livability of residential neighborhoods.
>
> And THANKS to each of you for your patience with me Thursday evening-I know I was taxing and I apologize. I just felt really strongly about language being added to the Economy section, and could not suggest the wording under the format being used for the group. I was obviously frustrated, and I again, apologize.