



City of Tualatin

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TUALATIN PARK ADVISORY COMMITTEE

MEETING NOTICE

DATE: **Thursday, August 9, 2012**

TIME: **6:00 PM**

PLACE: **Juanita Pohl Center
8513 SW Tualatin Road
Tualatin, Oregon 97062**

AGENDA

- A. Call to Order
- B. Approval of Minutes: July 10, 2012
- C. Communications
 - 1. Public
 - 2. Chairperson
 - 3. Staff
 - a. Juanita Pohl Supervisor recruitment update
 - b. Crawfish Festival Weekend – check out TualaFest!
- D. Old Business
 - 1. Transportation System Plan
 - a. TPARK will review and discuss the Transportation System Plan refinement area concepts.
 - b. Separated grade bicycle/pedestrian facility across Highway 99W
 - c. Consideration of a new street cross-section.

Project Status Updates

- 2. Transportation Task Force Update (<http://www.tualatintsp.org>)
 - a. Transportation Task Force meeting update from TPARK/Task Force members Bruce Andrus-Hughes and Valerie Pratt.
- 3. Tonquin Trail Master Plan
 - i. Next steps:
 - 1. PSC to review draft of master plan first week of August
 - 2. Plan out for public review mid-August thru mid September
 - 3. Seek TPARK recommendation in early October
 - 4. Seek Council approval of the master Plan in late October

4. Helenius Greenway Master Plan.

- a. Staff is still working on incorporating the Master Plan into the Park and Recreation Master Plan and the Tualatin Development Code. At a future meeting TPARK will review the proposed changes.

E. New Business

- a. None

F. Future Agenda Items

G. Communications from TPARK Committee members (All)

H. Adjournment



City of Tualatin

OFFICIAL (DRAFT)

TUALATIN PARK ADVISORY COMMITTEE MINUTES – July 10, 2012

MEMBERS PRESENT: Connie Ledbetter, Kay Dix, Valerie Pratt, Stephen Ricker

MEMBERS ABSENT: Bruce Andrus-Hughes, Dennis Wells, Dana Paulino

STAFF PRESENT: Carl Switzer, Parks and Recreation Manager

PUBLIC PRESENT: None

OTHER: Cindy Hahn, Associate Planner, City of Tualatin

A. CALL TO ORDER

Meeting called to order at 6:05 p.m.

B. APPROVAL OF MINUTES

June 12, 2012 minutes unanimously approved.

C. COMMUNICATIONS

C.1 Public – None

C.2 Chairperson – None

C.3 Staff - Staff shared with TPARK that the West coast Giant Pumpkin Regatta was featured in the National Recreation and Park Association's *Parks and Recreation Magazine*. TPARK received an update on activities at the Tualatin Commons and an update on the recruitment of the new Juanita Pohl Center Supervisor.

D. OLD BUSINESS

D.1 Linking Tualatin – Cindy Hahn

TPARK reviewed and discussed the Draft Conceptual Linking Tualatin Plan and its preferred alternatives for each Transit Ready Place. Several planned or existing facilities were not shown on the maps and were asked to be added to the maps.

Project Status Updates

D.2 Juanita Pohl Addition and Renovation

The addition and renovation is complete. After permit close out the project is done.

D.3 Transportation Task Force Update

An update of the process was discussed.

D.4 Tonquin Trail Master Plan

TPARK was updated on the schedule for completing the Master Plan.

D.5 Helenius Greenway

Council has accepted the Helenius Greenway Master Plan. Staff is working on incorporating the Master Plan into the Park and Recreation Master Plan and the Tualatin Development Code. At an upcoming meeting TPARK will review the proposed changes and make a recommendation.

E. NEW BUSINESS

E.1 TPARK postponed discussion of its enabling ordinance until a future meeting.

F. FUTURE AGENDA ITEMS

F.1 Enabling Ordinance review

G. COMMUNICATION FROM TPARK MEMBERS (All)

TPARK would like to meet at the Juanita Pohl Center to see the remodel.

H. ADJOURNMENT

The meeting was adjourned at 8:15 p.m.



The Pohl Center is a fun place for active older adults.

What the Heck is the Juanita Pohl Center?

Since 1982 the Juanita Pohl Center has been a fun place where active older adults can go to socialize and meet new friends, improve their health and wellness through a range of movement and exercise classes, participate in

stimulating life-long learning opportunities, enjoy nutritious lunchtime meals, cultivate interests in the arts and humanities, contribute through volunteer activities, and pursue adventurous outings on local day trips.



The Van Raden Community Center, Lafky House and Juanita Pohl Center will be used as a multigenerational complex to expand recreation programs.

New Programs Are Coming!

New programs to serve older adults are in the process of being developed in the following areas: Fitness, Health and Wellness; Arts and Humanities; Intergenerational Activities, Employment Assistance; Information and Referral Services; Social and Community Action Opportunities; Volunteer Opportunities; Educational Opportunities; Financial and Benefits Assistance; and Meal and Nutrition Programs.

The Tualatin City Council has set a goal of expanding recreation and other programs for older adults and people of all ages by managing the Juanita Pohl Center, Van Raden Community Center, and Lafky House as a multigenerational complex.

To achieve this goal, management and staffing of the Pohl Center will shift from Loaves & Fishes, The Meals-On-n Wheels People, to the City this August. In this way, Loaves & Fishes can focus its limited resources on continuing to provide the Nutrition Program at the Pohl Center, which is its primary mission, and the City can better leverage its Community Services Department resources.

The relationship between the City and Loaves & Fishes is strong and mutually supportive. The intention is to continue the partnership with roles that are sustainable

and that enable each organization to realize its goals. On June 25, the City Council presented Joan Smith, Loaves & Fishes Executive Director, a plaque in recognition and grateful appreciation for partnering to provide valuable nutrition, social, and recreational services to Tualatin-area older adults at the Juanita Pohl Center for the past 30 years.

The Library, which is part of the Community Services Department, received a grant to fund a position that will work closely with the Pohl Center and other local agencies that serve adults age 50+ to provide programs, activities, events and services to expand opportunities for learning, service and civic engagement. This work will support strategic growth of the functions and uses of the Pohl Center. Abigail Elder, our Library Manager, will be coordinating this project.

Juanita Pohl Center Celebrates 30th Anniversary

YOU'RE INVITED!

The Juanita Pohl Center is celebrating its 30th Anniversary of serving the Tualatin area's 50+ population on July 24, 2012. There will be activities happening inside and outside the Pohl Center throughout the day.

A musical performance starts at 11:15 a.m. and a tasty and nutritious lunch will be served at 11:45 a.m. A \$3 donation for lunch is requested for those over 60 and over and \$6 for people 59 and younger.

■ *In order to ensure that there is enough food, please RSVP by July 16, 5 p.m. by calling 503.692.6767 or tcaulkins@lfpdx.org.*

Mayor Lou Ogden will be recognizing Joan Smith, Executive Director of Loaves & Fishes, The Meals On Wheels People, for their 30 year partnership with the City.

Be part of a 30th Anniversary Celebration Commemorative Group Photograph

that will be taken in front of the building at about 1:00 p.m. Visitors are encouraged to tour the building and see the results of the recently completed \$560,000 addition and remodel project.

Come help celebrate one of Tualatin's most vibrant and vital community meeting spaces!

Addition and Remodel

An addition and remodel of the Pohl Center has just been completed including an addition to the north end of building; adjustable partition walls to increase capacity and functionality; a deli-like service counter at the kitchen; energy efficiency improvements to lighting, heating and cooling systems; power-assisted front doors to improve accessibility; new bicycle parking; and an extension of the Tualatin River Greenway Trail to improve walking and bicycling access to other areas of beautiful Community Park.

The largest share of funding was for the \$560,000 project was through a \$467,000 Community Development Block Grant from the U.S. Department of Housing and Urban Development distributed through the Washington County Community Development



The building addition included new, large glass windows and an extension of the Tualatin River Greenway Trail.

Department. The other sources were Parks System Development funds, City of Tualatin General Fund, and a grant through the Energy Trust Cash Incentive award as a result of the energy efficiency improvements.

Vegetable Garden

A vegetable garden with a variety of tomatoes and herbs including sage, Italian parsley, summer savory, sweet basil, spice globe basil, lavender, cilantro, lemon thyme, pineapple sage, and fennel dill was recently installed just outside the kitchen and the herbs are already being used to accent the daily lunchtime meal.

Del Judy, a volunteer collaborated with Tom Steiger, Tualatin's Parks Maintenance Supervisor to design, obtain materials and plants, and to construct the garden. Garden soil was donated by George Andrews.



Italian parsley, summer savory, other herbs and tomatoes used in the noontime lunch meal are growing in the new vegetable garden.

More information?

www.tualatinoregon.gov/recreation/juanita-pohl-center

Juanita Pohl Center • Located in beautiful Tualatin Community Park at 8513 SW Tualatin Road

Phone: 503.691.6767 • Community Services Department: 503.691.3061,

Carl Switzer, Parks and Recreation Manager: 503.691.3064



City of Tualatin

Juanita Pohl Center 30th Anniversary Celebration



At the 30th Anniversary Celebration more than 125 people celebrated the Juanita Pohl Center as a fun place for active older adults!

Meet the New Center Supervisor

Matt Saviello has held increasingly responsible positions managing parks and recreation facilities and programs in Oregon and Illinois that have prepared him well for his new job as Tualatin's Juanita Pohl Center Supervisor. Matt was a Center Director for Portland Parks and Recreation prior to signing on with the



Matt Saviello
New Juanita Pohl
Center Supervisor

City of Tualatin's Community Services Department.

Matt earned a Bachelor's Degree in Sports Management from Flagler College in St. Augustine, Florida. His first day of work was August 10 and he arrived ready to begin work on achieving the City Council goal of expanding recreation and other programs for older adults and people of all ages by managing the Juanita Pohl Center, Van Raden Community Center, and Lafky House as a multigenerational complex. Stop by and meet Matt and learn about the new programs that are coming.

What the Heck is the Juanita Pohl Center?

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learning opportunities, cultivate interests in the arts and humanities, contribute through volunteer activities, enjoy nutritious lunchtime meals, and pursue adventurous outings on local day trips.

More information?

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Juanita Pohl Center • Located in beautiful Tualatin Community Park at 8513 SW Tualatin Road

Phone: 503.691.6767

Matt Saviello, Center Supervisor: 503.691.3014 • msaviello@ci.tualatin.or.us



City of Tualatin



The Van Raden Community Center, Lafky House, and Juanita Pohl Center will be used as a multigenerational complex to expand recreation programs.

New Programs Are Coming!

New and expanded programs and intergenerational activities to serve older adults and people of all ages are in the process of being developed in the following areas:

- Fitness, Health and Wellness
- Arts and Humanities
- Life-long Learning
- Information and Referral Services
- Volunteer, Social and Community Action Opportunities

The Tualatin City Council set a goal of expanding recreation and other programs for older adults and people of all ages by managing the Juanita Pohl Center, Van Raden Community Center, and Lafky House as a

multigenerational complex. Management of the Pohl Center has shifted from Loaves & Fishes, The Meals-On-Wheels People, to the City in order to meet this goal.

In this way, Loaves & Fishes can focus its limited resources on continuing to provide the Nutrition Program at the Pohl Center, which is its primary mission, and the City can better leverage its Community Services Department resources. The relationship between the City and Loaves & Fishes is strong and mutually supportive, and the partnership is continuing with roles that are sustainable and that enable each organization to realize its goals.



MEMORANDUM

CITY OF TUALATIN

DATE: August 2, 2012

TO: Tualatin Parks Advisory Committee

THROUGH: Carl Switzer, Parks & Recreation Manager

FROM: Dayna Webb, Project Engineer

SUBJECT: TSP: DISCUSSION OF REFINEMENT AREAS #1

ISSUE BEFORE TPC:

Does the Parks Advisory Committee agree with the Task Force recommendations on the refinement areas? Are there other questions on the refinement areas that need to be addressed?

RECOMMENDATION:

Staff recommends that the Parks Advisory Committee weigh in on forwarding options within the Refinement Areas to the Summit for further public discussion.

EXECUTIVE SUMMARY:

The Transportation System Plan (TSP) is in the preliminary recommendation stage. In June, the Task Force, Planning Commission and Parks Advisory Committee accepted a list of projects to go forward for more public comment through the online forum.

There were seven refinement areas that needed more information prior to accepting projects and moving forward.

Those areas are:

1. Nyberg Interchange
2. 65th Avenue
3. North to South Connectivity
4. Herman Road and Tualatin Road
5. Tualatin-Sherwood Road
6. Boones Ferry Road
7. Tualatin's Downtown Circulation

At their July 19th meeting, the Task Force discussed the first 3 refinement areas. For some of the areas they made recommendations and some they requested more information. See Attachment A for a complete description of the refinement areas and options. Their conclusions were:

- **Nyberg Interchange**
 - Concept Package #1 - move forward to the Summit after removing F.
 - Concept Package #2 - requested additional information on costs and impacts to the adjacent property

- **65th Avenue**
 - Move Option #3 forward to the Summit

- **North to south Connectivity**
 - Requested additional information on costs and impacts
 - A hybrid option was proposed for further investigation by the Technical Team.

The final four refinement areas will be discussed and any additional information requested will be provided at the August 16th and 23rd Task Force meetings. The Parks Advisory Committee will have a chance to review and comment on the final four on September 11th. The Summit, on September 20th, will be the public's opportunity to see how all of the projects work together, address the deficiencies noted in the Future Conditions work and then comment on the entire list of planned projects. The full schedule of meetings is attached.

Attachments: A. Refinement Areas
B. Task Force Meeting Summary
C. Schedule/Flow Chart
D. PowerPoint

Refinement Area #1: Nyberg Interchange

Concept Package #1: Safety-Focused Solutions

Problem Statement

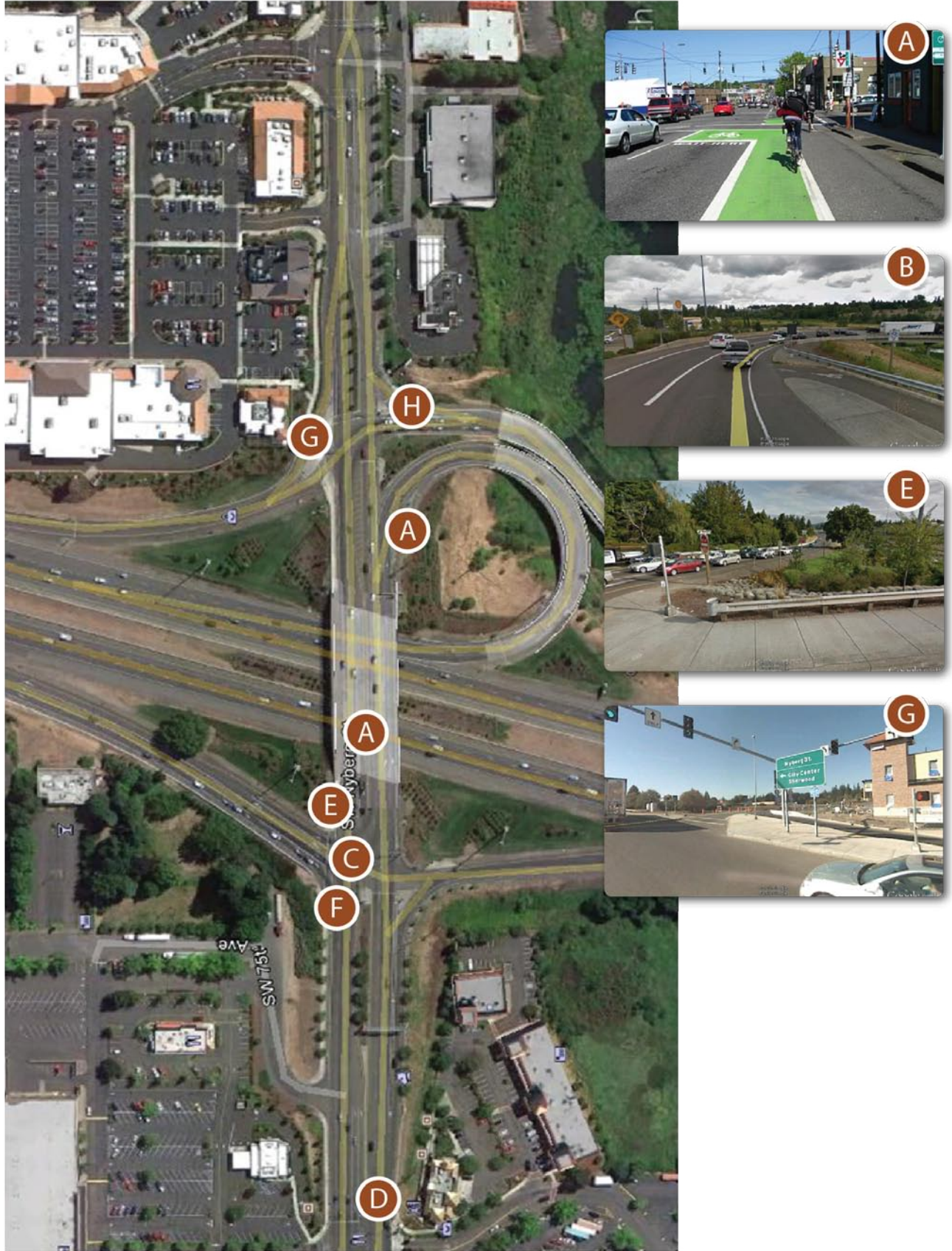
The main concerns at the Nyberg interchange relate to safety, for all modes. The interchange serves as the main connection between Tualatin and the I-5 freeway, but also via Nyberg Road provides a main connection between downtown and east Tualatin. The interchange ramps have the highest crash rates in Tualatin, and include several reported bicycle- and pedestrian-related crashes.

Possible Solution

The following solutions are put forth as one package at the Nyberg interchange area:

- A. Paint the pavement through the interchange area to make the bicycle lane more visible and distinct from travel lanes
- B. Redesign location of bicycle lane at the east end of interchange
- C. Bring bicycle lane across and over at west end of interchange with skip striping
- D. Improve lane signage west of the interchange to help vehicles be in the correct lane before entering interchange area
- E. Move guardrail on southbound off ramp to improve sight distance
- F. Disallow right turns on red from southbound off ramp
- G. Redesign westbound-northbound movement to enhance safety
- H. Redesign northbound off ramp to discourage traffic getting off and then right back onto I-5

Consideration Area	Comments	Score
How would this solution effect traffic and safety near the interchange?	<ul style="list-style-type: none"> • Minor effects on motor vehicle traffic • Moderate safety benefits from visible separation between bicycle and motor vehicle traffic 	●
How would this solution effect traffic city-wide?	<ul style="list-style-type: none"> • Minimal effect on city-wide traffic 	◐
Design Constraints / Considerations	<ul style="list-style-type: none"> • Striping revisions can be incorporated with minor impacts • Provides better delineation for traffic and bicyclists • Redesigns the northbound on ramp terminal to allow double rights • Discourages the northbound through traffic with minor impacts 	●
Environmental / Policy Considerations	<ul style="list-style-type: none"> • Painted pavement would require ODOT review/approval • Recent precedent for painted bike lanes on ODOT facility • Minor changes to the interchange configuration will not impact the wetlands preservation district 	◐



Refinement Area #1: Nyberg Interchange

Concept Package #2: Adding lane to Tualatin-Sherwood Road from Martinazzi to I-5 (eastbound direction)

Problem Statement

The Nyberg interchange area does not show tremendous congestion concerns either now (2012 traffic volumes) or in the future (2035 traffic volumes). The southbound on-ramps with I-5 operate at a Level of Service (LOS) D now and anticipated in the future, and the northbound on-ramps with I-5 operate at LOS B now and anticipated LOS C in the future. Traffic backups have been reported at the southbound on ramps which have been verified through field visits.



Potential Solution

Add a new lane on Tualatin-Sherwood Road in the eastbound direction from Martinazzi to I-5.

Consideration Area	Comments	Score
How would this solution effect traffic near the interchange?	<ul style="list-style-type: none"> Minor increase in eastbound traffic accessing the freeway (50-100 vehicles during the PM peak hour) Operations stay relatively consistent Could detract from bicycle and pedestrian safety 	
How would this solution effect traffic city-wide?	<ul style="list-style-type: none"> This potential solution has minimal effect on city-wide traffic 	
Design Constraints / Considerations	<ul style="list-style-type: none"> Width of Tualatin-Sherwood Road/Nyberg Street from Martinazzi to the east is tight Potential impacts to the truck delivery yard for the Fred Meyer site Requires removal of mature street trees Possible solution would be to shift lanes and widen to the median Past the Fred Meyer intersection, widening would likely require walls, structure widening and impacts to sensitive areas 	
Environmental / Permitting Considerations	<ul style="list-style-type: none"> The area is already built Only impacts are to the landscaping strip between the roadway and Fred Meyer 	

Refinement Area #2: 65th Avenue

Option 1: Extending North into River Grove Only

Problem Statement

The 65th Avenue corridor serves as a major north-south route east of I-5. It serves residents and major medical facilities located east and west of 65th Avenue, notably the Legacy Meridian Park hospital. 65th Avenue is jointly owned and maintained by Washington County and Clackamas County. Although current traffic levels are within accepted County and City standards, future congestion is of concern due to expected residential and business growth. 65th Avenue has sidewalk gaps and lacks bicycle lanes.



Potential Solution

Extend 65th Avenue north of its current terminus near Nyberg Road to 65th Avenue across the Tualatin River in River Grove. At its crossing over the Tualatin River, the bridge could be a narrower cross section as a turn lane would not be needed. Reconstruct intersection of 65th Avenue and Nyberg Street as a roundabout.

Consideration Area	Comments	Score
How would this solution effect traffic locally?	<ul style="list-style-type: none"> • New connection has the potential for 1,000 to 1,200 motor vehicles during the PM peak hour • Allows for connectivity to the north • Slight increase in traffic on Sagert Street and Borland Road 	
How would this solution effect traffic city-wide?	<ul style="list-style-type: none"> • Reduces traffic on I-5 and Boones Ferry Road • Slight increase in traffic on Tualatin Sherwood Road eastbound over the Nyberg interchange • Traffic would be impacted in River Grove and Lake Oswego 	
Design Constraints / Considerations	<ul style="list-style-type: none"> • Available ROW, 40' ± available from river to SW Childs St • Alignment could be designed to avoid impacts to recently constructed lift station east/north of the bridge • Connection to the local roadway network north of the river 	
Environmental Constraints / Considerations	<ul style="list-style-type: none"> • Solution requires multi-jurisdictional coordination • Adjacent to land zoned high density residential where transportation facilities are an allowed use • Impacts to Metro Riparian class Habitats I-III • Bridge over the Tualatin River may require a City-wide vote 	

Refinement Area #2: 65th Avenue

Option 2: Widening to Existing Sections of 65th Avenue Only




Problem Statement


The 65th Avenue corridor serves as the major north-south route east of I-5. It serves residents and major medical facilities located east and west of 65th Avenue, notably the Legacy Meridian Park hospital. 65th Avenue is jointly owned and maintained by Washington County and Clackamas County. Although current traffic levels are within accepted County and City standards, future traffic is problematic due to expected residential and business growth. This facility has some sidewalk gaps and lacks bicycle lanes.

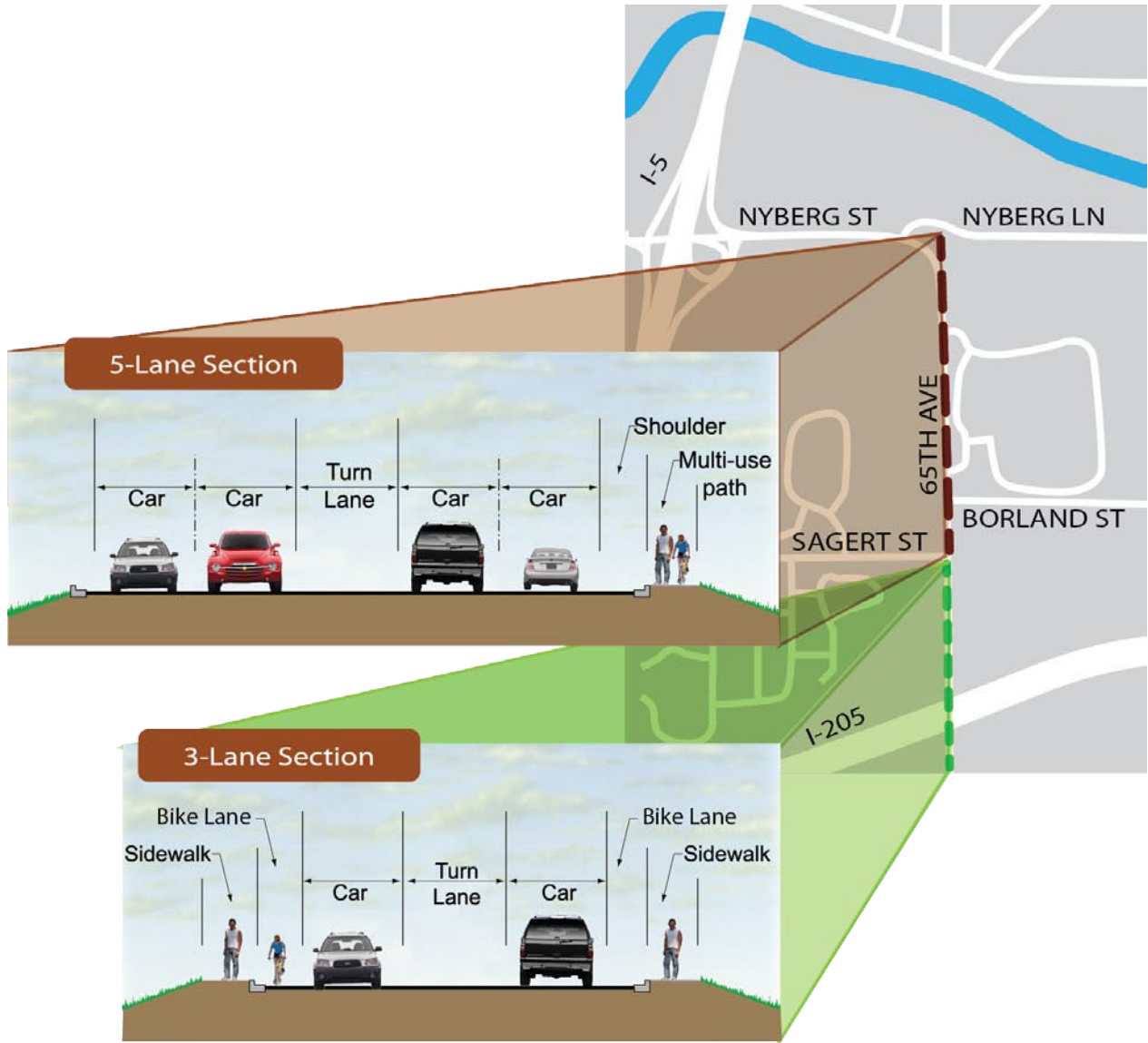
Potential Solution

This potential solution consists of the following:

- Widen 65th Avenue to 4 or 5 lanes between Nyberg Road and Sagert Street
- Widen the road to 3 lanes south of Sagert Street across I-205
- Address the dips in the existing road
- Bicyclists and pedestrians would be accommodated via:
 - o A separated bicycle and pedestrian multi-use path located near 65th Avenue, or
 - o Via continuous bicycle lanes and sidewalks on 65th Avenue
- New traffic signal at Sagert Street and 65th Avenue would operate in conjunction with the existing signal at 65th Avenue and Borland (traffic progresses through both intersections in one signal cycle) OR
- Realign intersections at Sagert Street/65th and 65th/Borland into one intersection

Consideration Area	Comments	Score
How would this solution effect traffic locally?	<ul style="list-style-type: none"> • Helps meet demand of motor vehicles along the roadway in the future • Little new vehicle activity attracted to the roadway (150-200 new PM peak hour vehicles) over what is expected without widening 	
How would this solution effect traffic city-wide?	<ul style="list-style-type: none"> • Little effect realized city-wide 	
Design Constraints / Considerations	<ul style="list-style-type: none"> • Widening north of Borland to Nyberg street to accommodate bicyclists or a multi-use path likely possible with minor impacts until the structure crossing Nyberg Creek and the wetlands area • Widening for lane/capacity likely to involve more significant ROW and utility impacts • Realignment of Borland/Sagert intersection to one location, likely the current location of Sagert/65th • Alignment dictates the extent of impacts, but could include the utility substation, or private structure 	

Consideration Area	Comments	Score
Environmental Constraints / Considerations	<ul style="list-style-type: none"> • Realigning the Sagert and Borland intersections would have right-of-way impacts • Widening the roadway would require some easements • Replacing the bridge over Nyberg Creek Greenway to accommodate bicyclists and pedestrians on the structure 	



Refinement Area #2: 65th Avenue





Option 3: Extending North into River Grove AND Widening Existing Section

Problem Statement

The 65th Avenue corridor serves as the major north-south route east of I-5. It serves residents and major medical facilities located east and west of 65th Avenue, notably the Legacy Meridian Park hospital. 65th Avenue is jointly owned and maintained by Washington County and Clackamas County. Although current traffic levels are within accepted County and City standards, future traffic is problematic due to expected residential and business growth. This facility has some sidewalk gaps and lacks bicycle lanes.

Potential Solution

- Extend 65th Avenue to the north as described in Option 1
- Widen the existing sections of 65th Avenue as described in Option 2

Consideration Area	Comments	Score
How would this solution effect traffic locally?	<ul style="list-style-type: none"> • Combination of extending 65th Avenue and widening the roadway is similar to the extension alone • Widening allows capacity to service the future demand on the roadway and at intersections 	
How would this solution effect traffic city-wide?	<ul style="list-style-type: none"> • Similar effects as the 65th Avenue extension 	
Design Constraints / Considerations	<ul style="list-style-type: none"> • See constraints/considerations from the two previous options 	
Environmental Constraints / Considerations	<ul style="list-style-type: none"> • Solution requires multi-jurisdictional coordination • Bridge over the Tualatin River may require a City-wide vote • Adjacent to land zoned high density residential where transportation facilities are an allowed use • Impacts to Metro Riparian class Habitats I-III • The City of Rivergrove does not have a TSP 	

Refinement Area #3: North/South Connectivity

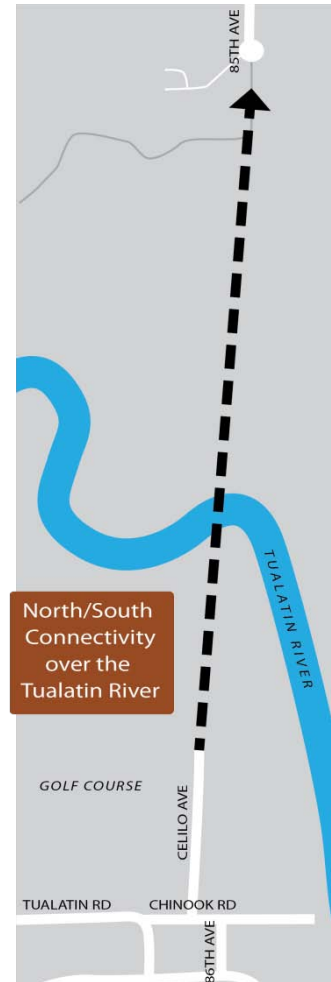
Option 1: Extension East of Country Club and West of Railroad Track

Problem Statement

Connections in Tualatin west of I-5 are limited to Boones Ferry Road and 99W in the north-south direction, and Tualatin Road and Herman Road in the east-west direction. In the 2001 Tualatin TSP, there was a project to extend Tualatin Road to connect with Boones Ferry Road, and an extension to the north to connect with Hall Boulevard in Tigard. The extension of Tualatin Road project would have impacted Tualatin Community Park. After a robust community conversation the City decided not to pursue this project, and an amendment was voted in March 2011 to amend the City Charter (Chapter XI) to prevent the transfer, sale, vacation or major change in use of city parks without a public vote.

Potential Solution

- An extension of Tualatin Road north from Tualatin Community Park, east of the railroad tracks would be infeasible
- An extension west of the railroad tracks, in the general vicinity of SW 86th Avenue east of the Country Club appears to be feasible
- Road would extend northward in the vicinity of SW Celilo Road and connect with SW 85th Avenue north of the Tualatin River



Consideration Area	Comments	Score
How would this solution effect traffic locally?	<ul style="list-style-type: none"> • New extension allows connectivity north/south across the Tualatin River • New roadway has the potential to carry up to 1,000 – 1,200 vehicles in each direction during PM peak hour 	

Consideration Area	Comments	Score
How would this solution effect traffic city-wide?	<ul style="list-style-type: none"> • Tualatin, Herman, 99W, and Boones Ferry Road (north of the Tualatin River) experience a moderate decrease in traffic • Boones Ferry Road immediately south of Celilo Road has an increase in traffic leading up to the extension 	●
Design Constraints / Considerations	<ul style="list-style-type: none"> • Does not impact Tualatin Community Park • At least one, if not two railroad crossings would be upgraded and require crossing orders from ODOT Rail • North improvements to alignment would extend along the west edge of the tracks and tie into 85th Ave on the north side of the river 	◐
Environmental Constraints / Considerations	<ul style="list-style-type: none"> • Building a bridge over the Tualatin River may require a City-wide vote • An extension of Hall Boulevard into Tualatin is included in the Tigard TSP (long-term not fiscally constrained project list) 	○

Refinement Area #3: North/South Connectivity




Option 2: Widen Boones Ferry Road

Problem Statement

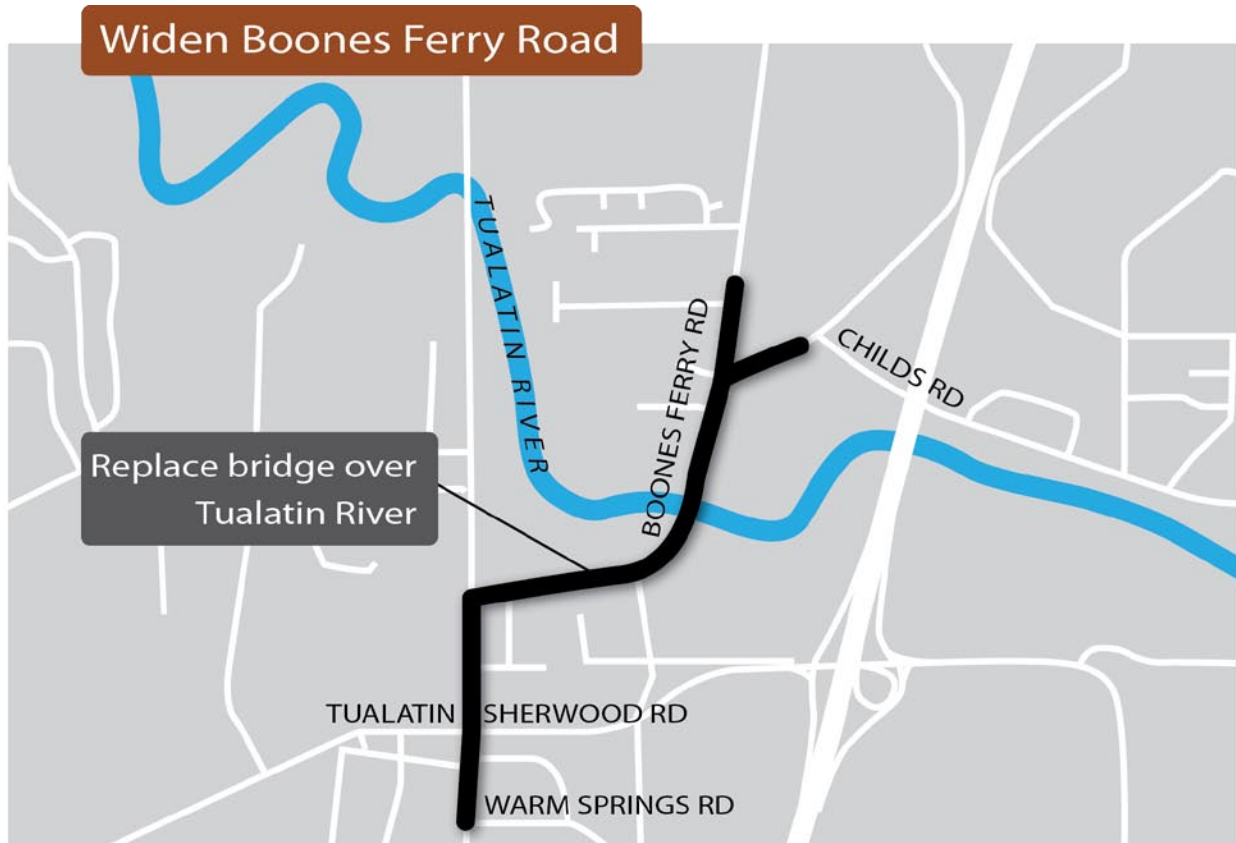
Connections in Tualatin west of I-5 are limited to Boones Ferry Road and 99W in the north-south direction, and Tualatin Road and Herman Road in the east-west direction. In the 2001 Tualatin TSP, there was a project to extend Tualatin Road to connect with Boones Ferry Road, and an extension to the north to connect with Hall Boulevard in Tigard. The extension of Tualatin Road project would have impacted Tualatin Community Park. After a robust community conversation the City decided not to pursue this project, and an amendment was voted in March 2011 to amend the City Charter (Chapter XI) to prevent the transfer, sale, vacation or major change in use of city parks without a public vote.

Potential Solution

- Widening Boones Ferry Road between the intersection of Lower Boones Ferry Road to the north and Warm Springs to the south
- Widening explored through:
 - o Retaining a three-lane section with intersection improvements and coordinated signal timing
 - o Widening to four lanes, limiting turning pockets to intersections
 - o Widening to five lanes, with two travel lanes in each direction and a center-turn lane transitioning to a turn pocket at intersections
- All options assume replacement of the Tualatin River bridge

Consideration Area	Comments	Score
How would this solution effect traffic locally?	<ul style="list-style-type: none"> • Potential to shift traffic from Tualatin-Sherwood Road (east of Boones Ferry Road) and away from the Nyberg interchange 	
How would this solution effect traffic city-wide?	<ul style="list-style-type: none"> • Effects of this project seen through a shifting of traffic from Hwy 99W/Durham Road • Effects realized from I-5 between the Boones Ferry Road and Nyberg interchanges 	
Design Constraints / Considerations	<ul style="list-style-type: none"> • 4 lane and 5 lane options have significant impacts to ROW/access • All options likely require coordination and improvements to the railroad crossing north of the bridge • Widening at Boones Ferry Road and Tualatin-Sherwood Road south of the intersection is problematic • Constraints are railroad to the west and McDonald's drive thru to the east 	

Consideration Area	Comments	Score
Environmental Constraints / Considerations	<ul style="list-style-type: none"> • ODOT is interested in a jurisdictional transfer from ODOT to the City if bridge is replaced • The City or ODOT could initiate the transfer process • The City would then be responsible for maintenance and upkeep on the new or modified bridge • The County would be required to approve the transfer • The existing bridge is within the Tualatin River Greenway • Replacing the bridge may require a City-wide vote 	○



Refinement Area #3: North/South Connectivity

Other Options Considered but Dismissed

Extension west of Country Club

The team considered placing the northerly extension west of the Country Club, but dismissed this for the following reasons:

1. Traffic flows on the new arterial lessened traffic on 99w, but did not address congestion on Tualatin arterials, including Boones Ferry Road.
2. Disruption to the community in the Hazelbrook area, and especially for residents at its eastern edge including SW Shawnee Trail, and SW Cheyenne Way, was thought to be too great.
3. Geometrically, it was deemed difficult to place an arterial in this vicinity without creating an additional 90 degree turn. This in turn would create safety concerns associated with driver expectation, speed, and sight visibility.
4. This general location is aligned with a northward bend in the Tualatin River, which could make construction of a new river crossing difficult.
5. Connections with the roadway network in Tigard would be difficult. SW 92nd Avenue is the nearest roadway north of the river but connections to it are problematic, and it does not continue northward beyond SW Durham Road.

Extension north of SW 90th Avenue

The team explored extending SW 90th Avenue northward, but dismissed this concept for the following reasons:

1. It would bisect the Tualatin Country Club, a regional destination.
The Tualatin Country Club serves patrons from throughout the south Metro area and is a major employer in Tualatin. Bisecting the club would make it difficult for it to continue its current operations as a golf course.
2. Connections with the roadway network in Tigard would be difficult. Extending SW 90th Avenue north across the Tualatin River connects with Cook Park in Tigard. It would be difficult to design an alignment that avoided impacts to this park, though it could be possible to align the river crossing so that it touched down east of the park's boundary.

This alignment could be reconsidered in the future if this property were to redevelop to another use.

Herman Road and Tualatin Road

Problem Statement

Herman Road and Tualatin Road run parallel to each other in north Tualatin. Both provide connections to downtown at the east and to 99W at the west. Herman Road is located in Tualatin’s industrial center, and Tualatin Road features some industrial and manufacturing to the south, but residential to the north. The refinements along these two corridors aim to encourage some through traffic to move onto Herman Road, and off of Tualatin Road, as a way to improve safety and livability for residents north of Tualatin Road. A suite of project concepts have been put forward which the team is evaluating, looking for a balanced set of projects that meet the needs of residents and businesses.

Potential Solution

The following projects have been explored as a package:

- A. Reclassify Herman Road as a Minor Arterial, and retain Tualatin Road’s classification as a Major Collector
- B. Upgrade the remaining section of Herman Road as a 3-lane cross section between Tualatin Road and Teton Road
- C. Lowering speeds on Tualatin Road
- D. Eliminate the free right turn at Tualatin Road at the intersection with Herman Road, and consider a roundabout at this location
- E. Add signals at the east and west ends of Tualatin Road, such as in the vicinity of 115th Avenue and Jurgens Avenue
- F. Remove trees at intersection of Tualatin Road and 108th Avenue to improve sight distance at this location
- G. Modify channelization of 124th Avenue and Tualatin Road to encourage traffic to proceed along 124th to the intersection with Herman Road. Consider a roundabout at this location
- H. Signage that indicates that Tualatin Road is for local traffic

Consideration Area	Comments	Score
How would this solution effect traffic locally?	<ul style="list-style-type: none"> • Major effect is shifting of traffic from Tualatin Road to Herman Road • On the west end traffic is diverted to 124th Avenue • On the east end traffic is diverted to Herman Road • Small amount of traffic shifted to Tualatin-Sherwood Road • Some traffic diverted along Hwy 99W up to Durham Road 	●
How would this solution effect traffic city-wide?	<ul style="list-style-type: none"> • Minimal effects to city-wide traffic • Majority of effects are local 	●

Consideration Area	Comments	Score
Design Constraints / Considerations	<ul style="list-style-type: none"> • Traffic calming projects can be installed with minor impacts • Projects could be chicane type improvements (lane weave) or speed tables • Coordination with Tualatin Valley Fire and Rescue and Tualatin Police likely needed • Improvements to Herman Road and the intersection of Tualatin/Herman Road would require ROW but are straight forward with likely impacts to some access • Signal improvements at the intersection of Tualatin Rd/108th Ave were not met as recently as the last 5 years • New locations for signals recommended at Jurgens and 115th have not been analyzed for warrants • Removal of tree(s) at Teton, at the SW quadrant improve sight distance but have impacts to natural resources 	●
Environmental Constraints / Considerations	<ul style="list-style-type: none"> • Some adjacent land would be required north of Herman to widen to three lanes • Potential impact some landscaping and parking • Planter circles and speed table design standards would need to be added to the City's code 	◐





City of Tualatin

**Tualatin Transportation Task Force
DRAFT Meeting #12 Summary
July 19, 2012, 5:00-8:00pm
Tualatin Police Department
8650 SW Tualatin Road
Tualatin, OR 97062**

Committee Members Present

Alan Aplin – *TPAC Rep.*
Bethany Wurtz – *Tualatin Tomorrow Rep.*
Bill Beers – *TPAC Rep.*
Brian Barker – *TVF&R*
Bruce Andrus-Hughes – *Parks Advisory*
Charlie Benson – *Citizen Rep.*
Cheryl Dorman – *Tualatin Chamber of Commerce*
Deena Platman – *Metro*
Judith Gray – *City of Tigard*
Julia Hajduk – *City of Sherwood*
John Howorth – *Alt. Citizen Rep.*
Lidwien Rahman – *ODOT*
Jan Guinta – *CIO Rep.*
Nancy Kraushaar – *Citizen Rep.*

Travis Evans – *Citizen Rep.*
Steve L. Kelley – *Washington County*
Wade Brooksby – *City Councilor*
Ed Truax – *City Councilor*
Nancy Grimes – *City Councilor*

Committee Members Absent

Allen Goodall – *Business Rep.*
Candice Kelly – *Alt. Tualatin Tomorrow Rep.*
Joelle Davis – *City Councilor*
Gail Hardinger – *Alt. Business Rep.*
Kelly Betteridge – *TriMet*

Karen Buehrig – *Clackamas County*
Monique Beikman – *City Councilor*
Nic Herriges – *Alt. Citizen Rep.*
Mike Riley – *CIO Rep.*
Ryan Boyle – *Citizen Rep.*

Public in Attendance

Bob Newcomb
Cathy Holland
Connie Ledbetter
Dolores Hurtado
Kathy Newcomb
Joe Lipscomb
June Bennett

Staff, Project Team and Special Guests

Allice Rouyer – *City of Tualatin*
Ben Bryant – *City of Tualatin*
Cindy Hahn – *City of Tualatin*
Dayna Webb – *City of Tualatin*
Kaaren Hofmann – *City of Tualatin*

Terra Lingley – *CH2M Hill*
Theresa Carr – *CH2M Hill*
Alan Snook – *DKS Associates*
Eryn Kehe – *JLA Public Involvement*
Sam Beresky – *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 this meeting was the Transportation System Plan and would include an overview and discussion of four of the seven Refinement Areas.

COMMUNICATION FROM THE PUBLIC

Cathy Holland mentioned that she has an issue with the North/South connection over the Tualatin River. She said that she had participated in every Working Group meeting and that the connection had been voted down due to the concerns of increased traffic of people using an alternative to I-5. In addition, she cited issues with railroad crossings and potential impacts to Tualatin Community Park as reasons the connection should not be considered. She suggested that two pedestrian bridges at the community park should be included in the report.

Kathy Newcomb spoke about the recent meeting of the Transit Working Group. She indicated that having 25 minutes to respond to 18 items was not nearly enough time. She also said that the relationship between Linking Tualatin and the SW Corridor Plan was not adequately explained. There is a mix up between local transit and High Capacity Transit, which should be the focus of transit on 99W. She mentioned that someone at the Working Group meeting said that Sherwood is not interested in High Capacity Transit. She was later assured by a Sherwood employee and by Alice from the City of Tualatin that Sherwood is interested and has one full-time employee dedicated to the SW Corridor project. Cathy thanked Alice for her response and thanked Cindy Hahn and Cathy Holland for completing the survey of bus riders.

Eryn thanked the members of the public for their comments. She mentioned that the results of the July 17th Transit Working Group will be shared with the Task Force at the August 16th meeting. She also let Kathy Newcomb know that Julia Hajduk from Sherwood is a member of the Task Force and could help answer any other questions about Linking Tualatin that she has.

GENERAL ITEMS

Accept Meeting #11 Summary

There were no questions or comments about the meeting summary, members accepted the meeting summary by consensus of those members that were present at Meeting #11.

Announcements

Ben Bryant from the City of Tualatin let the group know that the 124th Avenue project has been included in a recommended projects list that the Board of Commissioners will vote on July 24th.

Eryn mentioned that improvements were made to the Online Forum that will make the site easier to understand and use. As a way to narrow a search, she suggested searching for a specific address and click on the projects near the address. She also asked for help in distributing bookmarks to help spread the word about the Online Forum.

REVIEW OF REFINEMENT TOPIC AREA ANALYSIS

Eryn let the group know that the refinement areas are complicated and that there will be differences in opinions. She asked the task force members to remember the meeting protocols that allow for differences in opinion. Everyone needs to show respect for each other. Tonight's meeting will be a safe space for everyone to share their ideas and to change their minds as well.

Eryn introduced Councilor Nancy Grimes and Councilor Ed Truax who were in attendance in place of Councilors Davis and Beikman.

Eryn mentioned that the project team will be looking for feedback and discussion on the refinement areas. The goal is for the Task Force to reach consensus to move the refinement area option forward for further discussion on the Online Forum and at the Summit in September. Approval today is not approval to include it in the TSP, but is merely approval to move it forward for further discussion.

Theresa Carr gave a brief PowerPoint Presentation that included:

- Process Status
 - Refine Project Recommendations phase of Step 3
- Progress Since June 21st Meeting
 - Mobilized project team for additional analysis on refinement areas
 - Organized team meetings to share information and package options
 - Discussed options with City and Agencies
- Seven Refinement Topic Areas
 - Nyberg Interchange
 - 65th Avenue
 - North to south connectivity
 - Herman Road and Tualatin Road
 - Tualatin-Sherwood Road
 - Boones Ferry Road
 - Tualatin's Downtown Circulation
- Presentation Organization
 - Goal Statement
 - Description and sketch of possible solution
 - Considerations – Local traffic/safety, City-wide traffic, Design considerations/constraints, Environmental/policy considerations
- Role of TTF
 - Discuss as a task force the tradeoffs of various solutions
 - What are the benefits of doing something vs. doing nothing?
 - What are the impacts?
 - Weigh in on potential solutions
- Overall Context
 - The TSP is in preliminary recommendations state through September
 - We hope to reach resolution on some items tonight
 - We don't expect to reach resolution on everything
 - The conversation continues through online, August TTF, and September Summit

Nyberg Interchange

Goal Statement: Address safety at the Nyberg Interchange for all modes.

- Possible Solutions (with map)
 - A. Paint bike lanes
 - B. Redesign bike lane at east end of interchange
 - C. Skip striping on bike lane at west end of interchange
 - D. Improve lane signage west of interchange
 - E. Move guardrail on SB off-ramp
 - F. Disallow right turns on red from SB off-ramp
 - G. Redesign WB-NB movement to enhance safety

- H. Redesign NB off-ramp to discourage traffic getting off and then right back onto I-5
- Technical Findings – Local traffic/safety, City-wide traffic, Design constraints/considerations, Environmental/policy considerations
- Technical Team Recommendation: Move option forward to Transportation Summit

General Discussion:

- There was a general discussion about “F. Disallow right turns on red from SB off-ramp”. It was noted that eliminating right turns on red could have safety implications to the mainline of I-5. Task force members expressed concern that eliminating right turns would lead to frustration for drivers and that moving the guardrail could improve visibility leading to improvements in safety. Members expressed concern with Option “F” and thought it should be removed and/or phased in.
- There was a general discussion about bike lanes. Lidwien Rahman said that ODOT has little experience with painted bike lanes and there are concerns with the safety and maintenance of the surface. It was noted that adding grit to the paint was a possibility. A member expressed the need for the bike lanes to extend beyond the interchange area to allow for better bicycle connections.
- There was a general discussion about improved signage in the interchange area. Members expressed the need for improved signage for pedestrian safety and traffic movement.

The package, with “F” removed, was approved by consensus.

Nyberg Interchange – Added East to South Lane

Goal Statement #2: Reduce congestion on Tualatin-Sherwood Road for eastbound drivers.

- Possible Solution (with map)
 - Add a new lane on Tualatin-Sherwood Road in the eastbound direction from Martinazzi to I-5
- Technical Findings – Local traffic/safety, City-wide traffic, Design constraints/considerations, Environmental/policy considerations
- Technical Team Recommendation: Approve as a long-term solution (10-20 year timeframe)

General Discussion:

- There was a general discussion about high costs and marginal benefits. Members expressed concern about the impacts to the “Nyberg development” and the cost of a retaining wall. Members expressed the need to know more about potential costs of the project.
- There was a general discussion about impacts to pedestrian and bicycle environment, adding lanes will further impact the difficult pedestrian crossing from Fred Meyer to K-Mart.
- There was a general discussion about the efficacy as 124th might divert some traffic and improved signage further west on Tualatin-Sherwood Road might improve queuing.

The technical team will get more information:

- Impacts to “Nyberg properties”
- Impacts to I-5 southbound mainline and I-205 eastbound
- General project costs
- Pedestrian impacts
- Improved signage impacts

65th Avenue

Goal Statement: Provide north-south connectivity east of I-5 and address forecasted future congestion along 65th Avenue.

- Possible Solutions
 - Option 1: Extend 65th Avenue north into River Grove only
 - Option 2: Widen existing section of 65th Avenue only
 - Option 3: Extend 65th Avenue north and widen existing section
- Technical Findings – Local traffic/safety, City-wide traffic, Design constraints/considerations, Environmental/policy considerations
- Technical Team Recommendation: Approve Option 3

General Discussion:

- There was a general discussion about the high cost of crossing the river and wetlands. Other members noted that the project will only get more expensive with time if planning doesn't occur now.
- There was a general discussion about what communities north of the river want. It was noted that in the current Regional Transportation Plan, there is a five-lane facility crossing the Tualatin River with connections to Durham. TTF members expressed concern about the willingness of the communities north of the river to accept and want an arterial beyond the bridge. The project is also in the Washington County Transportation Plan, it was noted that including a project in the TSP will leave the possibility open for the project and allow other jurisdictions to prepare accordingly.
- There was a general discussion about the ability to phase the projects. It was noted that phasing was an option but that the improvements should be thought of as a package as the extension of 65th Ave. will add traffic that will warrant other improvements along 65th Ave.
- There was a general discussion of the 65th Ave. extension potentially reducing traffic along other arterials like 99W, and Boones Ferry Road and the positive benefits for those roads.
- It was noted that 65th Ave. south of Sagert would be considered an Urban Upgrade project so that the roadway could meet current standards.
- It was noted that the size of the new tennis facility near 65th Ave. and Nyberg was taken into consideration when modeling traffic impacts along 65th Ave. and Nyberg.
- Members expressed concern about the road becoming a throughway from Wilsonville to Tigard, with Tualatin getting impact with little local benefit. Other members expressed the potential of the project to bring people from Wilsonville and Lake Oswego to events and businesses in Tualatin. It was noted that only about 20% of the users would come from beyond the city. Other members expressed the need for connectivity throughout the city and cited improvements to Boones Ferry Road, which will allow for more flexibility with improvements to that road.
- It was noted that if the TTF votes in favor, the project will move forward for further public discussion on the Online Forum and at the September Summit. In addition, the TTF will be able to weigh in at the October TTF meeting and council will be able to weigh in at TPAC and TPARK more than once.

Option 3 was approved by consensus.

N/S Connectivity

Goal Statement: Improve north-south connectivity west of I-5.

- Possible Solutions
 - Option 1: Extend west of railroad tracks, east of country club

- Option 2: Widen Boones Ferry Road
- Option 3: Extend 90th to north
- Option 4: Extend west of country club
- Technical Findings – Local traffic/safety, City-wide traffic, Design constraints/considerations, Environmental/policy considerations
 - Only Options 1 and 2 are Technically feasible
- Technical Team Recommendation: More input needed, revisit at August TTF

Theresa read from the Implementation Plan of the *2035 Regional Transportation Plan* to add clarification for the need for the project: “...identify replacement solutions for the Tualatin Road project as part of the next Tualatin TSP update. The planning work will consider alternative alignments and designs across the Tualatin River near the I-5/Lower Boones Ferry Road Interchange to mitigate impacts...”

Eryn read Judith Gray’s (City of Tigard’s representative) email on the subject: “The Hall Boulevard (North-South) connection was included in Tigard’s 2002 TSP. We considered it again when we updated our TSP in 2010 and determined that we should **preserve the opportunity** for a possible connection in the future. So it remains in our TSP. Granted, the Hall Boulevard extension would be a difficult project, and Tigard doesn’t have plans to pursue it any time soon. But we are planning for the year 2035...a full generation into the future. Many of the problems we deal with today are a result of past failures to plan for a well-connected, efficient roadway network. From Tigard’s perspective, keeping this in the TSP simply preserves this opportunity so that future generations aren’t stuck with even more costly and impactful options.”

Roundtable Comments:

- **Steve L. Kelley** noted that there were two different proposals, an extension of Hall and to widen Boones Ferry Road. He noted that the Hall extension is on the County’s and Tigard’s TSP and is included in the Regional Travel Plan.
- **Travis Evans** commented that he likes the added connectivity but expressed concern with the expense of the project and the increased traffic at Tualatin-Sherwood Road and Boones Ferry Road intersection.
- **Bill Beers** noted it is a neighborly thing to do to coordinate planning with Tigard to ensure the connection between Tigard and Tualatin will match.
- **Deena Platman** noted that Metro has identified it as an outstanding issue in the RTP but the decision should be made at the sub-regional level and the cities involved should be comfortable with their decisions.
- **Councilor Truax** said that the added connectivity would be a benefit but expressed concern with added traffic, high cost and other impacts that could make it unpalatable to the community.
- **Nancy Kraushaar** suggested that it should be a smaller road as the PM peak projections barely warrant the extra lanes.
- **Bruce Andrus-Hughes** noted that while there would be no Right-of-Way impacts to Tualatin Community Park, there would be a significant increase in traffic in front of the park.
- **Jan Guinta** said that she agrees with Councilor Truax’s comments. She said that she read Tigard’s TSP and noted that they have the project in their 2040 timeline. She expressed concern for a very expensive and difficult project that might include a grade separation from the railroad and was unsure how such a large project could be tied into the existing

street network. She mentioned that the City needs to see a return on its investment in WES. Emphasis should be placed on promoting WES and on Option 2.

- **Councilor Grimes** said that she shared the same concerns as Councilor Truax. She also said that if an extension of Hall is done, it should be complete in tandem with improvements to Boones Ferry Road.
- **Alan Aplin** mentioned that Option 1 seems like the most logical place for the project but noted how complicated and expensive it would be, as well as increased traffic at Tualatin-Sherwood Road. He said that if it is built that it should be coordinated with the reconstruction of the railroad bridge at the same time.
- **Cheryl Dorman** noted that there are several alternatives but no single alternative will fix the problem. She noted that planning for the future needs to be done and different ways to fix the problems should be explored. Different ways to get to and from I-5 need to be explored, despite the controversy.
- **Charlie Benson** mentioned that there will need to be another connection over the Tualatin River in the next 20 years, alternatives to existing roads are needed.
- **Councilor Brooksby** shared Councilor Truax's opinions. He said that it sounds like a good project but it is too expensive. He also expressed a concern for future maintenance costs of any facility.
- **John Howorth** suggested that it should be kept in the plan to ensure proper coordination with Tigard. He mentioned that a lot of the local problems are regional problems and many of them could have been solved with the Western Bypass.
- **Bethany Wurtz** said that despite the issues, it should be kept in the long-term plan. Between the extension of 65th Ave. and the extension of Hall, she asked which project would have a greater overall benefit? She expressed concern with the modeling showing a moderate decrease in traffic along alternate routes, as she would think that locally there would be a slight increase. It was noted that the Boones Ferry Bridge will not need to be replaced in the 10-20 year timeline.

Theresa mentioned that she has been authorized by the City to pull together some preliminary costs for the 65th Ave. crossing and Option 1 of the N/S Connectivity Project, so she will bring that information back to the group's next TSP meeting

Eryn mentioned the Online Forum will be updated to reflect the decisions made by the TTF.

Communications from the Public

Joe Lipscomb let the group know that he is a resident of Tualatin and lives across the street from the Police department. The Tualatin or Herman Road option that will be discussed at the next TTF meeting is a road to nowhere. He mentioned that it stops at the Golf Course and the last ½ mile of road includes three 90-degree turns, many driveways and the future Tonquin Trail, all contributing to an unfeasible project.

Kathy Newcomb noted that a goal of the group is to reduce downtown traffic, a N/S connection will bring more traffic congestion to downtown. She let the group know that she had previously misstated the capacity of the Barbur Blvd. Park and Ride, it will have around 400 spaces. She also noted that historic structure that the project team noted could possibly be moved to make way for Option 1 of the N/S connectivity project is one of the oldest houses in the state of Oregon. She noted that an arterial near the park would damage the park with increased air pollution. She said that building roads will not reduce congestion, that there needs to be a shift to improve transit options.

Dolores Hurtado let the group know that a transportation plan should have some emphasis on transit improvements as they could help with some congestion. She said that a N/S connection would have to cross two railroad tracks and be next to the park. She mentioned that currently people are very happy with the multi-use path and a busy road just across the railroad track could ruin the peaceful nature of the trail. She said that the community needs to look at beyond just connecting cars.

Next Meetings

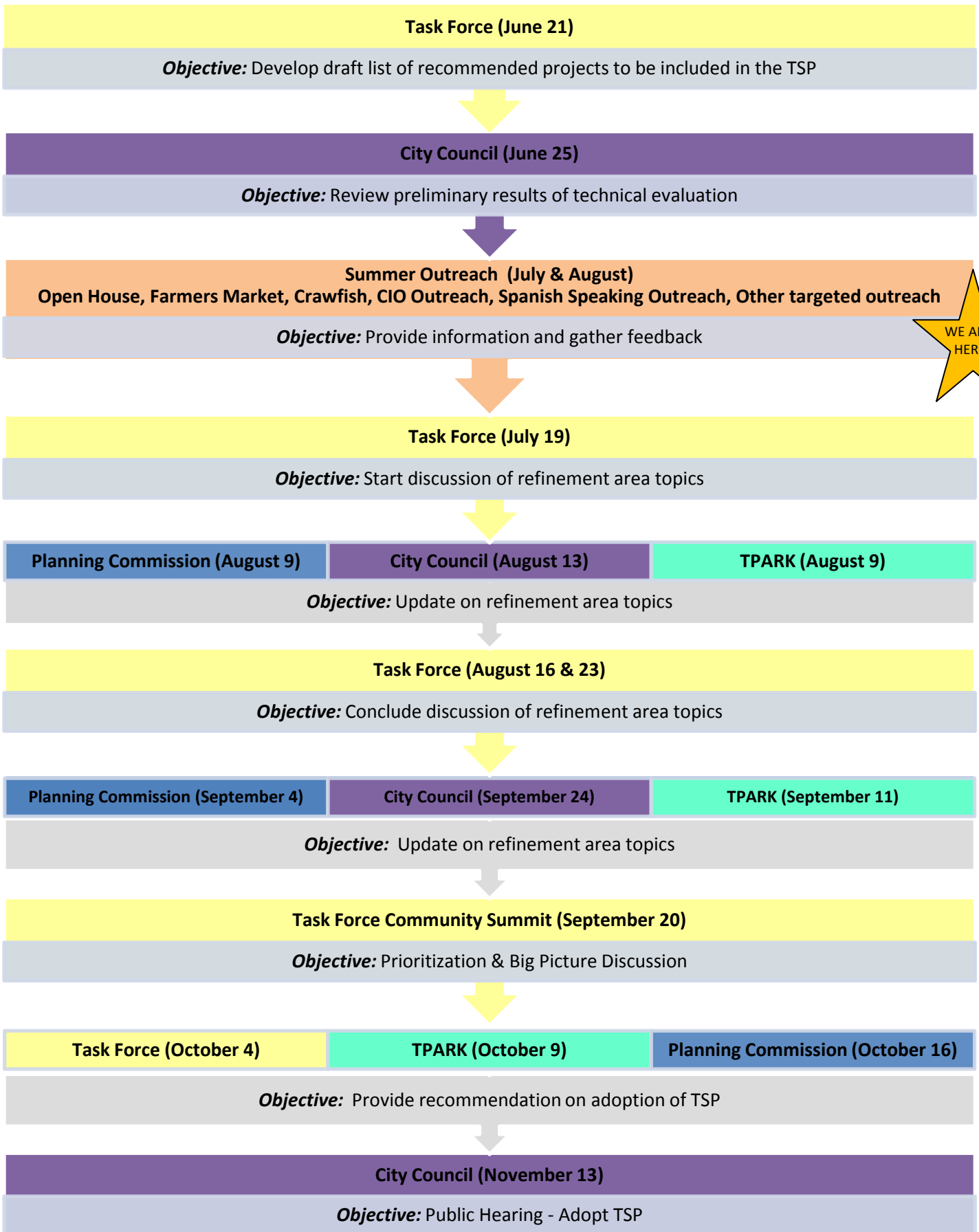
August 16, 2012 - Linking Tualatin

August 23, 2012 - Transportation System Plan

Meeting adjourned.

Tualatin Transportation System Plan

Developing the Recommended List of Projects for the TSP





City of Tualatin

Refinement Areas (Part 1)

Tualatin TSP

Presentation to
Tualatin Parks Advisory Committee
August 9, 2012

Presentation Outline

- **Focus of tonight's discussion**
- **Refinement area presentation and discussion**
 - Nyberg interchange
 - 65th Avenue
 - North-south connectivity
- **Next steps and preview of August meetings of the Task Force**

Where We Are In the TSP Process



Our Seven Refinement Topic Areas

1. Nyberg interchange
2. 65th Avenue
3. North to south connectivity
4. Herman Road and Tualatin Road
5. Tualatin-Sherwood Road
6. Boones Ferry Road
7. Tualatin's Downtown Circulation

Tonight's Discussion Focuses on 1-3

1. Nyberg interchange
2. 65th Avenue
3. North to south connectivity
4. Herman Road and Tualatin Road
5. Tualatin-Sherwood Road
6. Boones Ferry Road
7. Tualatin's Downtown Circulation

Next Month's Discussion Focuses on 4-7

1. Nyberg interchange
2. 65th Avenue
3. North to south connectivity
4. Herman Road and Tualatin Road
5. Tualatin-Sherwood Road
6. Boones Ferry Road
7. Tualatin's Downtown Circulation

Plus we will answer questions and revisit anything as needed from tonight's meeting

Organization of Presentation

- Goal statement
- Description and sketch of possible solution
- Considerations
 - Local traffic, safety
 - City-wide traffic
 - Design considerations/constraints
 - Environmental/policy considerations

Your Role Tonight

1. Discuss as the Parks Advisory Committee, the actions of the Task Force
2. Do you agree with their recommendations?
3. Weigh in on forwarding options to the Summit

An Overall Context

- The TSP is in preliminary recommendations stage, through September
- We hope to reach resolution on *some* items tonight
- We don't expect to reach resolution on everything
- The conversation continues...
 - Online
 - August TTF meetings
 - September Planning Commission/TPARK Meetings
 - September Summit



Refinement Area Discussion

By Topic Area

Refinement Area #1: Nyberg Interchange





Goal Statement (#1 of 2)

Address safety at the Nyberg Interchange for all modes

Possible Solution



- A. Paint bike lanes
- B. Redesign bike lane at east end of interchange
- C. Skip striping on bike lane at west end of interchange
- D. Improve lane signage west of interchange
- E. Move guardrail on SB off ramp
- F. Disallow right turns on red from SB off ramp
- G. Redesign WB-NB movement to enhance safety
- H. Redesign NB off ramp to discourage traffic getting off and then right back onto I-5

Nyberg Interchange - Findings

Consideration Area	Comments	Score
Local traffic/safety	<ul style="list-style-type: none"> • Minor effects on motor vehicle traffic • Moderate safety benefits 	●
City-wide traffic	<ul style="list-style-type: none"> • Minimal effect on city-wide traffic 	◐
Design Constraints / Considerations	<ul style="list-style-type: none"> • Revisions can be incorporated with minor impacts • Provides better delineation for traffic and bicyclists • Redesigns the NB on ramp to allow double rights • Discourages the NB through traffic with minor impacts 	●
Environmental / Policy Considerations	<ul style="list-style-type: none"> • Painted pavement would require ODOT review/approval • Recent precedent for painted bike lanes on ODOT facility • Minor changes to the interchange configuration will not impact the wetlands preservation district 	◐



Discussion

Technical team
recommendation:

Yes, move this option forward to
the Summit

Task Force recommendation:

Yes, move this option forward to
the Summit after removing F.



Goal Statement (#2 of 2)





Reduce congestion on Tualatin-Sherwood Road for eastbound drivers

Possible Solution

- Add a new lane on Tualatin-Sherwood Road in the eastbound direction from Martinazzi to I-5



Nyberg Interchange - Findings

Consideration Area	Comments	Score
Local traffic/safety	<ul style="list-style-type: none"> • Minor increase in EB traffic accessing freeway • Operations stay relatively consistent • Could detract from bicycle and pedestrian safety 	
City-wide traffic	<ul style="list-style-type: none"> • This potential solution has minimal effect on city-wide traffic 	
Design Constraints / Considerations	<ul style="list-style-type: none"> • Width of Tualatin-Sherwood Road/Nyberg Street from Martinazzi to the east is tight • No impacts forecasted to the Fred Meyer truck access road • Requires removal of mature street trees • Possible solution would be to shift lanes and widen to median • Past Fred Meyer intersection, widening would likely require walls, structure widening and impacts to sensitive areas 	
Environmental / Policy Considerations	<ul style="list-style-type: none"> • The area is already built • Only impacts are to the landscaping strip between the roadway and Fred Meyer 	



Discussion

Technical team
recommendation:

Yes, forward on to summit as a long-term solution (10-20 year timeframe)

Task Force: asked for additional information including costs and impacts to the adjacent property - this will be provided by the August Task Force meetings



Refinement Area #2: 65th Avenue



Goal Statements

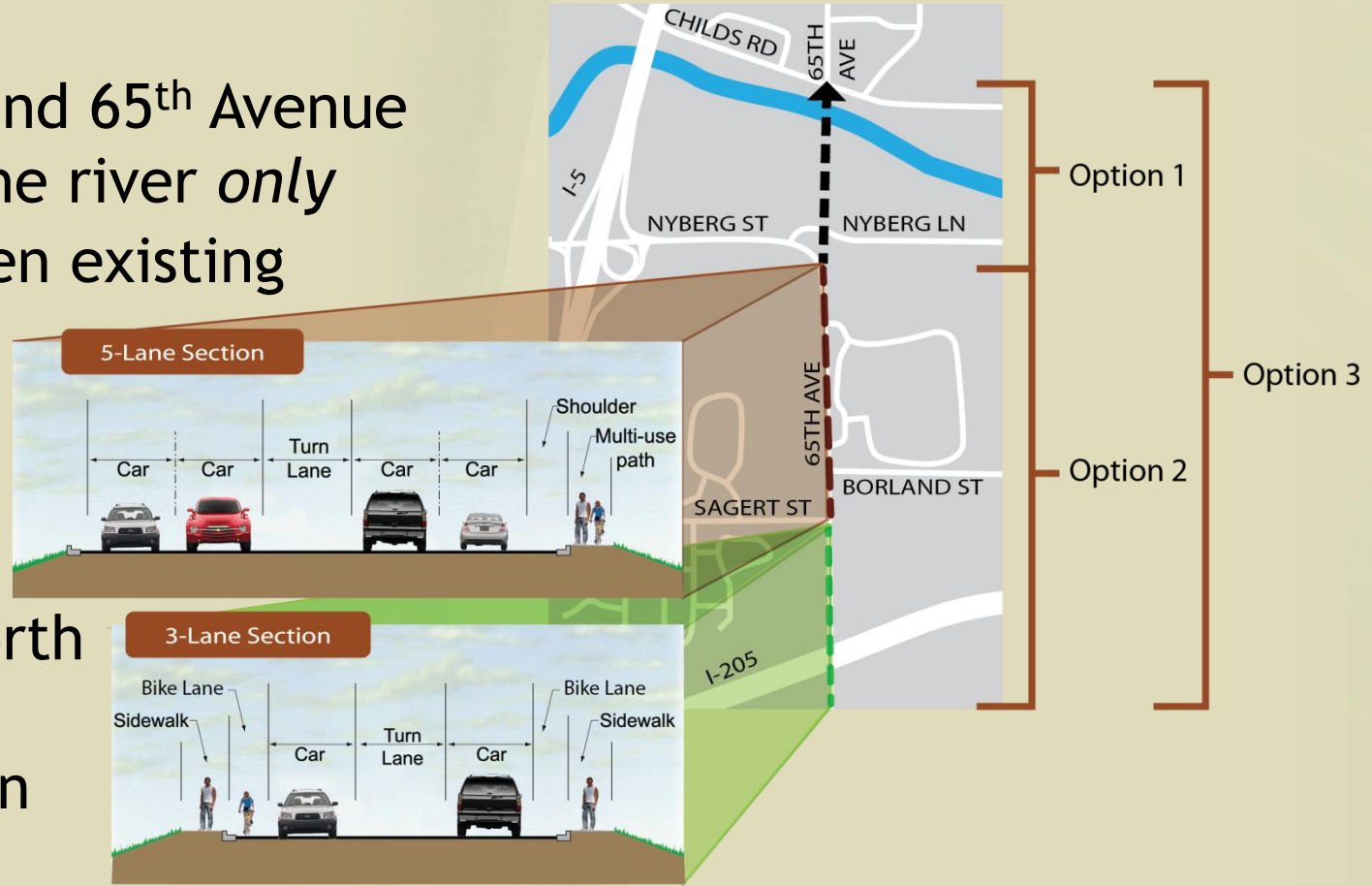
1. Provide north-south connectivity east of I-5
2. Address forecasted future congestion along 65th Avenue

Possible Solution



Option 1: Extend 65th Avenue north across the river *only*

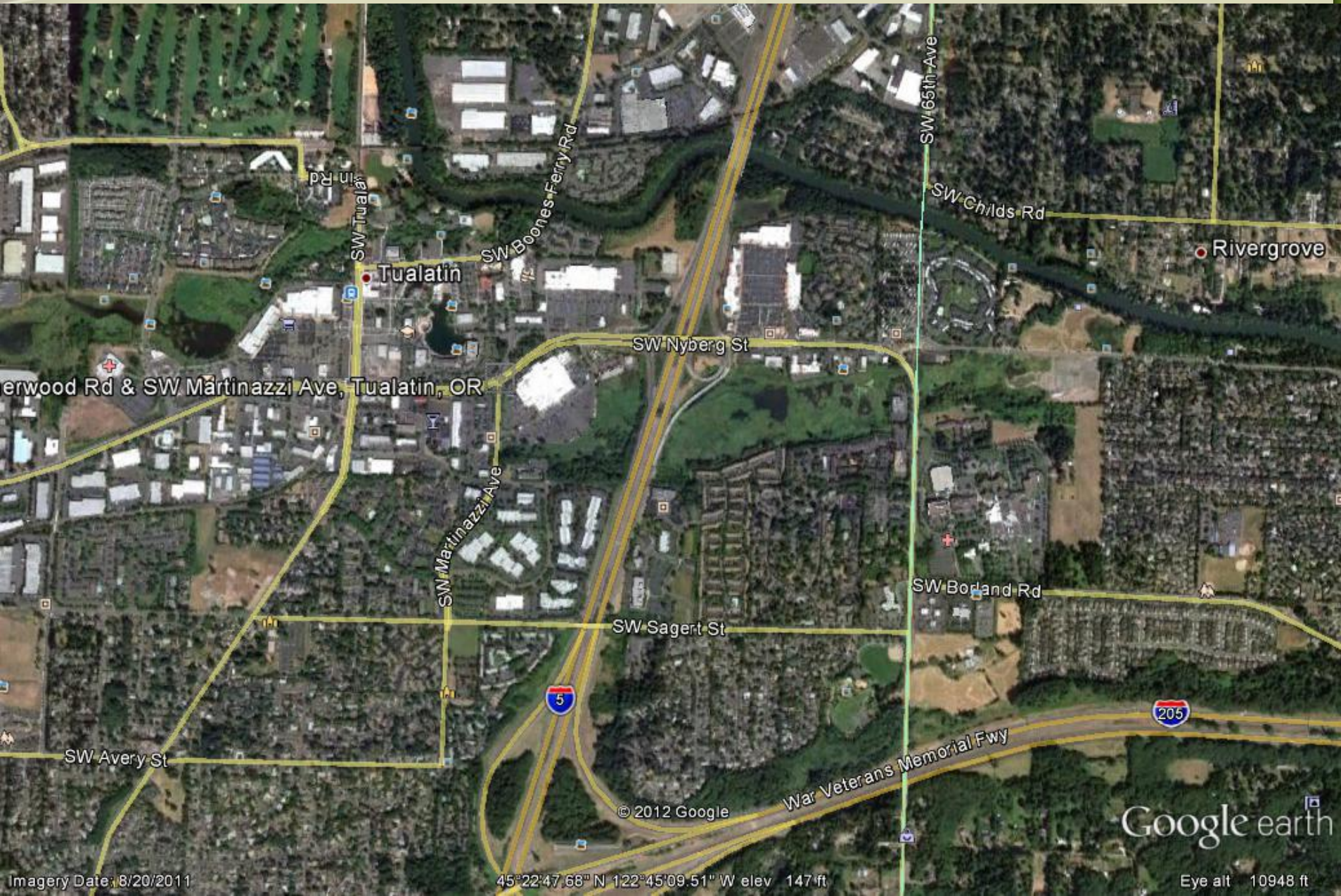
Option 2: Widen existing section of 65th Avenue *only*

Option 3: Extend 65th Avenue north and widen existing section



65th Avenue - Findings

Consideration Area	Comments	Score
Local traffic/safety	<ul style="list-style-type: none"> ● Extension allows for <ul style="list-style-type: none"> ➤ Connectivity to north ➤ Potential for 1,000-1,200 vehicles during PM peak hour ● Widening allows <ul style="list-style-type: none"> ➤ Capacity to service the future demand on the roadway and at intersections 	
City-wide traffic	<ul style="list-style-type: none"> ● Extension would <ul style="list-style-type: none"> ➤ Reduce traffic on I-5 and Boones Ferry Road ➤ Create slight increase in traffic on Tualatin Sherwood Road eastbound over the Nyberg interchange 	



erwood Rd & SW Martinazzi Ave, Tualatin, OR

SW Tualatin
Tualatin

SW Boones Ferry Rd

SW 65th Ave

SW Childs Rd

Rivergrove

SW Nyberg St

SW Martinazzi Ave

SW Borland Rd

SW Sagert St

SW Avery St



© 2012 Google

War Veterans Memorial Fwy



Google earth

Imagery Date: 8/20/2011

45°22'47.68" N 122°45'09.51" W elev 147 ft

Eye alt 10948 ft

65th Avenue - Findings

Consideration Area	Comments	Score
Design Constraints / Considerations	<ul style="list-style-type: none"> • <u>Extension</u> considerations: <ul style="list-style-type: none"> ➤ 40' ± right of way available from river to Childs ➤ Alignment could be designed to avoid lift station east/south of Nyberg Lane • <u>Widening</u> considerations: <ul style="list-style-type: none"> ➤ Widening Borland to Nyberg possible for bikes and peds with minor impacts until structure crossing Nyberg Creek and wetlands area ➤ Widening for lane/capacity involves more significant right of way and utility impacts ➤ Signal at Sagert less impactful than combining Sagert and Borland into one intersection 	
Environmental / Policy Considerations	<ul style="list-style-type: none"> • Multi-jurisdictional coordination needed • Impacts to Metro riparian class I-III habitat • Easements or right of way required to extend and/or widen 65th Avenue 	



Discussion

Technical team recommendation:
Forward Option 3 (Extend 65th
Avenue to north, widen existing
section) on to Summit

Task Force recommendation:
Forward Option 3 on to the
Summit



Refinement Area #3: North to South Connectivity



Goal Statement

Improve north-south connectivity west of I-5

Possible Solution

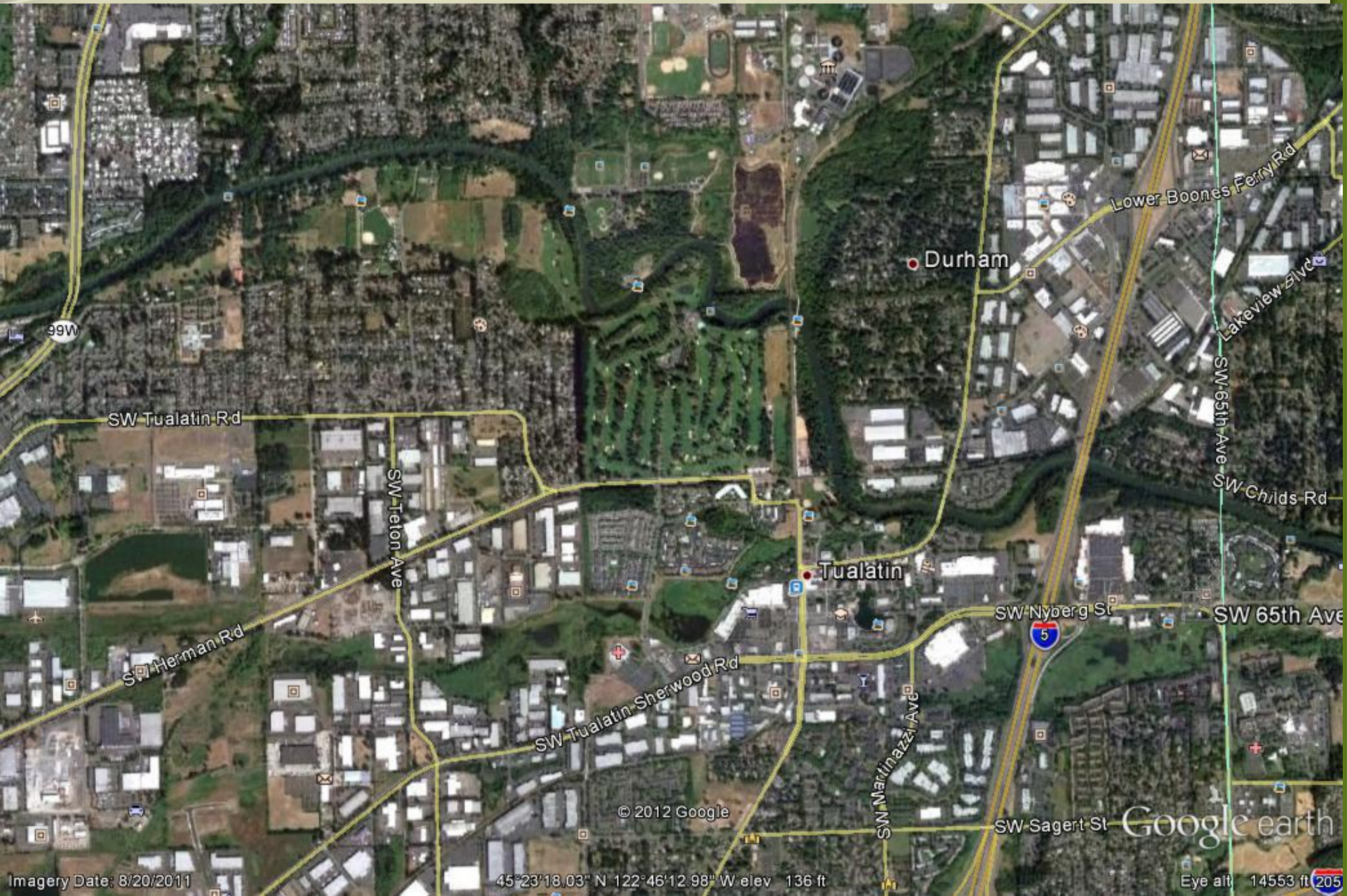
Note: All options below extend north across the Tualatin River, west of I-5

- *Option 1:* Extend west of railroad tracks, east of country club
- *Option 2:* Widen Boones Ferry Road
- *Option 3:* Extend 90th to north (not shown)
- *Option 4:* Extend west of country club (not shown)



North-South Connectivity - Findings

Consideration Area	Comments	Score
Local traffic/safety	<ul style="list-style-type: none">▪ Allows for better north-south connectivity▪ New roadway potential to carry up to 1,000-1,500 vehicles in each direction during PM peak hour	◐
City-wide traffic	<ul style="list-style-type: none">▪ Potential draw from Hwy 99W, Boones Ferry Road, and Interstate 5▪ Potential to affect Downtown roadways, potentially difficult tie-ins with existing street network, impact varies depending on alignment	◐



99W

SW Tualatin Rd

SW Teton Ave

SW Herman Rd

SW Tualatin-Sherwood Rd

Tualatin

SW Martinazzi Ave

SW Nyberg St

SW Sagert St

SW 65th Ave

Lower Boones Ferry Rd

Lakeview Blvd

SW 65th Ave

SW Childs Rd

© 2012 Google



Google earth

Imagery Date: 8/20/2011

45°23'18.03" N 122°46'12.98" W elev 136 ft

Eye alt 14553 ft

North-South Connectivity - Findings

Consideration Area	Comments	Score
Design Constraints / Considerations	<ul style="list-style-type: none"> • All options require significant right of way • All options require coordination with Oregon Department of Transportation Rail Division regarding rail crossings • Opportunity to reduce number of 90 degree turns, make safety improvements near railroad tracks • Option to widen Boones Ferry Road has most impacts to existing buildings, but all options likely displace one or more properties 	
Environmental / Policy Considerations	<ul style="list-style-type: none"> • Multi-jurisdictional coordination needed • Impacts to historic structures • Extension is included in Tigard TSP and Washington County TSP 	



Discussion

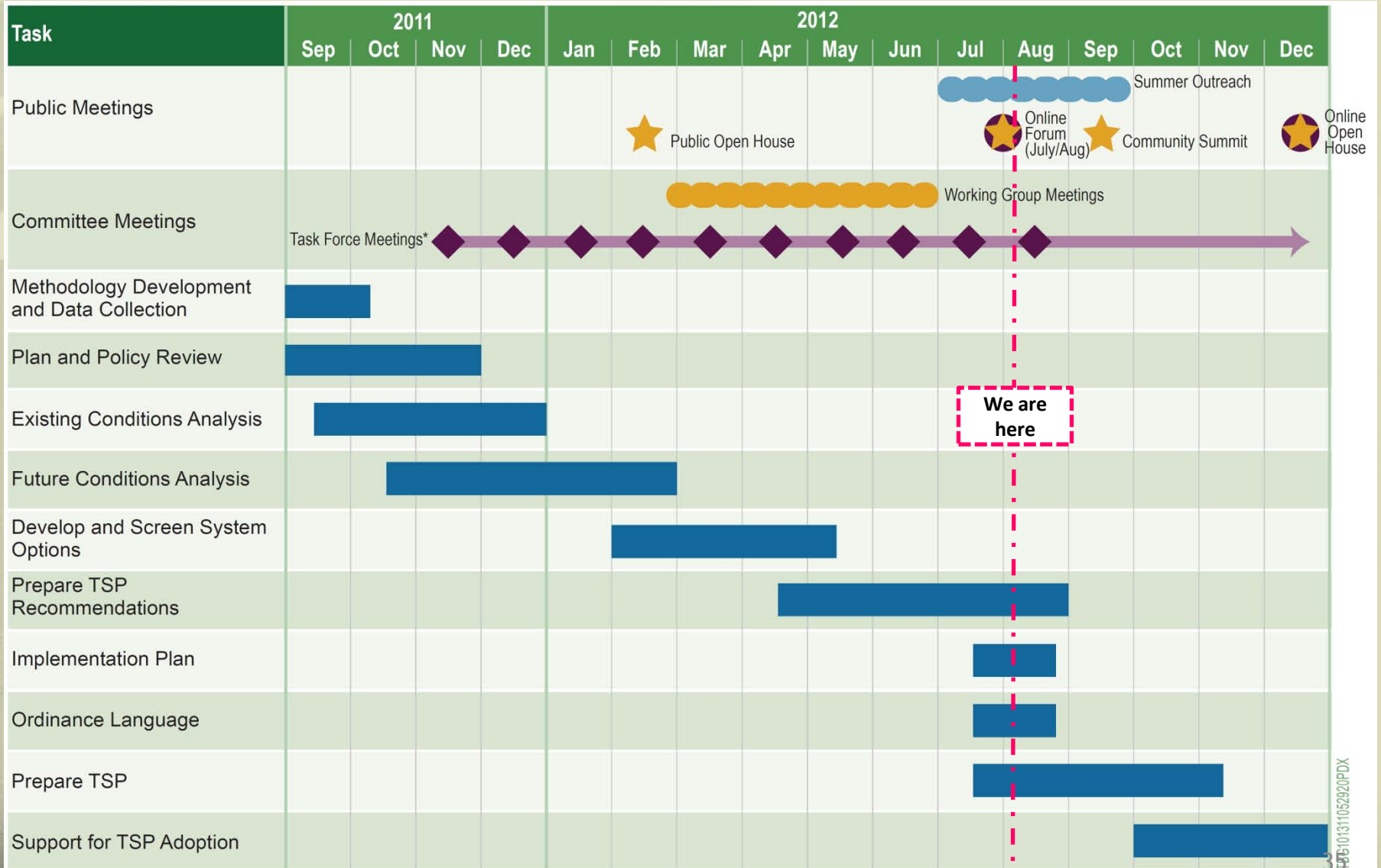
Technical Team Recommendation:
None at this time. Obtain input from TTF, come back to August TTF to discuss what (if any) option is forwarded to Summit

Task Force: Requested additional information on costs, impacts & suggested a hybrid solution of a smaller bridge & widening BFR - this will be brought back to the August Task Force Meeting

What Happens Next?

- August - continue analysis and respond to questions
- August - continue to take input on the Online Forum
- August 9 - Planning Commission & TPARK Meetings
- August 16 & 23 TTF meetings - review/discuss findings for remaining refinement areas
 - What are the benefits?
 - What are the impacts?
 - What are we willing to accept?
- September TPC/TPARK Meetings
- Transportation Community Summit in September (September 20th)

Transportation System Plan Timeline



Tualatin Transportation System Plan, Preliminary Evaluation Results

PREPARED FOR: Tualatin Transportation Task Force

COPY TO: Kaaren Hofmann, City of Tualatin
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Alan Snook, DKS Associates

DATE: May 25, 2012

This memorandum summarizes the preliminary evaluation results of the Tualatin Transportation System Plan (TSP)'s feasible project ideas. It presents both the methodology used to perform the evaluation and the evaluation summary at a project goal level. Maps identifying the location of each project idea and next steps are also included.

The TSP's technical team reviewed each of the projects identified as feasible against a set of evaluation criteria. The evaluation criteria, nested into each project objective, and further nested within each project goal category, are quantitative or qualitative measures that help the team identify how well the project idea is at meeting the TSP's goals and objectives. These goals and objectives were created by the Transportation Task Force (TTF) and reviewed by the community, and accepted by City Council. There are seven goal categories:

1. Access/Mobility
2. Safety
3. Vibrant Community
4. Economy
5. Health/Environment
6. Equity
7. Ability to be Implemented

Ratings

Each project was evaluated against all evaluation criteria by one or more members of the project team, and reviewed by the project management team as a group. The scale used for the evaluation is as follows:

Evaluation Results Rating Scale

Rating	Description
●	The project idea addresses the criterion and/or makes substantial improvements in the criteria category
◐	The project idea partially addresses the criterion and/or makes some improvements in the criteria category
○	The project idea does not support the intent of and/or negatively impacts the criteria category
N/A	The project idea neither meets nor does not meet intent of criterion. The project idea has no effect, or criterion does not apply

The results of the preliminary evaluation are included by Working Group topic, which are:

- Bicycle and Pedestrian
- Downtown
- Industrial and Freight
- Major Corridors and Intersections
- Neighborhood Livability
- Transit

Scores for each individual project idea are included at the end of this memo. Cells highlighted in yellow indicate that the team recommends further analysis of this concept as part of a larger corridor or interchange assessment. Many project ideas spanned more than one topic area. Although concepts were reviewed only once, the evaluation results are reported under each Working Group topic area.

How will this Information be Used?

The focus of the May 24th TTF meeting will be to review the preliminary evaluation results. These will also be used as a basis for the third round of Working Group meetings, held in the first half of June. This next round of Working Group meetings will discuss the evaluations, discuss how well project ideas address identified needs and deficiencies, and prepare preliminary recommendations for the TSP. These project ideas will be organized into three categories:

1. What projects completely make sense and should become part of the TSP?
2. What projects do not make sense, and should not become a part of the TSP?
3. What projects need to be considered more, either in relation to different alternatives to address one problem, or in the context of how a corridor or segment operates as a whole.

The June 21 TTF meeting will review the developments from this third round of Working Group meetings, and preliminary recommendations will be forwarded to the community as a whole for review over the summer months. At this time the third category of ideas will be refined in more detail, with additional traffic or engineering analysis, and discussed with staff, reviewing agencies, and the community.

Bicycle and Pedestrian Preliminary Project Evaluation

	ID	Project Idea	Access / Mobility	Safety	Vibrant Community	Economy	Health / Environment	Equity	Ability to be Implemented
Safety	A1	Add pedestrian crossing treatments at key locations on Tualatin-Sherwood and Nyberg	●	●	●	●	●	●	●
	A2	Multi-use path on 65th Ave between Borland and Nyberg	●	●	●	●	●	●	●
	A3	Improve visibility and safety near schools at crosswalks	●	●	●	○	●	●	●
	A4	Improve visibility at crosswalk at Siletz Dr and Boones Ferry Rd	○	●	○	○	●	●	●
	A6	Provide wayfinding for Safe Routes to School	●	●	●	●	●	○	●
Facility	B1	Add bike box on Boones Ferry Rd near the Sweek House	○	●	●	○	●	○	●
	B2	Add sidewalks and bicycle lanes on Norwood Rd	●	●	●	●	●	●	●
	B3	Improve Tualatin-Sherwood Rd for bicyclists and pedestrians	●	●	N/A	●	●	●	○
	B4	Add bicycle facilities near the hospital, 95th and Martinazzi	●	●	●	●	●	●	●
	B5	Improve bicycle facility treatments in downtown core	●	●	●	●	●	●	●
	B6	Better accommodate pedestrians on the bridges	●	●	●	●	●	●	○
	B7	Build a raised intersection at Seneca and Nyberg	○	○	●	○	●	●	○
	B8	Fill sidewalk gaps on Grahams Ferry, Boones Ferry, and Herman	●	●	●	N/A	●	●	●

ID	Project Idea	Access / Mobility	Safety	Vibrant Community	Economy	Health / Environment	Equity	Ability to be Implemented	
B9	Add bicycle and pedestrian facilities on 105th Ave, Blake St, and 108th Ave	◐	●	◐	◐	●	◐	◐	
B10	Connect Tonquin trail with neighborhoods	●	◐	◐	●	●	●	◐	
B11	Add dedicated bike lane through Avery and Boones Ferry intersection	◐	◐	N/A	N/A	◐	◐	◐	
B13	Improve bicycle and pedestrian treatments at railroad crossings	◐	●	N/A	N/A	●	◐	○	
B14	Improve pedestrian crossing along Boones Ferry Rd	◐	◐	●	●	◐	N/A	●	
B15	Add bicycle lanes on Boones Ferry Rd to Day Rd	◐	●	●	N/A	●	●	◐	
B16	Add I-5 multi-use crossing – connect to planned and existing multi-use paths	●	○	●	●	◐	◐	◐	
B17	Create a bike path to Old Town Sherwood as this area develops	●	●	◐	◐	◐	●	○	
B18	Add a grade-separated crossing over 99W	◐	●	○	○	◐	○	○	
B19	Add bike detection loops at major intersections	◐	N/A	◐	N/A	◐	◐	●	
B20	Add benches for walkers throughout the city	N/A	N/A	●	N/A	●	●	●	
B21	Allow wider sidewalks for strolling and outdoor cafes	N/A	◐	●	●	◐	N/A	◐	
Trail	C2	Build pedestrian and bicycle bridges over the Tualatin River	◐	●	●	◐	●	◐	○
	C4	Create a bicycle boulevard system connecting major areas	◐	●	◐	◐	●	◐	◐
	C5	Build the Tonquin Trail	●	●	●	●	●	●	●

Downtown Preliminary Project Evaluation

	ID	Project Idea	Access / Mobility	Safety	Vibrant Community	Economy	Health / Environment	Equity	Ability to be Implemented
Safety	A1	Upgrade bridge surface and improve illumination along path in back of Haggens	●	●	●	●	●	●	●
	A2	Consider raised intersections on Martinazzi for pedestrian safety	○	●	●	○	●	●	●
	A4	Reduce speeds near Bridgeport Village	○	●	○	○	●	N/A	○
	A5a	Redesign Fred Meyer / Kmart intersection	●	●	●	●	●	●	●
	A5b	Improve pedestrian crossing at Fred Meyer/Kmart intersection	●	●	●	●	●	●	●
	A6	Add roundabout at Boones Ferry and Lower Boones Ferry Road	●	○	○	●	●	●	○
	A7	Add pedestrian island on Martinazzi Ave north of Seneca	○	●	○	●	●	●	●
Congestion	B1	Improve circulation into and out of the Tualatin Community Park	●	●	●	●	●	●	●
	B3	Add an eastbound lane on Tualatin-Sherwood Rd from Martinazzi to I-5	●	●	○	●	○	●	●
	B7	Replace/widen Boones Ferry Road bridge over Tualatin River	●	●	●	●	●	●	●
	B9	Widen Boones Ferry Rd	●	●	●	●	○	●	○
	B10	Widen Tualatin-Sherwood Rd through downtown	●	●	○	●	○	●	○
Connectivity	C1	Build a trail from Boones Ferry to downtown core along river and extend to the greenway	●	●	●	●	●	●	●
	C2	Provide north-south connectivity over Tualatin River for vehicles	●	●	●	●	●	●	○
	C4	Create a grid system near the Kmart upon redevelopment with a connection to Seneca	●	●	●	●	●	●	●
	C5	Improve downtown core street connectivity	●	●	●	○	●	●	○

	ID	Project Idea	Access / Mobility	Safety	Vibrant Community	Economy	Health / Environment	Equity	Ability to be Implemented
Bicycle/Pedestrian	C6	Create road connections between Boones Ferry Rd and SW 90th Ave	☐	○	N/A	☐	○	☐	○
	D1	Redesign pedestrian crossings, consider flashing lights in the downtown core	○	●	☐	○	☐	☐	☐
	D2	Upgrade Nyberg interchange to improve the crossing experience for bicyclists	●	●	☐	○	☐	☐	○
	D3	Optimize intersections to reduce car/pedestrian conflicts along Boones Ferry and Tualatin Sherwood Roads	☐	●	☐	○	☐	☐	☐
	D4	Add pedestrian crossing at the WES stop (Seneca)	○	○	☐	○	☐	☐	○
	D6	Improve sidewalks and bicycle lane at Boones Ferry to Lower Boones Ferry.	●	●	☐	☐	●	☐	☐
	D7	Bike and pedestrian treatments near Bridgeport Village	☐	☐	☐	☐	☐	○	☐
	D8	Provide signage and/or other visual cues to motorists to accommodate bicycles	☐	☐	☐	☐	●	☐	☐
	D9	Add bicycle lane or "Share the Road" signs	☐	☐	☐	☐	●	☐	☐
	D10	Coordinate traffic signal timing to accommodate pedestrians.	○	N/A	●	○	○	☐	○
	D11	Add focused pedestrian crossing over Boones Ferry Road at Tonka	○	☐	☐	○	☐	☐	○
Land Use	F1	Encourage better multimodal circulation and transit-oriented redevelopment for major downtown uses	●	☐	●	☐	●	☐	☐
	F2	Look for opportunities to open downtown's connection to the riverfront	●	☐	●	☐	●	☐	☐
	F3	Eliminate parking minimums, consider parking maximums	N/A	☐	○	○	N/A	N/A	○
	F4	Add structured parking in downtown core	☐	N/A	○	N/A	N/A	N/A	☐

Industrial and Freight Preliminary Project Evaluation

	ID	Project Idea	Access / Mobility	Safety	Vibrant Community	Economy	Health / Environment	Equity	Ability to be Implemented
Congestion	A1	Add a signal or roundabout at Sagert/Martinazzi	●	◐	◐	●	◐	○	◐
	<u>A2</u>	Divert truck traffic from Tualatin Road to Herman Road	●	N/A	◐	◐	◐	◐	◐
	A5	Extend 124th Ave south	●	◐	◐	●	◐	●	◐
	A6	Provide coordinated signal timing and access management along major arterials	●	●	◐	◐	N/A	N/A	◐
	<u>A7</u>	Remove NB right turn light on Boones Ferry Road	◐	○	◐	◐	N/A	N/A	◐
	<u>A9</u>	Improvements to help mobility of through-traffic on Tualatin-Sherwood Rd	●	◐	◐	●	○	●	◐
	A11	Address congestion on Avery and Teton	●	●	N/A	◐	N/A	N/A	◐
	<u>A12</u>	Synchronize turn signals to/from Boones Ferry to Tualatin-Sherwood; coordinate with the train signal	●	N/A	◐	◐	N/A	N/A	◐
	<u>A13</u>	Widen Boones Ferry Rd through downtown	●	◐	◐	◐	○	◐	○
	Transit	B1	Expand service hours of chamber shuttle to nights and weekends	●	●	◐	●	◐	○
B2		Add rail station with easy offload and access for industry in the west part of town	●	N/A	●	◐	●	●	◐
B3		Provide local loop bus	◐	N/A	◐	◐	◐	●	◐
Connectivity	<u>C3</u>	Provide north-south vehicle connectivity over Tualatin River	●	◐	◐	●	◐	◐	○
	C4	Add a left turn from Teton Ave to Tualatin Rd	N/A	N/A	N/A	N/A	N/A	N/A	○
	C5	Extend 65th Ave north	●	●	◐	●	◐	◐	○

ID	Project Idea	Access / Mobility	Safety	Vibrant Community	Economy	Health / Environment	Equity	Ability to be Implemented
C6	Improve 115th Ave	●	◐	○	◐	◐	◐	◐
<u>C7</u>	Improve cross-section on Herman Rd	●	●	○	●	●	◐	◐
<u>C8</u>	Add signal to Tualatin and Boones Ferry intersection	●	●	N/A	◐	○	◐	○
C9	Consider removing trucks/adding truck info signs along 108th/105th Aves	○	N/A	●	○	●	○	◐
C10	Extend 95th Ave north to Tualatin Rd	●	◐	○	◐	○	○	○
C12	Create an east/west connection across I-5 (near Greenhill Rd)	●	●	◐	◐	◐	◐	◐
C13	Provide travel options by improving connectivity in the roadway system	◐	●	●	◐	◐	◐	◐
C14	Widen Myslony St to standards - reduce on-street parking	◐	●	N/A	◐	N/A	◐	◐
C15	Upgrade Cipole Rd to standards with sidewalks and bike lanes	◐	◐	●	●	◐	◐	◐
C16	Improve Tonquin Rd between Oregon St and Waldo Way	◐	◐	N/A	◐	N/A	◐	◐
C17	Improve circulation east of the Bridgeport/I-5 Interchange	◐	◐	◐	◐	◐	◐	◐
D1	Coordinate freight receiving/ shipping times	●	●	●	◐	N/A	N/A	◐
D2	Add vision and sound walls; reduce cut-through traffic	○	○	●	○	○	○	○
D3	Provide incentives to telecommute	◐	◐	N/A	◐	◐	◐	◐
<u>D5</u>	Add lane on Tualatin-Sherwood to Fred Meyer, better I-5 lane signage, add red light camera	●	◐	○	●	◐	N/A	◐
D6	Improve signs to direct traffic to correct street	◐	N/A	N/A	N/A	N/A	N/A	○
<u>D7</u>	Add traffic signal at 97th Ave and Tualatin-Sherwood Rd	◐	◐	◐	◐	◐	N/A	◐

Connectivity, Cont.

Other

ID	Project Idea	Access / Mobility	Safety	Vibrant Community	Economy	Health / Environment	Equity	Ability to be Implemented
<u>D8</u>	Improve visibility, add signal restrict left turns from 108th onto Tualatin	☐	☐	☐	○	☐	☐	☐
<u>D9</u>	Add a signal at Tualatin Rd and Teton Ave/Jurgens Rd	☐	N/A	☐	☐	☐	☐	☐
D10	Improve Tualatin-Sherwood and Martinazzi signal timing	☐	N/A	N/A	☐	N/A	N/A	☐
<u>D11</u>	Encourage off-peak usage on Herman Rd and Tualatin-Sherwood Rd	☐	N/A	N/A	☐	●	N/A	☐
D12	Make "Truck Route" signs larger	N/A	N/A	☐	☐	N/A	N/A	☐
<u>D13</u>	Add traffic calming on Tualatin Road	○	○	●	○	☐	●	☐
D14	Add measures to reduce truck traffic on local and minor streets	○	●	●	○	☐	●	☐
D15	Improve turning radius from Herman Rd northbound onto 108th Ave	☐	☐	N/A	☐	N/A	N/A	☐
D16	Increase speed limit to 40 or 45 MPH on 124th Ave	☐	N/A	N/A	☐	N/A	N/A	☐
D17	Reconfigure the intersection of 115th and Tualatin-Sherwood	☐	☐	N/A	☐	N/A	N/A	☐
D18	Improve turning radius from Tualatin-Sherwood to Cipole	☐	☐	N/A	☐	N/A	N/A	☐
D19	Improve NB right and left turns onto Herman	☐	☐	N/A	●	N/A	N/A	☐
D20	Improve southbound left turns at 63rd and Lower Boones Ferry	☐	☐	N/A	☐	N/A	N/A	☐
D21	Improve SB left turns from Jurgens and 106th onto Tualatin	☐	☐	N/A	☐	N/A	N/A	☐
D22	Improve 65th Ave south across I-205; widen and address dip in the roadway	☐	☐	N/A	☐	N/A	N/A	☐
D23	Ensure that future roundabout designs can accommodate larger trucks	☐	●	N/A	☐	N/A	N/A	☐

Other, Cont.

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PRELIMINARY

Major Corridors and Intersections Preliminary Project Evaluation

	ID	Project Idea	Access / Mobility	Safety	Vibrant Community	Economy	Health / Environment	Equity	Ability to be Implemented
Safety	A1	Reduce speeds, add guardrail and shoulders to section of Grahams Ferry	☐	●	●	N/A	☐	☐	☐
	A2	Add traffic signal at Tualatin HS	☐	☐	☐	N/A	☐	○	○
	A3	Consistent speed zones for Tualatin HS and Byrom Elementary	N/A	●	N/A	N/A	N/A	N/A	●
	A4	Improve sight distance at I-5 and Nyberg Rd interchange	N/A	●	N/A	☐	☐	☐	☐
	A5	Add traffic signal on Tualatin Rd at 108th	☐	☐	☐	☐	☐	☐	☐
	A6	Consistent use of yellow turn signals at traffic signals	☐	●	N/A	☐	N/A	N/A	●
	A8	Discourage through and truck traffic along Tualatin Rd while encouraging through and truck traffic along Herman	●	☐	●	☐	☐	☐	○
	B1	Widen Tualatin-Sherwood Rd	●	☐	○	●	○	●	○
Congestion	B2	Signal or roundabout at Sagert and Martinazzi	●	☐	☐	●	☐	○	☐
	B3	Realign Sagert /Borland to one intersection	●	☐	○	○	○	○	○
	B5	Restrict right turn on red at Nyberg Interchange	○	●	N/A	○	☐	●	○
	B6	Rethink access in vicinity of Tualatin Community Park	☐	☐	●	N/A	☐	●	☐
	B8	Prohibit left turns out of 108th Ave or remove trees in the southwest corner	○	☐	○	☐	☐	○	☐
	B9	Coordinate signal timing on Boones Ferry	●	●	N/A	●	N/A	☐	●
	B10	Redesign Nyberg/Fred Meyer intersection and improve pedestrian crossing	☐	●	☐	●	☐	☐	☐
	B12	Make two right turn lanes from I-5 north onto Nyberg Rd	●	☐	N/A	☐	○	●	☐

ID	Project Idea	Access / Mobility	Safety	Vibrant Community	Economy	Health / Environment	Equity	Ability to be Implemented	
B13	Extend NB left turn and create SB right turn lane on Boones Ferry at Tualatin-Sherwood to reduce backup from WES train	●	◐	◐	●	◐	◐	◐	
B14	Reconfigure Boones Ferry at Tualatin	◐	◐	○	◐	○	◐	○	
B15	Add a 4-way stop by 90th Ave at Kaiser	○	◐	◐	○	◐	◐	◐	
B16	Add bus pullouts on Boones Ferry Rd	●	◐	○	◐	○	●	◐	
B17	Widen Boones Ferry at south end of City	●	◐	◐	◐	○	◐	○	
B20	Roundabout at Nyberg and 65 th intersection	◐	N/A	○	○	○	○	○	
B21	Extend 124th Ave to south	●	◐	◐	●	◐	●	◐	
B22	Address congestion caused by high school	◐	◐	◐	◐	◐	○	◐	
B23	Add a dedicated right turn lane on Teton at Tualatin-Sherwood	●	◐	N/A	◐	◐	◐	●	
B24	Add right turn lane on Tualatin-Sherwood at 124th	◐	◐	N/A	◐	◐	○	◐	
Connectivity	C2	Extend 65th Ave to the north	●	◐	○	●	○	◐	○
	C4	Improve traffic flow on Lower Boones Ferry Rd between Bridgeport Village and downtown	●	●	◐	●	◐	◐	◐
	C7	Revise connection between Tualatin and Boones Ferry near the railroad tracks	◐	◐	○	◐	○	◐	○
	C9	Widen Sagert to 2-lanes each way	●	●	○	●	○	○	○
	C12	Look for ways to provide north-south connectivity over Tualatin River for vehicles	●	◐	◐	◐	◐	◐	○
Other	D1	Add lane on Tualatin-Sherwood Rd to Fred Meyer, better lane signage for I-5. Install traffic camera for signal violations.	●	●	○	●	○	◐	◐
	D2	Better signs needed to direct traffic to correct street	N/A	N/A	N/A	N/A	N/A	N/A	○

Neighborhood Livability Preliminary Project Evaluation

	ID	Project Idea	Access / Mobility	Safety	Vibrant Community	Economy	Health / Environment	Equity	Ability to be Implemented
Safety	A1	Discourage through and truck traffic along Tualatin while encouraging through and truck traffic along Herman	●	◐	●	◐	◐	◐	○
	A3	Reroute school buses away from Tualatin Community Park and two railroad crossings	◐	●	◐	N/A	◐	◐	◐
	A4	Add roundabout at Boones Ferry and Norwood	◐	◐	○	○	○	◐	◐
	A5	Make Boones Ferry Rd more pedestrian-friendly	◐	●	●	◐	●	○	◐
	A6	Improve intersection at 108th and Tualatin	◐	◐	◐	◐	◐	◐	◐
	A8	Reduce speed, possibly add trail through wooded area	○	◐	●	○	◐	◐	◐
	A9	Eliminate free right turns on Herman at Teton and Tualatin	○	●	●	○	◐	◐	●
	B1	Add signal or roundabout at Sagert and Martinazzi	●	◐	◐	●	◐	○	◐
	B2	Add dedicated right turn lane into apartments near Nyberg Woods Shopping Center	◐	◐	◐	○	◐	◐	◐
Congestion	B3	Realign Sagert /Borland to one intersection	●	◐	○	○	○	○	○
	B4	Improve intersection at Avery and Teton	●	●	N/A	◐	N/A	N/A	◐
	B5	Address congestion caused by HS	◐	◐	◐	◐	◐	○	◐
	B6	Adjust signal timing to give priority to Tualatin Road through traffic.	●	◐	○	◐	○	○	◐
	B8	Add right turn lane on Tualatin-Sherwood at 124th	◐	◐	N/A	◐	◐	○	◐
	C1	Extend 124th to south	●	◐	◐	●	◐	●	◐
C2	Consider removing trucks/adding truck info signs along 108th/105th Aves	○	N/A	●	○	●	●	◐	

	ID	Project Idea	Access / Mobility	Safety	Vibrant Community	Economy	Health / Environment	Equity	Ability to be Implemented
Connectivity	C3	Balance neighborhood needs and trucks movement along Avery; provide turn lane for traffic entering school	●	◐	◐	◐	◐	◐	◐
	C6	Create a street between Boones Ferry and Bridgeport	●	◐	○	○	○	○	○
	C7	Extend 65th to the north	●	◐	○	●	○	◐	○
Bicycle/Pedestrian	D2	Add pedestrian islands on Boones Ferry, near Byrom Elementary and Tualatin HS	○	◐	◐	○	◐	◐	◐
	D3	Provide a multi-use path along the river	●	●	●	◐	●	●	◐
	D4	Connect sidewalk on east side of 65th	●	◐	●	●	◐	●	◐
	D5	Repair gap in sidewalk on south side of Borland	●	●	●	N/A	●	◐	●
	D6	Add multi-use path as part of Tualatin Trail	●	●	●	◐	●	◐	◐
	D7	Provide focused pedestrian crossing improvements along Tualatin Road	○	●	●	○	●	◐	◐
	D8	Add bike facilities and continuous sidewalks along Graham's Ferry	●	●	◐	N/A	◐	◐	◐
	D9	Build the Tonquin Trail	●	●	●	●	●	●	●
	D10	Connect Tonquin trail with neighborhoods	●	◐	◐	●	●	●	◐
	D11	Connect to Tualatin Path	●	◐	●	N/A	◐	◐	◐
	D12	Provide benches for walkers throughout city	N/A	N/A	●	N/A	●	●	●
	D13	Create a bicycle boulevard system connecting major areas	◐	●	◐	◐	●	●	◐
	Transit	E1	Provide transit serving local resident needs in north Tualatin, between 99W and downtown Tualatin	●	N/A	◐	◐	◐	◐
Other	F2	Remove NB right turn signal on Tualatin out of Police Station	○	○	N/A	N/A	N/A	N/A	◐

Transit Preliminary Project Evaluation

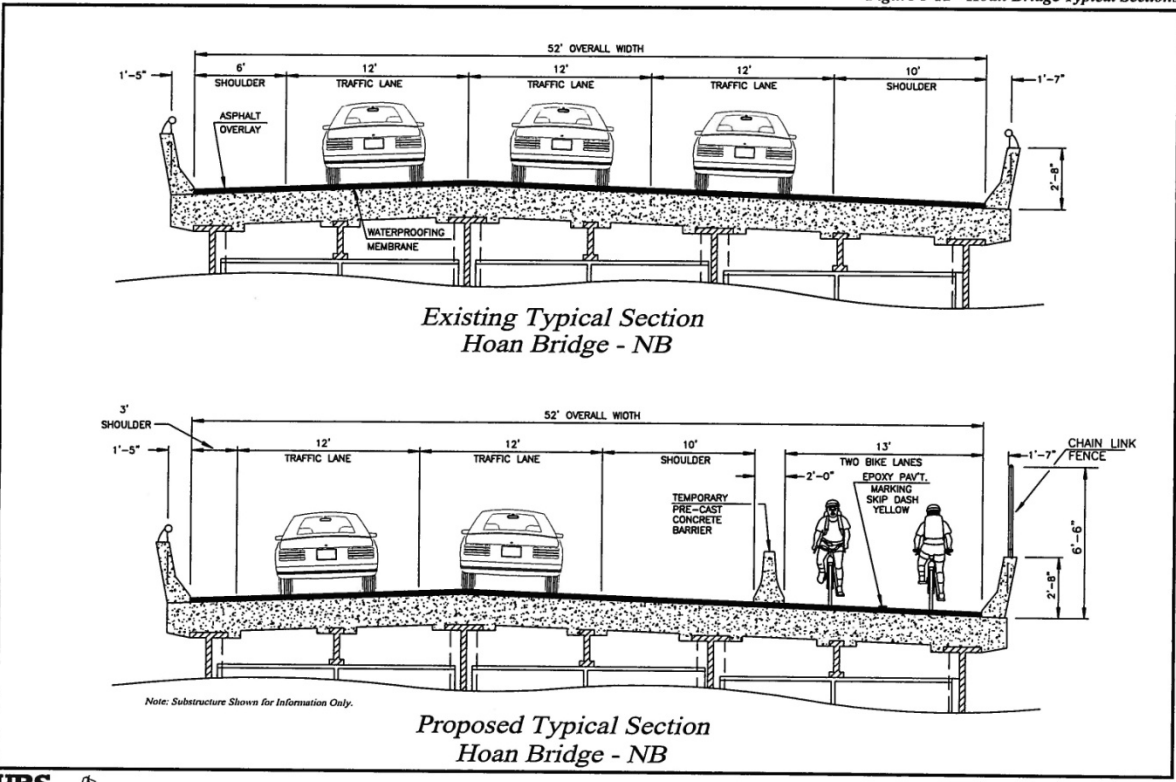
	ID	Project Idea	Access / Mobility	Safety	Vibrant Community	Economy	Health / Environment	Equity	Ability to be Implemented
Bus	A1	Provide bus transit service on Herman Road	●	N/A	●	◐	◐	●	◐
	A2	Provide bus transit service on 124th Street	●	N/A	●	◐	◐	●	◐
	A3	Provide bus transit service on Avery Street	●	N/A	●	◐	◐	●	◐
	A4	Provide bus transit service on Tualatin Road between downtown and 99W	●	N/A	●	◐	◐	●	◐
	A5	Extend bus service to east Tualatin	●	N/A	●	◐	◐	●	◐
	A6	Provide express bus service between Tualatin and Salem	●	N/A	◐	◐	◐	●	◐
	A7	Provide a shuttle or trolley service between Bridgeport Village and Commons area, especially for weekend service	●	N/A	●	●	◐	●	◐
	A8	Provide a loop bus route around the city	●	N/A	●	◐	◐	●	○
	A10	Create an on-call shuttle for industrial and manufacturing workers during the day – consider charging fares	◐	N/A	●	●	◐	●	◐
	A12	General –extend service hours for all transit	●	N/A	●	◐	◐	◐	○
	A13	General – use more energy efficient buses	N/A	N/A	N/A	N/A	●	N/A	○
	A14	Coordinate TriMet and SMART bus schedules with WES schedule	○	N/A	N/A	◐	◐	◐	◐
	A16	Add stops on higher volume bus routes	○	N/A	●	N/A	◐	◐	○
Rail	B1	Add more bicycle storage at the WES station	◐	N/A	N/A	N/A	N/A	N/A	○
	B2	Provide rail or high capacity bus transit service on Tualatin-Sherwood Road	●	N/A	◐	●	◐	●	◐

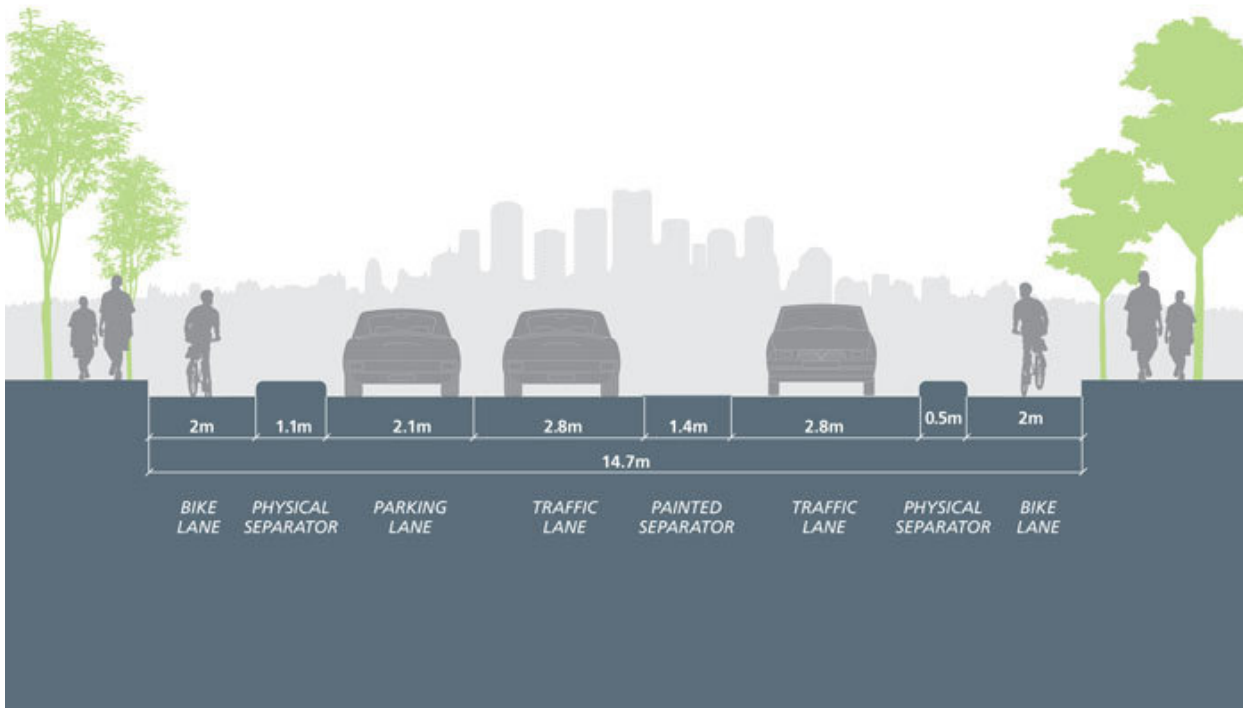
	ID	Project Idea	Access / Mobility	Safety	Vibrant Community	Economy	Health / Environment	Equity	Ability to be Implemented
Rail	B4	Build an elevated pedestrian bridge to connect the Tualatin park-and-ride with shopping at Bridgeport Village	☐	N/A	○	N/A	N/A	○	○
Land Use	C1	Make the WES station a central focus of downtown and the main transit center. Improve pedestrian connectivity, transit-oriented development opportunities, and local transit connections	●	N/A	●	●	☐	●	☐
Park-and-Ride	D1	Look for potential park-and-ride locations in west Tualatin	☐	N/A	●	☐	●	●	☐
	D2	Look for potential park-and-ride locations in south Tualatin	☐	N/A	●	N/A	●	●	☐
	D3	Add parking capacity at Tualatin Park-and-Ride - Potential structure	☐	N/A	☐	●	○	●	☐
	D4	Look for opportunities to reduce size of or relinquish underutilized park-and-ride lots and transfer spaces to higher utilized areas	☐	N/A	●	☐	☐	●	☐
	D5	Add a park-and-ride in east Tualatin	☐	N/A	●	N/A	●	●	☐

Consideration of determining a new street cross-section with an adjacent multi-use path for incorporation into Tualatin's Transportation System Plan (TSP)

Tualatin currently does not have a street design that details a parallel but physically separated multi-use path. As the TSP update is currently underway TPARK will consider recommending that such a facility be designed and incorporated into the TSP.

Below are examples of such facilities:









Possible applications:

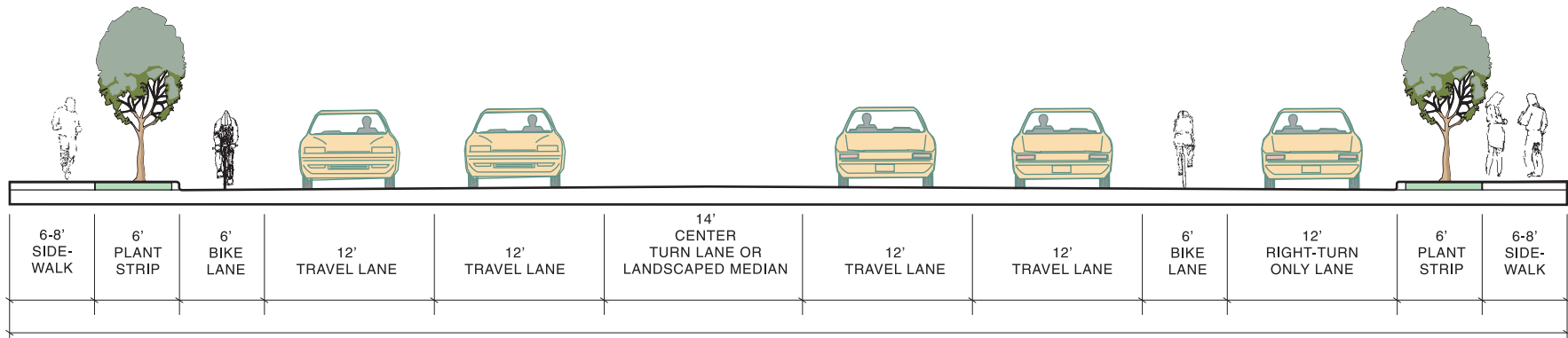
New section of 124th Avenue

Cipole Road

Martinazzi Avenue

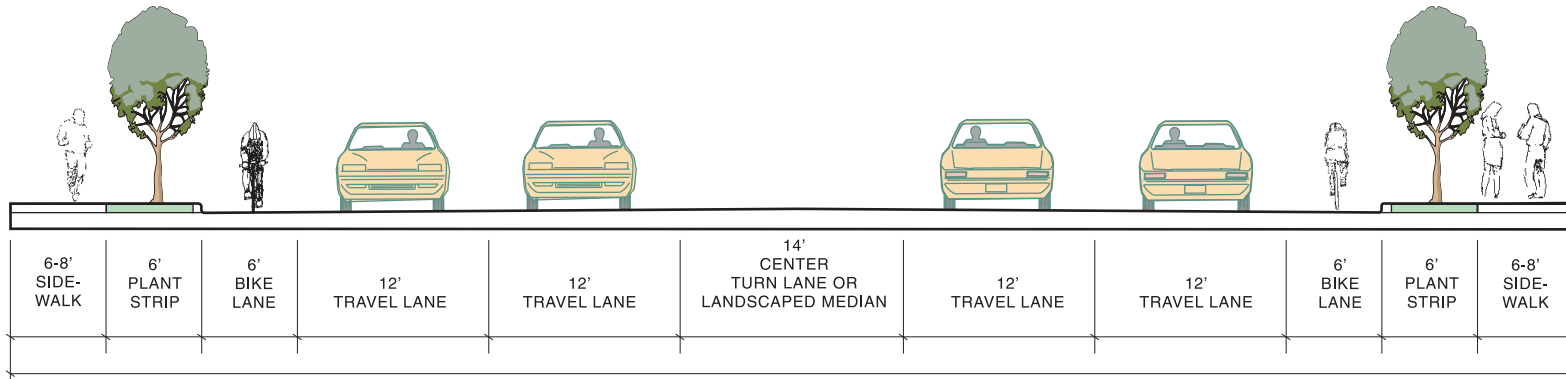
Tualatin-Sherwood Road





110' - 114'

MAJOR ARTERIAL (Ei)



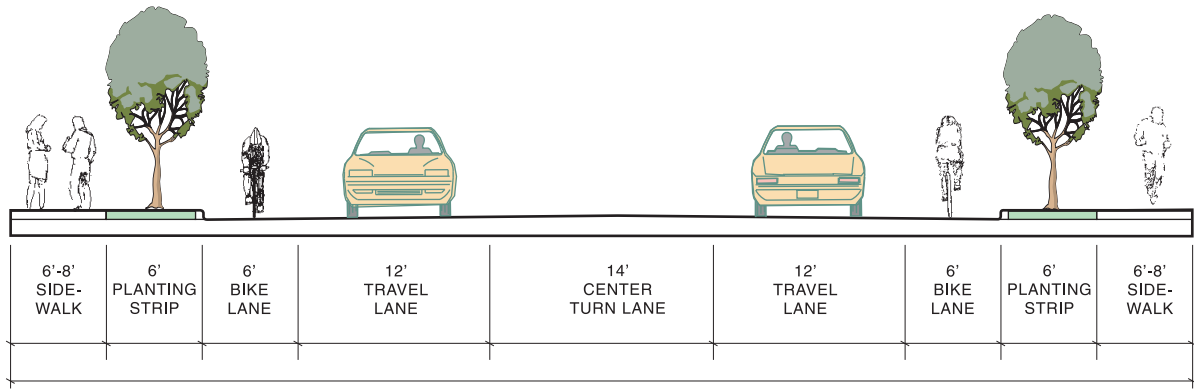
98' - 102'

MAJOR ARTERIAL (Eb&t)

NOTE: TYPICAL RIGHTS-OF WAY AND ULTIMATE CROSS-SECTIONS SHOWN. ADDITIONAL WIDTH MAY BE NEEDED DUE TO TOPOGRAPHICAL CONSTRAINTS OR ADDITIONAL TURN LANES AT INTERSECTIONS. THE PLANTING STRIP DIMENSION INCLUDES A 6' CURB AND GUTTER. INTERIM REDUCED SECTIONS MAY BE CONSTRUCTED WHEN APPROVED BY THE CITY ENGINEER.

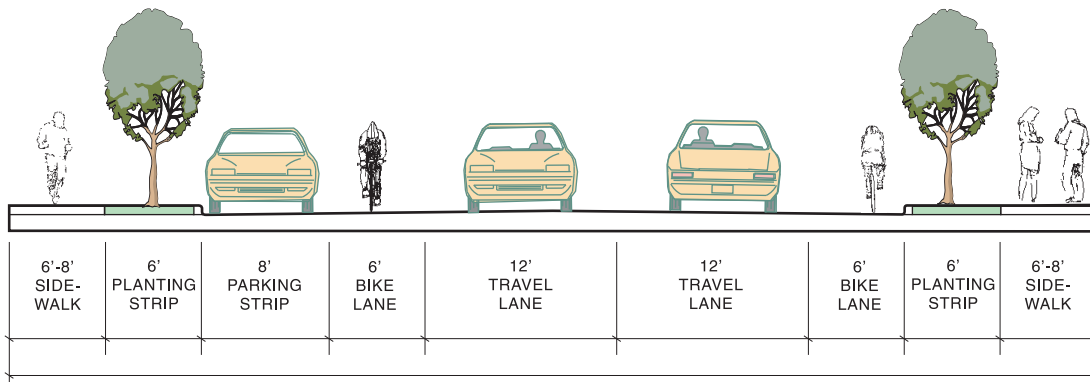
**RECOMMENDED ARTERIAL
STREET DESIGN STANDARDS (1)**

	TRANSPORTATION SYSTEM PLAN	
	CITY OF TUALATIN, OREGON	
	JUNE 2001	



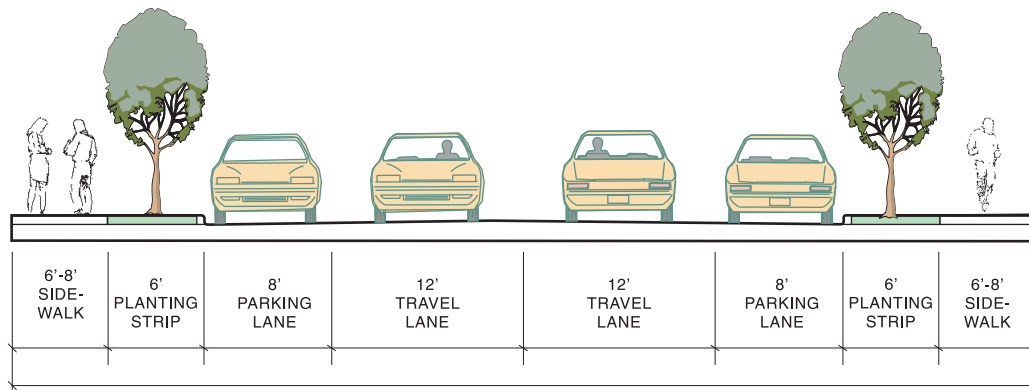
74' - 78'

MAJOR COLLECTOR (Cb&t)



68' - 72'

MINOR COLLECTOR (Cb&p)



64' - 68'

MINOR COLLECTOR (Cs&2p)

NOTE: TYPICAL RIGHTS-OF WAY AND ULTIMATE CROSS-SECTIONS SHOWN. ADDITIONAL WIDTH MAY BE NEEDED DUE TO TOPOGRAPHICAL CONSTRAINTS OR ADDITIONAL TURN LANES AT INTERSECTIONS. THE PLANTING STRIP DIMENSION INCLUDES A 6' CURB AND GUTTER. INTERIM REDUCED SECTIONS MAY BE CONSTRUCTED WHEN APPROVED BY THE CITY ENGINEER.

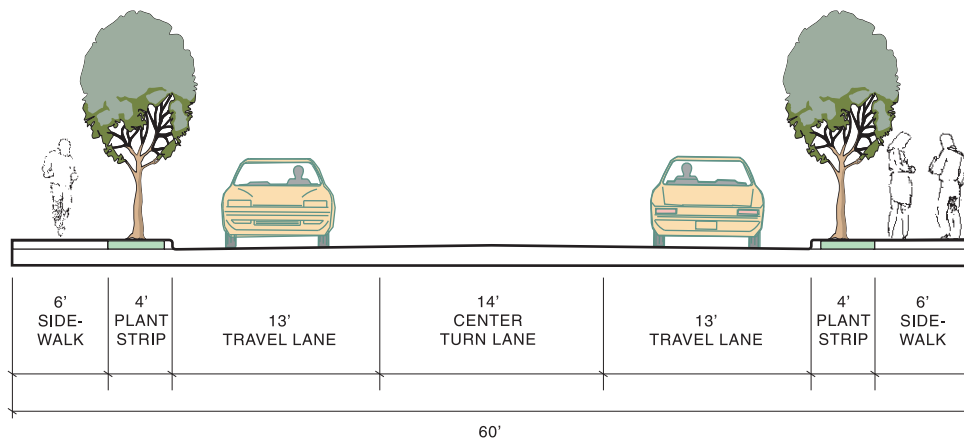
RECOMMENDED COLLECTOR STREET DESIGN STANDARDS (1)



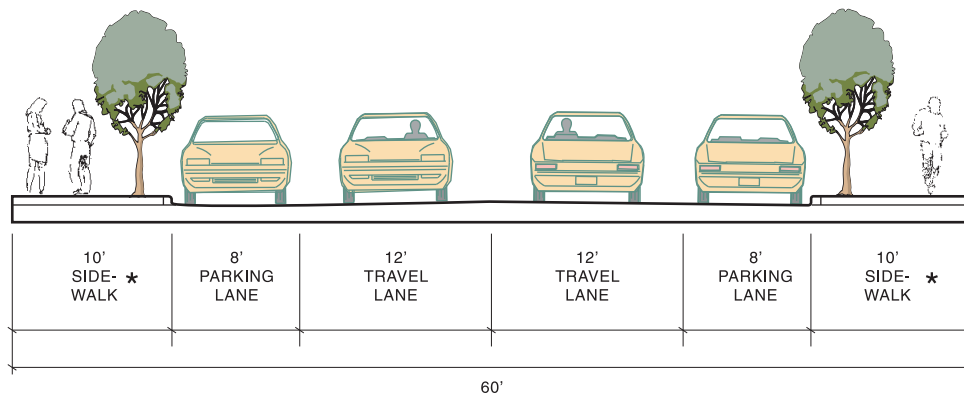
TRANSPORTATION SYSTEM PLAN
CITY OF TUALATIN, OREGON
JUNE 2001

FIGURE
6-2D





LOCAL COMMERCIAL INDUSTRIAL (B-CI)



LOCAL STREET (DOWNTOWN) (B-D)

★ 10' SIDEWALK INCLUDES A 4'X4' TREE WELL

NOTE: TYPICAL RIGHTS-OF WAY AND ULTIMATE CROSS-SECTIONS SHOWN. ADDITIONAL WIDTH MAY BE NEEDED DUE TO TOPOGRAPHICAL CONSTRAINTS OR ADDITIONAL TURN LANES AT INTERSECTIONS. THE PLANTING STRIP DIMENSION INCLUDES A 6' CURB AND GUTTER. INTERIM REDUCED SECTIONS MAY BE CONSTRUCTED WHEN APPROVED BY THE CITY ENGINEER.

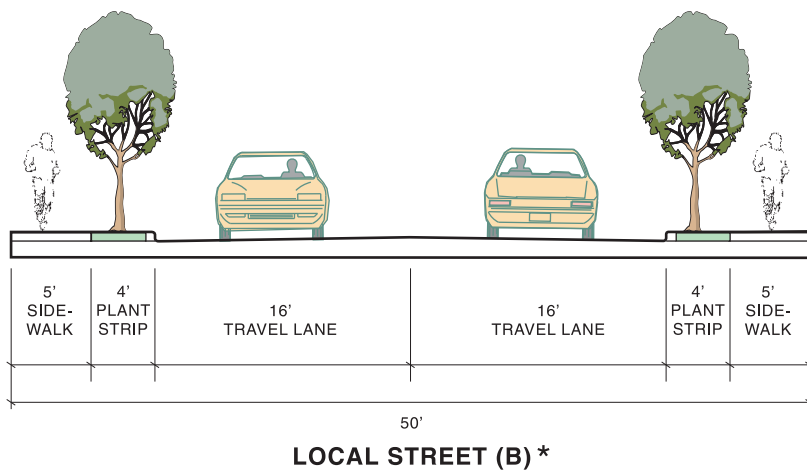
RECOMMENDED LOCAL STREET DESIGN STANDARDS (1)



TRANSPORTATION SYSTEM PLAN
CITY OF TUALATIN, OREGON
JUNE 2001

FIGURE
6-2F





* THE CITY OF TUALATIN MAY CONSIDER AS LOW AS 28-FOOT CURB-TO-CURB PAVEMENT WIDTHS AND AS LOW AS 46-FOOT RIGHTS-OF-WAY WHEN NEEDED TO ADDRESS TOPOGRAPHIC OR OTHER CONSTRAINTS.

NOTE: TYPICAL RIGHTS-OF WAY AND ULTIMATE CROSS-SECTIONS SHOWN. ADDITIONAL WIDTH MAY BE NEEDED DUE TO TOPOGRAPHICAL CONSTRAINTS OR ADDITIONAL TURN LANES AT INTERSECTIONS. THE PLANTING STRIP DIMENSION INCLUDES A 6' CURB AND GUTTER. INTERIM REDUCED SECTIONS MAY BE CONSTRUCTED WHEN APPROVED BY THE CITY ENGINEER.

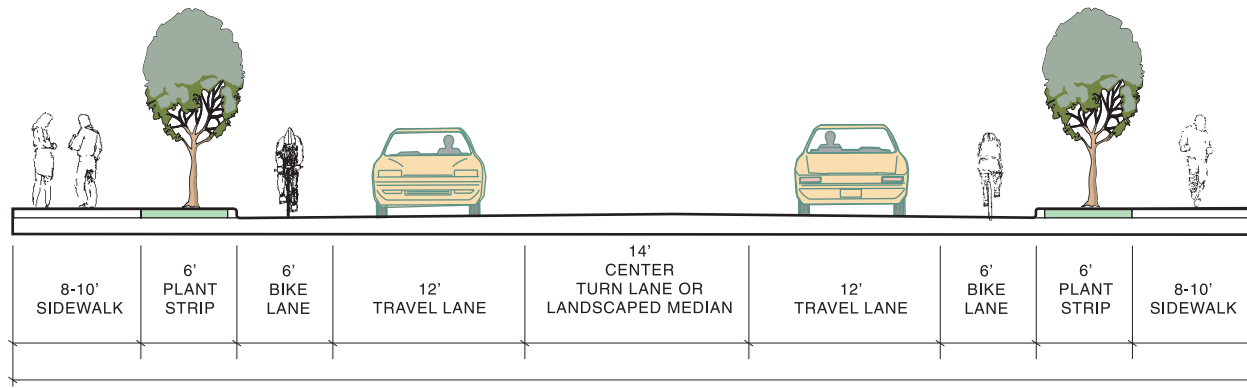
RECOMMENDED LOCAL STREET DESIGN STANDARDS (2)



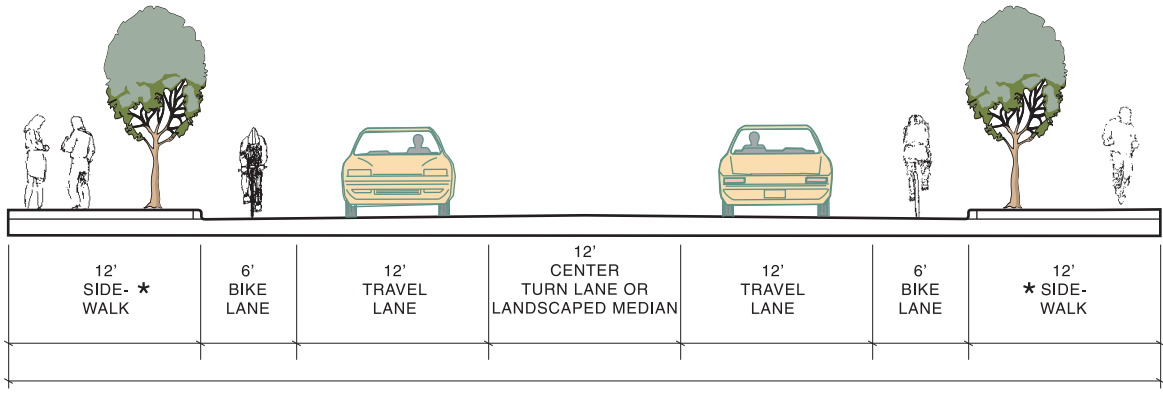
TRANSPORTATION SYSTEM PLAN
CITY OF TUALATIN, OREGON
JUNE 2001

FIGURE
6-2G





MINOR ARTERIAL (Db&t)



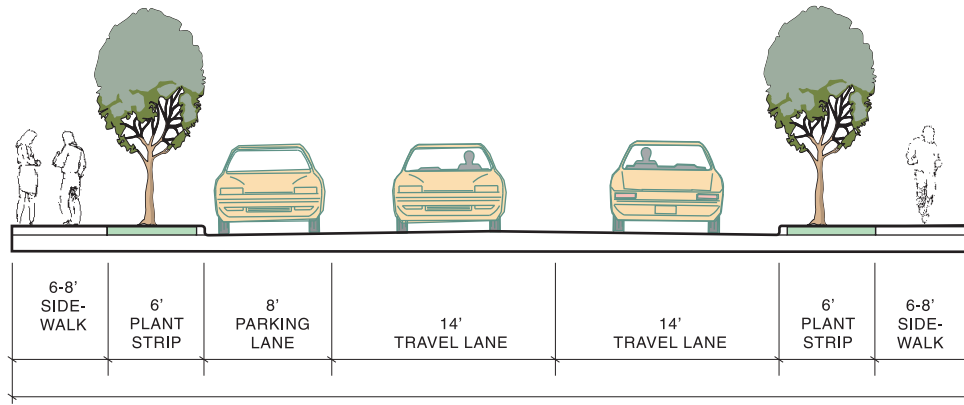
MINOR ARTERIAL (Db&t - DOWNTOWN)

★ 12' SIDEWALK INCLUDES A 6'X6' TREE WELL

NOTE: TYPICAL RIGHTS-OF WAY AND ULTIMATE CROSS-SECTIONS SHOWN. ADDITIONAL WIDTH MAY BE NEEDED DUE TO TOPOGRAPHICAL CONSTRAINTS OR ADDITIONAL TURN LANES AT INTERSECTIONS. THE PLANTING STRIP DIMENSION INCLUDES A 6' CURB AND GUTTER. INTERIM REDUCED SECTIONS MAY BE CONSTRUCTED WHEN APPROVED BY THE CITY ENGINEER.

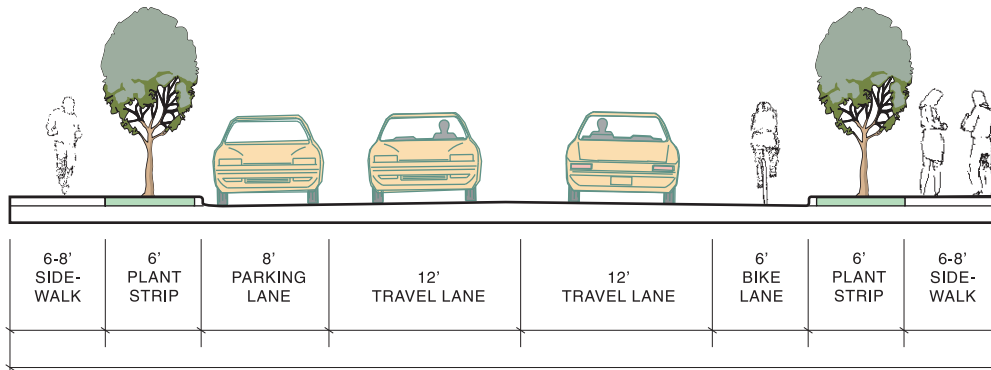
RECOMMENDED ARTERIAL STREET DESIGN STANDARDS (2)

	TRANSPORTATION SYSTEM PLAN CITY OF TUALATIN, OREGON	FIGURE 6-2C	
	JUNE 2001		



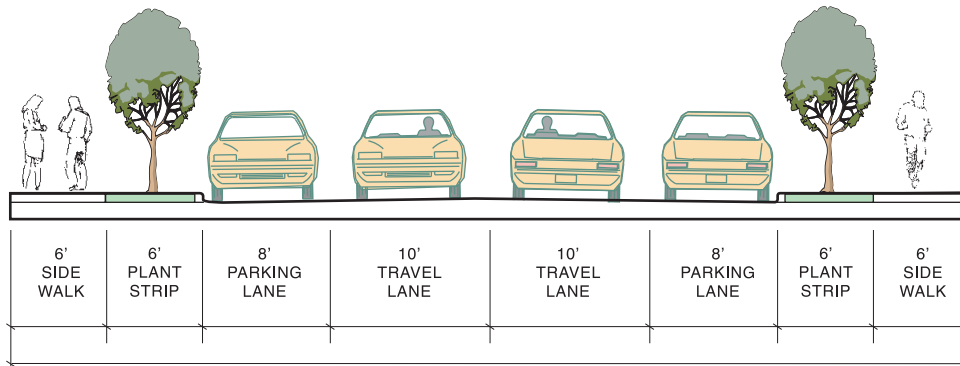
60'-64'

MINOR COLLECTOR (Cs&p)



62'-66'

MINOR COLLECTOR (Cb)



60'

RESIDENTIAL COLLECTOR (Cr)

NOTE: TYPICAL RIGHTS-OF WAY AND ULTIMATE CROSS-SECTIONS SHOWN. ADDITIONAL WIDTH MAY BE NEEDED DUE TO TOPOGRAPHICAL CONSTRAINTS OR ADDITIONAL TURN LANES AT INTERSECTIONS. THE PLANTING STRIP DIMENSION INCLUDES A 6' CURB AND GUTTER. INTERIM REDUCED SECTIONS MAY BE CONSTRUCTED WHEN APPROVED BY THE CITY ENGINEER.

RECOMMENDED COLLECTOR STREET DESIGN STANDARDS (2)



TRANSPORTATION SYSTEM PLAN
CITY OF TUALATIN, OREGON
JUNE 2001

FIGURE
6-2E

