



City of Tualatin

**Tualatin Transportation Task Force
DRAFT Meeting #13 Summary
August 16, 2012, 5:00-8:00pm
Tualatin Police Department
8650 SW Tualatin Road
Tualatin, OR 97062**

Committee Members Present

Alan Aplin – *TPC Representative*
Allen Goodall – *Business Representative*
Brian Barker – *TVF&R*
Bruce Andrus-Hughes – *TPARK Advisory*
Candice Kelly – *Alt. Tualatin Tomorrow Rep.*
Charlie Benson – *Citizen Representative*
Cheryl Dorman – *Tualatin Chamber of Commerce*
Deena Platman – *Metro*
Julia Hajduk – *City of Sherwood*
John Howorth – *Alt. Citizen Representative*
Joelle Davis – *City Councilor*
Kelly Betteridge – *TriMet*
Jan Giunta – *CIO Representative*
Monique Beikman – *City Councilor*
Nancy Kraushaar – *Citizen Representative*
Ray Phelps – *Business Representative*

Ryan Boyle – *Citizen Representative*

Committee Members Absent

Amanda Hoffman – *City of Wilsonville*
Bethany Wurtz – *Tualatin Tomorrow Rep.*
Bill Beers – *TPC Representative*
Gail Hardinger – *Alt. Business Representative*
Judith Gray – *City of Tigard*
Karen Buehrig – *Clackamas County*

Lidwien Rahman – *ODOT*
Mike Riley – *CIO Representative*
Nic Herriges – *Alt. Citizen Representative*
Steve L. Kelley – *Washington County*
Travis Evans – *Citizen Representative*
Wade Brooksby – *City Councilor*

Public in Attendance

Brett Hamilton
Dolores Hurtado
Kathy Newcomb
Kevin Ferrasci O'Malley
Linda Moholt
Joe Lipscomb
June Bennett
Mark Fryburg

Staff, Project Team and Special Guests

Alice Rouyer – *City of Tualatin*
Ben Bryant – *City of Tualatin*
Aquilla Hurd-Ravich – *City of Tualatin*
Cindy Hahn – *City of Tualatin*
Kaaren Hofmann – *City of Tualatin*

Theresa Carr – *CH2M Hill*
Matt Hastie – *Angelo Planning*
Eryn Kehe – *JLA Public Involvement*
Kelly Skelton – *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 this was the last Task Force meeting for the Linking Tualatin project and that the last hour of the meeting will focus on the TSP and include a review of the fourth refinement area. Eryn kicked off the meeting by asking everyone at the table to introduce themselves and share one thing they like about our hot weather.

COMMUNICATION FROM THE PUBLIC

None

GENERAL ITEMS

Accept Meeting #12 Summary

- There were some suggested changes from Kathy Newcomb sent via email to Eryn.
 - Typo on page six should say “regional transportation plan” (not “regional travel plan”)
 - Corrections to Kathy Newcomb’s public comment – she wanted to clarify what she said. Those corrections were provided by email.
- Julia Hajduk requested a clarification that Sherwood does not have one full time employee working on transportation, and Julia cannot answer any questions about Linking Tualatin.
- Jan Giunta commented that it was her recollection was that option 3 was not approved and that it would be brought back for approval. Jan remembers clearly that the group did not come to consensus on the 65th refinement area. Eryn clarified that “approval” in this case meant that the Task Force agreed to move the project forward for further discussion online and at the September Transportation Summit. She remembered the Task Force agreeing to move this refinement area forward. She asked the rest of the group, and several remembered it being moved forward for further discussion with full consensus from the Task Force. Eryn said the meeting recording would be reviewed for a definitive answer.
- The minutes were approved.

Announcements

- Ben Bryant said the Basalt Creek Transportation project will have a meeting with CIO6 next Wednesday, August 22nd. The next Policy Advisory Group meeting for Basalt Creek will be on September 13th in Wilsonville at 6:30 pm.
- There will be an open house for the ODOT Oregon Passenger Rail project on September 13th, at 5:00 pm at the Lake Oswego Phoenix Inn.
- Update from TPARK (Bruce Andres-Hughes)
 - TPARK discussed the TSP at their last meeting and passed several recommendations and resolutions that will be discussed at the next meeting. They discussed:
 - Option 1 of the north-south connectivity plan, TPARK is recommending that the option be completely eliminated due to impacts to Tualatin Community Park.
 - Recommend that Option B18 (build a bridge over 99W) be reinstated into the TSP. This option was eliminated early on due to anticipated costs. TPARK believes there would be funding sources for a bridge.

- TPARK recommends that the TSP include a new cross-section of a transportation facility where a multi-use path is included inside the road right-of-way.
- Eryn said all of these issues will not be discussed tonight but will be addressed at next week's TSP meeting on August 23, 2012.

Project Update: Linking Tualatin by Cindy Hahn

Cindy showed the Process diagram and indicated that the project is at step four "Develop a Draft Plan". She clarified roles of the group for tonight's meeting:

- Receive and review the Linking Tualatin Conceptual Plan, comments due to Cindy by **August 31st**. Cindy passed out copies of the plan, printed and on disc.
- Hear about potential changes to Transit Ready Places.
- Receive a briefing on the Plan adoption process.
- **Accept** implementation actions.
- Make a statement about linking public transit in Tualatin to the rest of the region.

Matt Hastie from Angelo Planning said the plan contains a lot of content that this group has seen before at the previous meetings and workshops.

The Linking Tualatin Conceptual Plan includes:

- Introduction and background
- Transit ready places overview
- Transit ready places recommendations
- Relations to SW Corridor Plan
- Implementation actions and next steps (a copy of this section was attached to the meeting packet)

Additions and Refinements:

- Reflect Task Force, TPC, TPARK, Council, and community feedback
- Add list of transportation improvements
- Create Phasing Plan
- Clarify Adoption Approach

Transit Ready Places:

Comments and Potential Changes identified by various groups:

- Meridian Park mixed use, road improvements (TTF) - there were concerns about effects on transportation and roads. The TSP team is evaluating the possible impacts and will report back on how to address the issues at the next task force meeting.
- Clarify areas where mixed-use is allowed (TTF). These changes will be implemented on the transit ready areas maps.
- Multiple area trail additions (TPARK). They had suggestions for adding future potential trails; maps now reflect these additional trails.
- Off-street bicycle paths to key transit facilities and destinations (Planning Commission). Technical team will look into it.

Comments and Potential Changes from City Council:

- Clarify "adoption" process, impact on future land use decisions.
- Ensure proposed land use (e.g. Meridian Park) changes don't preclude other city priorities.
- Address previous concerns about controversial areas (e.g. Meridian Park expansion).
- Discuss site-specific ideas with property owners and others (community colleges, parks).

Matt asked the group if anyone felt like something was missing. There were no comments.

Adoption Strategy (presented by Aquilla)

- Land use options
 - Adopt by reference (means that in the transit section of TSP there would be a copy of the document as reference, land use codes still apply)
 - Accept the plan (acknowledges the work; can be used to feed into the SW corridor process, also will include a list of projects in the TSP; doesn't have the same level of endorsement as adopting)
- Transit related options
 - Include identified improvements in TSP

She said that this will be a topic of discussion with City Council at their September 10th work session.

IMPLEMENTATION STRATEGIES

Eryn and Matt explained that they were looking for the committee's reaction to the following lists of potential implementation strategies. Most would require further action and public involvement before they were used.

Development Code Amendments - these changes would require a planning commission and city council adoption process:

- Expand mixed-use commercial overlay district to other areas
- Allow for more types of business, greater flexibility:
 - Refine industrial business park overlay planning district
 - Use manufacturing business park commercial services overlay
 - Relax restrictions on commercial uses in manufacturing districts along arterial roads (T-S Road, 124th, Hwy 99)
 - Expand uses allowed in manufacturing and other industrial districts
 - Rezone specific properties to allow expanded types of development
- Adopt "Planned Unit Development" provisions in city's development code. Allows more flexibility.

Task Force reaction: All green signs

Other Land Use and Development Actions

- Work with property owners, employers, and residents to better assess needs and desires:
 - Land assembly
 - Phase development
- Consider different funding tools to pay for public facilities:
 - Urban renewal
 - Local improvement districts (LID)
 - Bond measures
- Explore specific ideas with prospective buyers and others:
 - Community college concept
 - Design standards

Task Force reaction: All green signs

Transit Services and Facilities

- Allow increased densities/density bonuses or transfers to create higher employment densities
- Reduce regulatory barriers and improve communications about
 - Permitting
 - Review processes
 - Development fees
 - Design standards
- Promote state, regional, or federal programs that provide tax incentives or subsidies.

Initial Task Force reaction: Mixed signs

General discussion and questions:

- Concerns about increasing densities near wetlands and neighborhoods
- What is a density transfer?
 - Matt clarified that you can transfer density to another property. This is not currently allowed in the City of Tualatin but some cities use this strategy.
- Are there other places to talk about higher density or is just around employment?
 - Matt said it could be applicable in mixed-use areas. Higher residential density was struck from an earlier portion of the plan.
- Increased residential density can increase transportation use. Don't water down architectural design standards.
- Councilor Davis had concern about "reducing regulatory barriers". She wants to get good development without tossing all regulation aside.
 - After discussion the group agreed to change the language to: **Improve communication and continuously review regulatory requirements.**

Final Task Force reaction: All green signs

Transit Services and Facilities:

- Determine type of transit service needed in specific locations
 - Estimated number of residents and businesses in area
 - Coordination of local employees and institutions
 - Consideration of different transit models, e.g. flexible shuttles vs. fixed routes, TriMet vs. local system
- Refine and prioritize plans and locations for suggested transit facilities
- Coordinate with TriMet, Metro, and other cities to advocate for city needs
- Determine the most appropriate approaches to service provision and funding

General discussion and questions:

- What are you referring to when talking about transit models?
 - Matt clarified that this refers to: routes, stops, fixed service, and shuttles.
- How does this relate to TriMet planning?
 - Matt said it's hard to say, partly because we don't have good numbers from TriMet regarding things like required employees. There are rules of thumb that allow the technical team to estimate what they think is needed.

Task Force reaction: All green signs

Other Transportation Improvements:

- Include a refined list of improvements in the TSP
- Prioritize suggested improvements
- Coordinate with property owners, businesses, and residents to refine proposed location and other details
- Require dedication of Right of Way (ROW) as development occurs and where appropriate
- Construct selected improvements as part of the development process
- Seek support and funding for improvements in existing developed areas

General discussion and questions:

- Concern about required dedication of ROW and constitutional/legal issues
- Will bike paths include safe crossings near transit stops?
 - Matt said he's unsure. That needs to be addressed and captured in the TSP.

Task Force reaction: All green signs

SW Corridor Plan – Task Force Statement

Alice Rouyer asked the group to individually make a statement about the SW Corridor Plan. She asked them to think about what message this group wants to send to regional leaders. There is currently a project looking at High Capacity Transit options from Sherwood to downtown Portland. That project is 1/3 the way through its process and a decision will be made by June 2013. After that decision, discussions will begin regarding alternatives or options.

What message do we want to send regional leaders? The following are the responses shared by the group:

- Better east-west connections.
- Respect our time (a number of people supported this comment).
- Transit has to make sense time-wise and be reliable.
- Respect people's time, transit must be convenient to use.
- It is imperative to Tualatin's economy and livability to improve transit in Tualatin. Improve WES ridership, and bus service. Pay attention to the "last mile".
- Wider range of hours and more of a loop for WES. Consider rail where appropriate.
- TriMet focus on and provide east-west connectivity from Oregon City, and north-south from Wilsonville, and Yamhill County. Even with all the transit modes there is little interconnectivity.
- Express routes, define the hub in Tualatin (at least one) where people know they can move to/from Tualatin.
- Define a transit hub.
- Emphasize/understand that not everyone is traveling to/from Portland.
- No more rail, it's fixed and is not compatible with today's mobile society, and it's too expensive. Dedicated bus lanes for peak hours. More flexible hours and routes for buses.
- Be flexible when partners are unable/unwilling to do the things we need done in our community. Be creative and flexible to implement other solutions. Make things happen.
- Timing is imperative—we are an aging population and we need options for seniors. Once we have a hub, ensure that folks can get around.
- The group agreed that they'd like a firm commitment from TriMet to evaluate Tualatin's routes within the next few years. Cheryl mentioned that there is talk about forming a committee to look at bus service options in Tualatin again.

Jan Giunta thanked staff for their hard work on Linking Tualatin, and for an outstanding experience and a great job by all.

Public Comment

Joe Lipscomb has been looking at figure 33 (on page 69) on the transit map, and he thinks only having one bus going south is a big mistake. The 96 bus isn't convenient and frequent enough, especially for seniors. He would like to see a local system added in the southern part of city. The city's master plan for parks is out of date; he wants this group to support the update of the parks master plan. He would hate to see implementation of some of the Boones Ferry Road and Tualatin Road ideas without looking at impacts to the Community Park.

Mark Fryburg, Government Affairs for PGE. PGE is a growth employer in the area (over 400 employees in Tualatin), and they try to be environmentally conscious. PGE almost didn't get gold LEED certified on their recently built facility in Tualatin because of a lack of transit options for employees. There are employees from all over their region at their facilities. Employees have said that transit requires so many transfers so it is too big of a hassle.

Kathy Newcomb said that she is happy to hear the enthusiasm from this group. We never had a chance to set priorities, she thinks they are important and that needs to happen. One urgent need that should be a priority is for park and rides and those were not even mentioned today. They are essential to the success of transit. By the time City Council gets onboard and gives their approval there will not be any land available to build the park and rides. There needs to be a park and ride on 99W as soon as possible. Buses should not be ruled out until all the different options have been looked at.

TRANSPORTATION SYSTEM PLAN: REFINEMENT AREA DISCUSSION

Theresa Carr from CH2M Hill presented next. She led the discussion about the fourth refinement area: Options along Herman and Tualatin Roads.

Theresa responded to some questions that were raised at last meeting, and then she discussed the package of projects proposed along Herman Road and Tualatin Road.

Questions from the last TSP meeting:

- Concerns about safety with painted bike lines through the Nyberg interchange, what is the precedent of bike lanes on ODOT roads, and who maintains them?
 - The technical team met with ODOT and said they are comfortable with the recommendation for the bike lanes going into the TSP.
 - The technical team contacted the City of Portland and asked how they maintained the lanes and bike boxes, and any noted safety issues. The City of Portland confirmed that initially there were issues with maintenance and slippery surfaces. They have learned how to best do the painting (a thermoplastic method), which extends the paint life and reduces slippery issues.
 - ODOT also suggested having the colored bike lanes through the intersections, not over the bridge structure itself, which would help with maintenance. Also, drivers notice the change in paint, it catches their eye.
- Concerns about extending the right turn only lane and how it impacts Fred Meyer and east of the intersection.
 - The technical team evaluated and stated that there are no impacts to parking or any structures due to displacements. Because of the materials used in the current

retaining wall, additional retaining walls would be fairly expensive. Currently, this project is considered long-term. Improved signage west of the area is also recommended. There are still concerns about this item, but it will be carried forward for additional discussion.

- Concerns about the pedestrian crossing on Nyberg between Kmart and Fred Meyer. The technical team looked at a "Z" crossing, which creates a two-phased crossing. The technical team was worried about signal timing and narrowing the intersection with a straight pedestrian crossing and this option doesn't have the same negative impacts.
- Technical team is meeting with the City of Lake Oswego next month to discuss the 65th Street extension.
- Concerns were raised about impacts of improvements around the new tennis facility; the technical team has decided that there here should not be any impacts.
- Cost estimates will be available at next week's meeting.

Refinement Area #4 Options for Herman Road and Tualatin Road

Goal Statement

- Encourage through car and truck traffic to move onto Herman Road and off of Tualatin Rd.

The first step was reviewing the functional classification, which looks at how the road is used, and how it is supposed to be used. Most of Herman Road is a major collector, which is the same function classification at Tualatin Road. A collector is a mid-sized classification, connecting to neighborhoods and regional streets. There are minor and major collectors, the difference being the level of traffic on the road. Arterial streets are regional facilities, bringing people in/out of Tualatin.

Design standards are also reviewed (i.e.: number of lanes, parking, sidewalks, and what speeds). Herman and Tualatin Roads are currently classified the same.

Potential Solution:

- 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. Lower 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 Ave. and Jurgens Ave.
- F. Remove trees at the intersection of Tualatin Road and 108th Avenue to improve sight distance at this location.
- G. Modify channelization of 124th Ave. and Tualatin Road to encourage traffic to proceed along 124th Ave to the intersection with Herman Road. Consider a roundabout at this location.
- H. Signage that indicates that Tualatin Road is for local traffic.

With these changes the technical team saw adequate changes in traffic to forward as a package. They suggest moving this option forward to the Summit.

Task Force reaction: many yellow signs, a few red.

General discussion and questions:

- Concerns about lack of connection with the Teton solution. They are all linked. It should be a package of three: Tualatin Rd., Herman Rd., Teton Rd.
- Concerns about impacts of widening to three lanes and pushing people into the curves near residential areas.
- Concerns about coming out of Cheyenne because the traffic is so heavy. Modifying Herman Road without talking about Cheyenne doesn't make sense. A roundabout won't help.
- Improvements on east Herman Rd. won't make it more truck friendly, but more pedestrian friendly.
- Make the roundabout at "D" (shown on the map) and make it truck unfriendly so it will reduce the traffic. Trucks of certain lengths and number of axles should be limited.
- Reduce speeds to 30 mph on Tualatin Road through the curves, and then it picks up. Lowering speeds probably won't help, more signals will do a better job.
- Concerns about tree removal at 108th, don't remove entire tree grove.
- Concern about changes at Teton and impacts for the business community.
- These are small improvements to a larger problem; there won't be a big change.
- From a business owner's perspective it doesn't help, it's forcing it all the traffic downtown.
- Preserve the park but make the connection better.
- Concerns that this doesn't solve the problem west of the refinement area.
- Where is the truck traffic going to go once they get to the east end of Herman Road?

Theresa said there are several things on the table that will alleviate traffic in the downtown core; those changes just aren't on Herman Road.

Eryn asked what will make sense to those still opposed to moving this refinement area forward. Comments included:

- Make Teton part of this package.
- Opposed to widening to 3 lanes, maybe make 2 lanes and put culverts and sidewalks in (consultant team needs to look at how many driveways are within the stretch where the 3rd lane would be added).
- Taking off "C" (lowering speeds).
- More specificity on the roundabout and "G".
- Traffic modeling done on "E". (Letters refer to the map)

Theresa reminded the group that long range plans such as these don't include specifics, such as whether or not to do signals or roundabouts. Those decisions are made in the design phase.

The Task Force asked for more information. Theresa agreed to bring something back to the next Task Force meeting.

Public Comment

Kathy Newcomb said that the map for the refinement area only shows the east end of Tualatin Road. Why do people say there are so many trucks on Tualatin Road? We don't have that many trucks, just UPS and Frito Lay trucks and many single occupancy vehicles heading east. Get people onto buses. She has asked people on east end of Tualatin Road and they said they have a lot of buses that come from Herman Road. We need to sit at the corner and find out for sure where these trucks are headed and need to be moved. What happens after Herman Road ends and Tualatin Road heads east?

Brett Hamilton said it seems like reducing cars in one area will just increase traffic elsewhere, he'd like to see the bigger picture. We need to make it easier to get through, not off the road. Choke points are not on this map, they are on the east end. What route do we want them to take? He asked how much speeds will be reduced for letter C and Theresa said probably 5 MPH.

Eryn gauged Task Force reaction again based on the discussion with no changes actually being made to the refinement. There were still many yellow and red cards.

Eryn said that the topic will have to be left here because time has run out. She suggested that the team try to bring this topic back to the Task Force on August 23, 2012, if there is time.

Next Meetings

August 23, 2012 – Transportation System Plan

September 20, 2012 – Transportation Summit

Meeting adjourned.