



*City of Tualatin*

## **Tualatin TSP Transportation Task Force Meeting #3 Summary**

**January 19, 2012, 5:00 p.m.**

Tualatin Police Department  
8650 SW Tualatin Rd  
Tualatin, OR 97062

### **Committee Members Present**

Alan Aplin – *TPAC Representative*  
Allen Goodall – *Business Representative*  
Bethany Wurtz – *Tualatin Tomorrow Representative*  
Bill Beers – *TPAC Representative*  
Bruce Andrus-Hughes – *Parks Advisory*  
Charlie Benson – *Citizen Representative*  
Cheryl Dorman – *Tualatin Chamber of Commerce*  
Deena Platman – *Metro Transportation Planning*  
Joelle Davis – *City Councilor*  
Judith Gray – *City of Tigard*  
Julia Hajduk – *City of Sherwood*

### **Committee Members Absent**

Amanda Hoffman – *City of Wilsonville*  
Brian Barker – *TVF&R*  
Gail Hardinger – *Alternate Business Representative*  
Jan Guinta – *CIO Alternate for Mike Riley*  
Wade Brooksby, *City Councilor*

### **Public in Attendance**

Kathy Newcomb  
Greg Anderson  
Dolores Hurtado  
Doug Ulmer  
Colin Cortes

### **Staff and Project Team and Alternates**

Alice Rouyer – *City of Tualatin*  
Ben Bryant – *City of Tualatin*  
Cindy Hahn – *City of Tualatin*  
Kaaren Hofmann – *City of Tualatin*  
Matt Hastie – *Angelo Planning Group*

Karen Buehrig – *Clackamas County*  
Kelly Betteridge – *Trimet*  
Lidwien Rachman – *ODOT*  
Mike Riley – *CIO Representative*  
Monique Beikman, *City Councilor*  
Nancy Kraushaar, *Citizen Representative*  
Randall Thom, *Small Business Representative*  
Ryan Boyle, *Citizen Representative*  
Steve L. Kelley, *Washington County*  
Travis Evans, *Citizen Representative*

### **Advisory Participants**

Candice Kelly – *Alternate Tualatin Tomorrow Representative*  
Nic Herriges – *Alternate Citizen Representative*

## **Welcome and Call to Order**

Eryn Kehe from JLA Public Involvement welcomed the group and thanked them for their attendance. Task Force members, staff, and audience members introduced themselves.

Eryn reviewed the meeting agenda and goals, and noted that the main objective of the meeting is to get feedback on the Goals and Objectives for both the TSP and Linking Tualatin. The Goals and Objectives were developed by the project team from the values exercise at the TTF #2 in December.

## **Communication from the Public**

*Two members of the public spoke:*

Greg Anderson commented about the possibility of modernizing Boones Ferry Road. He mentioned that he has concerns with excessive speeds near Horizon Christian School. It is a posted 35mph limit but people usually go closer to 45mph. He wanted to know if there were plans for a traffic signal or lighted crosswalk at SW Iowa and SW Boones Ferry road.

Kathy Newcomb thanked city staff for addressing her concerns about citizen involvement. She let the group know that the High Speed Rail project is now the Oregon Passenger Rail project with the Leadership Council meeting in March. She voiced concerns over the removal of true high-speed rail from the scope. She also voiced that there has been some confusion surrounding MSTIP (Major Streets Transportation Improvement Program, A Washington County program for road improvements). She said that there was a very nice article from December 10<sup>th</sup> about MSTIP. What is needed is more involvement, more park and rides, and bike and pedestrian facilities.

## **General Items**

### ***Approve Meeting #2 Summary***

Members approved the meeting summary with no comments or revisions.

### ***Birth Announcement***

Dayna Webb gave birth December 29<sup>th</sup> to a girl, Mikala-Ann Webb.

### ***Project Announcements***

Ben Bryant announced the first Working Group meeting would be February 9<sup>th</sup>. The Working Group will focus on transit and the Linking Tualatin project. At the February 23<sup>rd</sup> TTF meeting, transit focus areas would be discussed. In the meantime, staff convened a meeting with the Tualatin Chamber of Commerce, Washington County, Tigard-Tualatin School District and other stakeholders to develop a list of key transit focus areas.

*Basalt Creek* – the project technical team members have visited a few neighbors in the area to gather on-the-ground information related to topography and other constraints. They are refining a conceptual alignment that may be the most feasible for future construction. The refinement and evaluation of the concepts will be reviewed with a Policy Advisory Group, committee of elected leaders, in a few months.

*124<sup>th</sup> Ave* – MSTIP has just released a draft list of potential funded projects. Of the 33 projects listed 124<sup>th</sup> Ave and some design work for Basalt Creek were both listed.

*SW Corridor* – This is the High Capacity Transit Study that is being conducted to link Sherwood with Portland with either Bus Rapid Transit or Light Rail Transit. Metro has scheduled a meeting of all the SW

Corridor jurisdictions. The meeting is scheduled for January 31, from 6-8pm at the Tigard Library. He invited TTF members to RSVP.

*Oregon Passenger Rail Project* – The Leadership Council will not meet until March.

He invited members to contact him or Kaaren Hofmann after the meeting, by phone or email if they had any questions, want to attend the Metro SW Corridor meeting or need further information on any project.

### **Look Ahead**

Eryn reviewed the upcoming meeting schedule, which included a meeting every Thursday in February. She let the group know that February would be one of the more intense months, the schedule would not always be so full. Meetings include:

- *TTF #4* – February 2
- *Transit Working Group #1* – February 9
- *Open House* – February 16
- *Linking Tualatin TTF* – February 23

Eryn invited members to participate in a video to promote the working groups. Immediately following the meeting the project team would be shooting short segments for the video. She encouraged members to stay and participate.

### **Goals and Objectives Review: TSP**

Theresa Carr and Terra Lingley led a discussion about the draft Goals and Objectives (handout) that were developed by the project team from the values exercise completed by the committee at TTF #2 as well as information from the online comment map from the TSP website, the existing conditions analysis, and the consultant team's TSP experience. The project team will be looking for general feedback about the Goals and Objectives from the committee. The project team will take that feedback and revise the Goals and Objectives and seek approval from the committee at the next meeting on February 2. Due to the limited time for discussion, she cautioned the committee to keep the discussion at a high level and avoid word-smithing as a group. In addition to feedback at the meeting, she invited members to submit comments about the Goals and Objectives to Cindy Hahn via email or phone after the meeting.

Theresa mentioned that the Goals and Objectives are meant to develop a framework establishing what the community wants from the TSP process, but is also the basis for all project decisions. Terra gave a brief overview of the goals and goal categories. She mentioned that the categories are not weighted. She also let the committee know that text in **bold** was a direct quote from the committee's values exercise. The PowerPoint included:

- Goal Categories:
  - Access
  - Safety
  - Vibrant Community
  - Support Local Economy
  - Health/Environment
  - Equity
  - Ability to be built

General discussion by the committee included:

*Access* discussion:

- Should be changed to “Access and Mobility”, both should be reflected in the Goal language
- Consider adding specific accessibility objectives
- “Transit time” should be changed to “travel time”

*Vibrant Community* discussion:

- Land uses in Tualatin play important role in vibrancy
- Access or vibrant community? Wide arterial access can divide and harm a vibrant community
- Land uses and zoning can play a role in making a vibrant community, providing nodes or destinations for people to walk/bike to

*Support Local Economy* discussion:

- “Support Local Economy” begins with a verb, the only category to begin with a verb, language should be consistent
- Discussion about adding “Regional” to Goal:
  - Some felt that supporting more than just the local economy should be explicit
  - Others felt that it was implied that if other goals are met, the regional economy would be supported through the ease of egress and ingress in Tualatin
  - Others felt regional economy should be stated as a recognition of regional partnerships
  - There was general agreement to label the goal category “Economy” and add “regional economy” language to the goal, acknowledging that the transportation system should function to encourage people from beyond Tualatin to come to Tualatin to work, shop, and explore

*Health/Environment* discussion:

- “Bulky” paragraph, consider streamlining
- Some discussion about air quality and cars/trucks of the future having zero or no emissions
- Currently, trucks idling and stuck in traffic negatively effect air quality
- Consider adding language to support the efficient flow of traffic to support air quality

*Equity* discussion:

- Use of “Alternatives” is not clear; analyzing alternatives might be part of the process. Consider replacing with “solutions”

*Ability to be built* discussion:

- Some discussion that “built” denotes construction projects, “system management” should be included with ITS considered as solution
- Must comply with regional goals
- Category must be broad enough to meet partnerships

## **Goals and Objectives Review: LT**

Matt Hastie gave a brief overview of the draft Linking Tualatin FAQ (handout) and the draft Goals and Objectives (handout). Linking Tualatin is part of the larger regional process that is underway that will identify High Capacity Transit options to connect Sherwood with Portland, and communities in-between. He mentioned that there has been a significant effort to identify areas of employment in the city, areas where people are coming to Tualatin from outside the city to work. A large percentage of people that

work in Tualatin do not live in Tualatin. In the employment Focus Areas, there has been an effort to identify if the land uses and transportation are supporting public transit within Tualatin, and between Tualatin and the larger regional transit system. He asked for feedback on the FAQ sheet after the meeting by email or phone.

Matt gave a brief overview of the Goals and Objectives. He said that the Goals and Objectives would be used throughout the process to develop recommendations related to land use and transportation connections. The Goals and Objectives were developed from the values exercise at TTF #2, the regional goals in the SW Corridor process, neighboring communities Goals and Objectives as well as other local plans. He mentioned that there are both “Process” and “Product” or “Outcome” goals. The project team would like feedback on the Goals and Objectives. They will then be revised and the team will ask for approval at the February 23<sup>rd</sup> TTF meeting. The PowerPoint included:

Goal Categories:

- Community
- Economy
- Land Use
- Transportation Choice and Mobility
- Consistency and Coordination
- Implementation

General discussion by the committee included:

*Community* discussion:

- Should maybe be renamed to Community Involvement so it isn't confused with community “feel”
- “...those most directly affected...” in these plans will be today's youth; suggestion to not forget about the users that are in need of better transit connections today

*Economy* discussion:

- Discussion about an overemphasis on employers and employees; residents are missing from the goals; as well as for others including tourists to visit Tualatin

*Land Use* discussion:

- Add flexibility in land use plans in order to adapt and accommodate other modes in the future
- Include “effective and efficient transportation system”
- Expand list of destinations to also include health care, schools and other major destinations

*Transportation Choice and Mobility* discussion:

- Emphasize looking both inside and outside of focus areas (not just inside them)
- Consistency and Coordination
- Implementation

There was a general discussion that more pedestrian and bicycle language should be included in the first three goal categories. Also there was a question about the timeline. Matt let the group know that the Linking Tualatin timeline was moving at about the same pace at the regional process run by Metro. Other neighboring jurisdictions' were moving little slower while others are a little ahead of Tualatin. Matt asked for further feedback to be submitted to Cindy at the city by January 27<sup>th</sup>.

## **Overview of Future Conditions/Land Use Assumptions: TSP**

Terra Lingley gave a brief overview of the Future Conditions and Land Use Assumptions analysis. The team looked at existing employment and areas of future growth. She mentioned that the city has about 26,000 residents and will soon have around 29,000 but residential is currently almost built out so there are not major population increases anticipated. She said that most growth will be in employment areas. The team also considers future plans outside of the city that will have an impact on traffic within Tualatin, including Basalt Creek and Sherwood/Tonkin employment areas.

Theresa said that this is the part of the process that moves from the “understanding” phase of what is on the ground now, to a forecasting phase to begin understanding future impacts. They are looking at 2035 levels of employment and residential growth in order to highlight future deficiencies and gaps in the system. Recommendations from the process will include short term, medium and long term solutions. When the TSP is revisited every 10 years, ideally many of the short and medium term solutions that were recommended will have been completed. Both Linking Tualatin and the TSP are looking out to 2035 in the analysis.

## **Introductions of Working Groups**

Eryn asked for a show of traffic signs from the committee members to gauge their understanding of the purpose of the working groups. Signs were mostly Green and Yellow. Eryn mentioned that generally the working groups will allow for deeper and deliberative discussion around specific topics. The working groups will provide feedback to the TTF. In addition, working groups will be open to the public, as well as TTF members, which will allow the public to participate and contribute at a more meaningful level.

Beyond Transit, the working group topics have not been decided. With feedback from the public on the online comment map and the work of Linking Tualatin, it was known that transit would be a major topic area for a working group. The first Transit Working Group would be on February 9 at the Tualatin Police Department and will be meeting around seven times. A flyer was distributed to promote the Transit Working Group (handout).

The other working groups will begin in March and will meet about three times each. Participation is voluntary but the project team would like at least two TTF members on each working group with consistent attendance by the TTF members.

Theresa said that the project team pulled key themes from the existing conditions and the online comment map as a way to develop some potential working group topics. Themes include:

- Key corridors
- Safety/congestion
- Speeds
- Access
- Transit system
- Appreciation of quiet zones
- Transit service frequency
- Need for more local bus service
- Pedestrians issues
- School related traffic
- Freight

- Taking care of employment centers

Proposed draft working groups include:

- Transit
- Downtown
- Major Corridors
- Neighborhood connections
- Bicycle and Pedestrian
- Industrial and Freight Movement
  - Perhaps can meet at a major employer during lunch

Theresa mentioned that the team anticipates a little bit of overlap between the working groups so they shouldn't be thought of in too specific of terms. General discussion of potential working groups included:

- Schools and school related traffic should be under Neighborhood Connections or possibly its own category as school-related vehicular traffic is a major issue
- Rename "Neighborhood Connections" "Neighborhood Livability". This will speak better to the people of Tualatin.
- "Bike and Pedestrian" could be placed in "Major Corridors"
  - If done, it would eliminate conversations about the bike and ped connections to recreational and regional trails, mentioned Theresa
- Corridors could be split into groups focused on specific corridors
- Aesthetics of corridors should be a topic within the corridor working group

## Communication from the Public

*One member of the public spoke:*

Kathy Newcomb said that the "Ability to be built" goal category should include a no-build option. Currently all transit in Tualatin is focused on North/South connections, other connections around Tualatin should be considered. Residential areas should also be considered focus areas for Linking Tualatin. The Youth Advisory Council should be engaged and involved. She thanked everyone for all of the work they are doing.

## Closing and Next Meeting

Eryn passed around a sign up sheet seeking participation in the February 16 Open House and asking for volunteers to participate in a short video vignette that will be used to promote awareness about transportation issues in Tualatin.

She reminded the committee about the Transit Working Group meeting on February 9<sup>th</sup>. She said that at the next TTF meeting, the team will be asking committee members to sign up for working groups so they should be thinking about what topic areas they are most interested in.

She also asked committee members to fill out and return the evaluation forms (hand out) so the project team can improve the meetings and the process.

### Next Meeting:

February 2, 2012

5-7pm

Meeting adjourned.