



City of Tualatin

Tualatin Transportation Task Force
DRAFT Meeting #16 Summary
November 1, 2012, 5:00-7:00pm
Tualatin Police Department
8650 SW Tualatin Road
Tualatin, OR 97062

Committee Members Present

Alan Aplin – *TPAC Rep.*
Bill Beers – *TPAC Rep.*
Bruce Andrus-Hughes – *Parks Advisory*
Charlie Benson – *Citizen Rep.*
Nic Herriges – *Alt. Citizen Rep.*
Nancy Kraushaar – *Citizen Rep.*
Candice Kelly – *Alt. Tualatin Tomorrow Rep.*
Cheryl Dorman – *Tualatin Chamber of Commerce*
Deena Platman – *Metro*
Joelle Davis – *City Councilor*
Jan Guinta – *Alt. CIO Rep.*
Kelly Betteridge – *TriMet*
John Howorth – *Alt. Citizen Rep.*
Monique Beikman – *City Councilor*

Steve L. Kelley – *Washington County*
Wade Brooksby – *City Councilor*
Travis Evans – *Citizen Rep.*
Ray Phelps – *Business Rep.*

Committee Members Absent

Allen Goodall – *Business Rep.*
Amanda Hoffman – *City of Wilsonville*
Bethany Wurtz – *Tualatin Tomorrow Rep.*
Brian Barker – *TVF&R*
Gail Hardinger – *Alt. Business Rep.*
Karen Buehrig – *Clackamas County*

Julia Hajduk – *City of Sherwood*
Judith Gray – *City of Tigard*
Lidwien Rahman – *ODOT*
Mike Riley – *CIO Rep.*
Ryan Boyle – *Citizen Rep.*

Public in Attendance

25 members of the public signed in

Staff, Project Team and Special Guests

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

Theresa Carr – *CH2M Hill*
Terra Lingley – *CH2M Hill*
Alan Snook – *DKS Associates*
Eryn Kehe – *JLA Public Involvement*
Sam Beresky – *JLA Public Involvement*

TRANSPORTATION TASK FORCE MEETING #16

Eryn welcomed the group and thanked them for their attendance and participation over the past year. She let them know that the meeting would be the 16th and final meeting of the Task Force. Eryn said that the goal of the meeting was to reach consensus on the draft TSP, the 65th extension and the expansion of Boones Ferry Road. If consensus is not reached, Task Force member's

positions will be noted and decision will be made by City Council with feedback from the Planning Commission and Tualatin Parks Advisory Committee.

COMMUNICATION FROM THE PUBLIC

Rivergrove Mayor, Heather Kibbey, said that she represents the citizens of Rivergrove to the Task Force. She said that Rivergrove is one of the closest neighbors to Tualatin and that Rivergrove always tries to be neighborly. She let the group know that the bridge at 65th does not comply with the Federal floodway laws stating that FEMA has twice increased the floodway over the last five years so that it now encompasses the entire width of Rivergrove. Rivergrove is empathetic to the traffic issues in Tualatin, so they included an alternative in their presentation submitted to the Task Force. She mentioned that the bridge was included as a placeholder 10 years ago which led to the option being discussed this time around. She urged the Task Force to not recommend it to be built as it will just lead to revisiting the topic in another 10 years.

Joel Libien stated that he lives in the Rosewood Neighborhood of Lake Oswego. He said that the neighborhood does not want to absorb the extra noise, safety issues and other negative aspects of hundreds of new cars an hour through the area. It will increase through-traffic in the area.

Don Nichols said that he lives near 65th and stated that if a bridge goes through, traffic signals will need to be placed at other intersections, which could slow traffic down. In addition the new traffic would be too close to on-ramps, potentially blocking emergency vehicles. The project will create an additional mess, hazard and will block driveways.

Kathy Newcomb said that the priorities of the Task Force should be to reduce congestion by providing a transit loop, providing transit on Tualatin-Sherwood Road, and a Park and Ride on 99W.

GENERAL ITEMS

Accept Meeting #15 Summary

- *The summary was approved by all green signs of those who chose to vote.*

Announcements

Cindy Hahn provided a brief Linking Tualatin update (handout). She mentioned that the schedule has been extended to match the progress of Metro's SW Corridor project and will continue through June 2013. In the near term, they will work to incorporate the SW Corridor plan language into Linking Tualatin and to integrate the Linking Tualatin projects into the TSP. In early 2013, the team will conduct outreach, participate in and reflect the results of the Job Access Mobility Institute work and refine the transit ready place recommendations.

Alice Rouyer thanked the Task Force for their year of commitment in connection to the Linking Tualatin and the TSP process. She said that Tualatin is now viewed as a leader in the SW Corridor project. We've identified that Tualatin is vastly underserved by transit, and a gap in access to jobs. Metro has taken notice and our voices have been heard. TriMet will begin a service enhancement study within the next year and we are excited about that. She asked the Task Force of a show of hands of members would be interested in remaining involved in Linking Tualatin. Most Task Force members raised their hands.

OVERVIEW OF TRAFFIC ANALYSIS PRESENTATION

Theresa, Alan, and Terra gave a brief overview presentation about the process, the draft TSP, and traffic analysis in regards to the 65th Ave extension and the expansion of Boones Ferry Road. The

PowerPoint included:

- Where we are in the process (schedule)
- What happens to projects after adoption? (graphic)
 - Short Range Projects
 - Medium Range Projects
 - Long Range Projects
- Transportation System Plan Timeline (graphic)
- Progress since our September 20th meeting:
 - Decided on "Low Build" scenario
 - Additional travel time results requested for scenarios:
 - No-build
 - Low build
 - Low build + 65th Ave (2 lane)
 - Low build + Boones Ferry Road widening
 - Low build + 65th Ave (2 lane) + BFR widening
- Tabled decisions on:
 - 65th Ave extension
 - Boones Ferry Road widening
- Bicycle/Pedestrian Element (map)
- Transit Element (maps)
- Major Corridors and Intersections (map)
- Future Potential Improvements (map)
- What We are Looking for Tonight (graphic)
- No-build Operations (Level of Service graphic)
- No-build Travel Times (graphic)
- Low Build Operations (Level of Service graphic)
- Low Build Travel Times (graphic)
- Low Build + 65th Ave Extension Volume shifts (map)
- Low Build + 65th Ave Extension Operations (Level of Service graphic)
- Low Build + 65th Ave Extension Travel Times (graphic)
- Low Build + Boones Ferry Road Widening Volume Shifts (map)
- Low Build + Boones Ferry Road Widening Operations (Level of Service graphic)
- Low Build + Boones Ferry Road Widening Travel Times (graphic)
- Low Build + 65th Ave + BFR Widening Volume Shifts (map)
- Low Build + 65th Ave + BFR Widening Operations (Level of Service graphic)
- Low Build + 65th Ave + BFR Widening Travel Times (graphic)
- How Do These Projects Pencil Out? Cost vs. Benefit Perspective
 - 65th:
 - \$50.9million potential 20 year benefit
 - BFR:
 - \$22.7 potential 20 year benefit
 - 65th + BFR Widening
 - \$69.9 million potential 20 year benefit
- Summary of Operations and Travel Time Findings
 - Tualatin becomes very congested in the future
 - Low Build does a fair job of mitigating intersection operations, but minor travel time changes
 - 65th Ave extension pulls traffic from BFR and enhances that travel time
 - BFR widening helps enhance travel times, but creates some intersection issues

- o downtown
 - o Combination of 65th Ave and BFR widening enhances travel times in North Tualatin, but has similar downtown intersection issues
- Technical Team Recommendations
 - o In addition to the Low Build projects, include:
 - BFR widening project from Martinazzi to Lower BFR
 - 65th Ave extension as a refinement plan project
 - Establish and acknowledge the need for improvements and connectivity in the area
 - Acknowledge the need to work collaboratively with surrounding jurisdictions
 - Identify a project area that goes into deeper planning analysis to determine details
- What happens if I hold up my STOP sign?
 - o Project is recommended to not be included in the TSP
 - o Does not preclude project from being considered in future TSP updates
 - o Does not preserve the potential right-of-way
- What happens if I hold up my GO sign?
 - o Project is recommended to be included in the TSP
 - o Preserves potential right-of-way when new development comes to the table
 - o Additional study/coordination is necessary
 - o It will take a while for these projects to be built

Draft TSP Acceptance Discussion

Eryn led a discussion about the Low Build draft TSP, as presented, without a 65th Avenue extension or a Boones Ferry Road widening. Eryn pointed out that after the Task Force, the draft TSP will move on to TPAC and the City Council for final approval.

General Discussion Included:

- There was a general discussion about the proposal of traffic calming on Tualatin Road and a signal at Teton Ave. Alan mentioned that slower speeds could be achieved, with about the same success, with a traffic signal or traffic calming. It was pointed out that it is Washington County policy to not include traffic calming on a collector street. It was also pointed out that traffic signals are usually only installed when the intersection meets certain warrants and that a traffic signal does not always work as a way to slow traffic. The lack of safe turns at the intersection was used to illustrate the need for a traffic signal. There was a motion to exclude traffic calming on Tualatin Road from the draft TSP, and only include a traffic signal at Herman Road. This motion was accepted by full consensus of the group.

Eryn asked the Task Force to vote on the Low Build draft TSP (including the amendment to exclude traffic calming on Tualatin Road), without a 65th extension or Boones Ferry Road expansion and without traffic calming on Tualatin Road.

- 15 green signs – full support of the Task Force.

Roundtable and Discussion about 65th and Boones Ferry Road

Theresa Carr presented the technical team’s recommendation to the Task Force as follows.

In addition to the Low Build projects, include:

- o Boones Ferry Road widening project from Martinazzi to Lower Boones Ferry Road

- 65th Ave extension as a refinement plan project
 - Establish and acknowledge the need for improvements and connectivity in the area
 - Acknowledge the need to work collaboratively with surrounding jurisdictions
 - Identify a project area that goes into deeper planning analysis to determine details

Eryn asked each member of the group to share their thoughts about the technical team recommendation.

Fourteen members, those who represent interests within the City of Tualatin (non-Agency members), shared a position on the recommendation. Statements from Task Force Members Included:

- Agree with the technical team, but supports the placement of 65th as a long-term project after a discussion with all involved agencies and municipalities, not a very long-term project.
- Supportive of Boones Ferry, and leaning towards agreement with the recommendation on 65th, but wanted to know if the recommendation would be seen as a compromise by Rivergrove.
 - There was a resounding “No” heard from the Rivergrove citizens in the audience.
- Support both projects.
- Against the 65th extension, support Boones Ferry Road expansion.
- The travel times are focused on automobile travel times. There are benefits to other modes of travel. The refinement area discussion of the 65th Ave extension should not be delayed by being planned as a long-term project because there could be benefits to bike and pedestrian circulation over the Tualatin River at 65th.
 - Theresa clarified that the suggested refinement area is a short-term recommendation.
- Does not like the draft TSP as a businessperson. It doesn't do enough to alleviate traffic congestion, but as a member of the Task Force; supports the technical team recommendation.
- The data leaves out the impacts to communities. Against the 65th Ave extension and unsure of the expansion of Boones Ferry Road.
- Like the projects that have been brought forth. We need to listen to the community but we are all also frustrated with the traffic in Tualatin.
- No options should be taken off the list; we need all the options we can have.
- Opposed to both 65th Ave and Boones Ferry Road expansion. We don't know what the future will look like; other modes might be more prominent in the future.
- Opposed to both recommendations.
- Overall, the draft TSP does not deal with the North/South problem west of I-5. Opposed to the Boones Ferry Road expansion as it makes already congested intersections worse. Would like to keep 65th on the table as an option as it shows some potential.
- Traffic is an issue now, and there are not many projects proposed to improve it. It is a regional problem; a western bypass would solve the problems in Tualatin. Preserving Right-of-Way is important. Keeping I-5 flowing is important. Would like to see what the Hall extension would do. We need to reduce travel times. Support a 65th extension and Boones Ferry expansion.
- 65th should not be used as a name for the project. The project should be listed as a N/S connection on the eastside of Tualatin. Like the recommendation but not using 65th in the

title. The refinement area should be more general to the need in this area, and non-specific about the exact location.

Eryn tallied the votes from the discussion:

65th Ave Extension:

- *5 red signs*
- *1 yellow sign*
- *7 green signs but with 3 people proposing amendments – refinement area discussion in the long-term and the removal of "65th Ave" from the title of the refinement area.*

Boones Ferry Road Expansion:

- *4 red signs*
- *2 yellow signs*
- *8 green signs*

COMMUNICATION FROM THE PUBLIC

Ken Dorsey, a resident of Tualatin, mentioned that he had met with 120 of his neighbors about the Transportation System Plan. None of his neighbors new about the process, he said that the City did not do a very good job involving the public.

James (last name not given) let the group know that he has been in Tualatin since 1954. He said that the committee is forcing their problems onto another community if the 65th Ave Bridge is built. He questioned the projected cost of \$22 million as being too low.

Sheri Richards, the City Manager of Rivergrove, let the Task Force know that the City of Rivergrove passed an ordinance restricting new structures in the flood plain. She also cautioned the Task Force from stating that it will probably never get funded. Surprise funding sources can appear, making construction possible in very little time. She said that Rivergrove is 100% residential and does not want the associated traffic that would come from a 65th street extension. She pointed out that the intersection at McEwen is already overwhelmed and a light will be needed if the extension is built, adding cost to the project.

Daniel Boher mentioned that he lives right next to the proposed project on 65th and had been contacted by Kaaren Hofmann from the City of Tualatin. He asked why Kaaren would not identify the five properties that would be taken if the bridge is built.

- Theresa said that the use of five properties was an assumption only used for cost estimate purposes; no specific properties had been identified.

Larry Barrett, former mayor of Rivergrove, mentioned that is difficult to get consensus on anything. He asked the Task Force to consider their neighbors to the north before considering any projects that will impact them.

Kathy Newcomb said that there are many opportunities if the focus is on improving transit. She pointed out that transit along Tualatin-Sherwood Road should include bus pullouts. Tualatin-Sherwood Road is part of the proposed transit loop.

NEXT MEETING:

This was the final Task Force meeting. Alice thanked the group again for their hard work and dedication. She hopes that they will stay involved. The project team will continue to communicate the review schedule of the draft TSP as it moves forward.

Meeting adjourned.