



## MEMORANDUM CITY OF TUALATIN

**TO:** Honorable Mayor and Members of the City Council

**FROM:** Sherilyn Lombos, City Manager

**DATE:** September 10, 2012

**SUBJECT:** Work Session for September 10, 2012

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- 1) **5:00 p.m. (75 min) – Transportation System Plan, North/South Connectivity Refinement Area Discussion.** This item will begin with a summary of the work that has been done to date on all of the refinement areas; staff will then make a specific presentation on the three projects that are included in the North/South Connectivity Refinement Area. Council will have an opportunity to ask questions and then there will be time for public comments, followed by Council deliberation and discussion on each of the three projects. There is an item on the General Business section of the Council meeting where additional public comment can be taken and a final vote will occur whether or not to move the three projects forward to the Transportation Summit on September 20.
- 2) **6:15 p.m. (20 min) – Linking Tualatin Update** Attached is a memo with information regarding progress on the Linking Tualatin project.
- 3) **6:35 p.m. (15 min) - Council Meeting Agenda Review, Communications & Roundtable.** This is an opportunity for the Council to review the agenda for the September 10, 2012 Council meeting and take the opportunity to brief the rest of the Council on any issues of mutual interest.



# MEMORANDUM

## CITY OF TUALATIN

**TO:** Honorable Mayor and Members of the City Council

**THROUGH:** Sherilyn Lombos, City Manager

**FROM:** Dayna Webb, Project Engineer  
Kaaren Hofmann, Engineering Manager

**DATE:** 09/10/2012

**SUBJECT:** TSP: Discussion of Refinement Areas #2

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### **ISSUE BEFORE THE COUNCIL:**

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

### **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 three of the refinement areas. At their August 16th & 23rd meetings, the Task Force discussed the four remaining refinement areas, as well as revisited two that they had requested more information on. For most of the areas they were able to reach consensus and made recommendations. On one refinement area they were not able to reach consensus. See Attachment A for a complete description of the refinement areas and options. Their conclusions were:

- **North to South Connectivity**

- Task Force did not reach consensus on the Hybrid Option for this refinement area
- Vote was 7 Yes (with one Agency), 7 No & 1 Maybe

- **Tualatin-Sherwood Road**

- Forward the 5-lane option from Teton Avenue to Cipole Road
- **Boones Ferry Road**
  - North of Martinazzi Avenue: 5-lanes
  - Downtown (between Martinazzi Avenue and Warm Springs Avenue): 3-lanes with added improvements to Martinazzi intersection
  - South of Warm Springs Avenue: 3-lanes with added bus pull-outs
- **Tualatin's Downtown Circulation**
  - Don't forward Bicycle & Pedestrian Bridge over lake (14 no votes, 1 maybe)
  - Forward right turn lane at Boones Ferry Road and Tualatin-Sherwood Road
- **65th Avenue**
  - Forward both a 3-lane & 5-lane option North of Sagert Street
- **Herman Road & Tualatin Road**
  - Forward Refined Solution with a signal located at Teton Avenue

The Planning Commission on September 4th and the Parks Advisory Committee on September 6th reviewed and commented on on the remaining refinement areas. There will be several more opportunities to comment on this plan, including at the Community Summit on September 20th. The full schedule is attached.

**RECOMMENDATION:**

Staff recommends that the City Council weigh in on forwarding options within the Refinement Areas to the Summit for further public discussion.

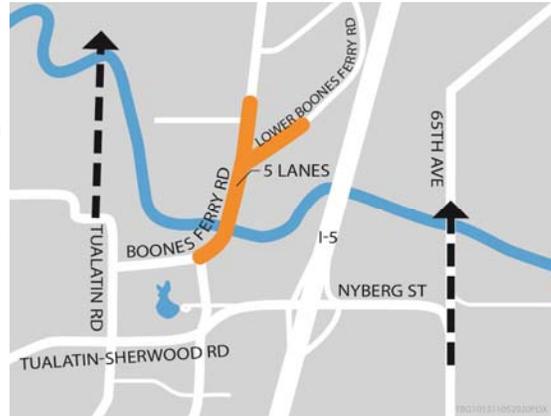
- Attachments:**
- A - Refinement Areas
  - B - Task Force Meeting Summary DRAFT
  - C - Task Force Future Meetings
  - D - PowerPoint Presentation
  - E - Transportation Summit Announcement

# Refinement Area #3: North/South Connectivity

Option 3: Hybrid. Two-lane local road connecting to Hall Boulevard, extending 65th Avenue across the Tualatin River, and Widening Boones Ferry Road.

## Goal Statement

This option improves connectivity in the north-south direction west of I-5. 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 the north to connect with Hall Boulevard in Tigard.



## Potential Solution

- An extension west of the railroad tracks, in the general vicinity of SW 86th Avenue east of the Country Club
- Road would extend northward in the vicinity of SW Celilo Road and connect with SW 85th Avenue north of the Tualatin River
- Combine extending to Hall Boulevard with widening Boones Ferry Road, and extending SW 65<sup>th</sup> Avenue north over the River

Consideration Area	Comments	Score
How would this solution affect traffic locally?	<ul style="list-style-type: none"> <li>• New extension allows connectivity north/south across the Tualatin River</li> <li>• New two lane local roadway could carry up to 800-900 vehicles in each direction during the 2035 PM peak hour</li> <li>• Will increase traffic on Boones Ferry Road in front of Tualatin Community Park – uncertain whether signal warrant would be met</li> <li>• Tualatin-Sherwood Rd and Boones Ferry Rd V/C deteriorates slightly from 1.30, LOS F to 1.37, LOS F</li> <li>• Connections would increase PM Peak hour intersection volume by 400 vehicles, primarily north/south through vehicles.</li> </ul>	

Consideration Area	Comments	Score
How would this solution affect traffic city-wide?	<ul style="list-style-type: none"> <li>Tualatin, Herman, 99W, and Boones Ferry Road (north of the Tualatin River) experience a moderate decrease in traffic</li> <li>Boones Ferry Road immediately south of Celilo Road has an increase in traffic leading up to the extension</li> </ul>	●
Design Constraints / Considerations	<ul style="list-style-type: none"> <li>Does not physically impact Tualatin Community Park</li> <li>At least one, if not two railroad crossings would need crossing improvements and would require coordination with the Railroad and ODOT Rail.</li> <li>North improvements to alignment would extend along the west edge of the tracks and tie into 85<sup>th</sup> Ave on the north side of the river</li> </ul>	◐
Environmental / Policy Considerations	<ul style="list-style-type: none"> <li>An extension of Hall Boulevard into Tualatin is included in the Tigard TSP (long-term not fiscally constrained project list) and in the Washington County TSP</li> <li>Potential impacts (likely temporary) to the Tualatin River and adjacent natural resources.</li> <li>Potential impacts to wetlands/sensitive areas west of the existing railroad tracks north of Tualatin Road.</li> </ul>	○

# Refinement Area #5: Tualatin-Sherwood Road

## Option 1: Five-Lane Section Teton to Cipole

**Goal Statement** Relieve congestion and improve safety for all modes along Tualatin-Sherwood Road within the City of Tualatin.

Tualatin-Sherwood Road serves as the major east-west arterial through Tualatin. It connects residents, employees, and visitors to the I-5 freeway system, to the community of Sherwood, and areas west. Tualatin-Sherwood Road is owned and maintained by Washington County. West of 124<sup>th</sup> Avenue average daily traffic volumes are higher than 26,000 vehicles.

Though there are continuous sidewalks and bicycle lanes throughout the corridor, including a buffered bicycle lane west of downtown, the team has heard from the community that the traffic volumes still make this corridor feel unsafe from the vantage point of a bicyclist. Crossing this arterial at key intersections can be difficult for a pedestrian.

**Potential Solution** Widen Tualatin-Sherwood Road to five lanes, retaining continuous buffered bicycle lanes and sidewalks between Teton to the east and Cipole to the west.

Consideration Area	Comments	Score
How would this solution affect traffic locally?	<ul style="list-style-type: none"> <li>Serves future demand that is beginning to be seen today</li> <li>Minor to moderate increases in traffic seen on Avery Street, 124<sup>th</sup> Avenue, and new connection between 112<sup>th</sup> and Myslony</li> <li>Widening Tualatin-Sherwood Road from 3 to 5 lanes changes V/C and LOS at the following intersections:                             <ul style="list-style-type: none"> <li>Improves 124<sup>th</sup> Ave: from 1.33, LOS F to 0.92, LOS C</li> <li>Improves Avery St: from 0.99, LOS E to 0.92, LOS D</li> <li>Teton Ave deteriorates slightly: from 0.95, LOS E to 1.03, LOS E</li> </ul> </li> </ul>	
How would this solution affect traffic city-wide?	<ul style="list-style-type: none"> <li>Draws traffic away from Hwy 99W, Tualatin Road, Herman Road, and the Cipole Rd extension</li> <li>New traffic on Tualatin-Sherwood Road forecasted to be approximately 200-350 vehicles in each direction during afternoon rush hour</li> </ul>	

Consideration Area	Comments	Score
Design Constraints / Considerations	<ul style="list-style-type: none"> <li>• Right-of-way setbacks likely allow widening with minor impacts to properties from Teton west to Cipole</li> <li>• Some drainage/water quality basins that would likely need to be relocated</li> <li>• Major design complications not anticipated</li> </ul>	
Environmental / Policy Considerations	<ul style="list-style-type: none"> <li>• Most widening impacts would be to landscaping</li> <li>• Project is included in Washington County TSP</li> <li>• Any widening west of Cipole would require coordination with Sherwood.</li> </ul>	



# Refinement Area #5: Tualatin-Sherwood Road

## Option 2: Transportation System Management

**Goal Statement** Relieve congestion and improve safety for all modes along Tualatin-Sherwood Road within the City of Tualatin.

Tualatin-Sherwood Road serves as the major east-west arterial through Tualatin. It connects residents, employees, and visitors to the I-5 freeway system, to the community of Sherwood, and areas west. Tualatin-Sherwood Road is owned and maintained by Washington County. West of 124<sup>th</sup> Avenue average daily traffic volumes are higher than 26,000 vehicles. The intersection of Tualatin-Sherwood Road and Boones Ferry Road is the most congested intersection in the community of Tualatin, and serves as a activity hub, with the WES Commuter Rail station and commercial businesses on all four corners. Crossing this arterial at key intersections can be difficult for a pedestrian.

**Potential Solution** The team explored keeping Tualatin-Sherwood Road as a three-lane section west of Teton, improving travel conditions via coordinated signal timing and intersection-specific treatments that would reduce overall conflicts and delay.

Consideration Area	Comments	Score
How would this solution affect traffic locally?	<ul style="list-style-type: none"> <li>There could be a modest shift of traffic to utilize Tualatin-Sherwood Road if TSM type enhancements occur and make the corridor more efficient.</li> <li>Likely shift in traffic would come from Herman Road, Tualatin Road, and Avery Street.</li> </ul>	
How would this solution affect traffic city-wide?	<ul style="list-style-type: none"> <li>Most impacts would be local with little city-wide effect.</li> </ul>	
Design Constraints / Considerations	<ul style="list-style-type: none"> <li>N/A.</li> </ul>	N/A
Environmental / Policy Considerations	<ul style="list-style-type: none"> <li>None</li> </ul>	

# Refinement Area #5: Tualatin-Sherwood Road

## Road

### Drilling Down on the Tualatin-Sherwood Road / Boones Ferry Road Intersection

#### Goal Statement

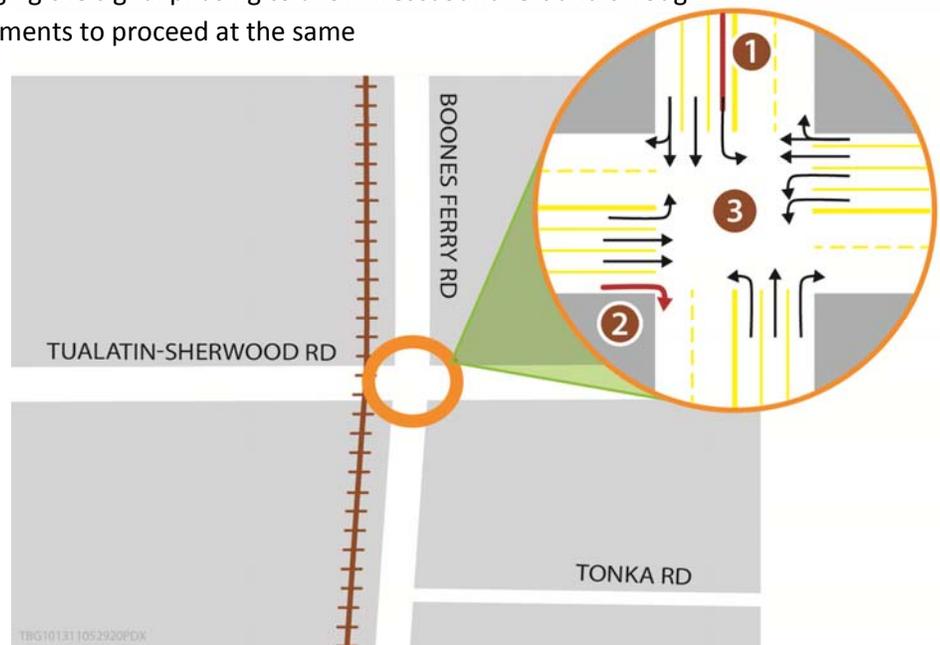
The intersection of Tualatin-Sherwood Road and Boones Ferry Road is one of the busiest in the City. It is the junction of two major arterials, serves traffic moving north-south and east-west, has commercial businesses on all four corners, and is the location of WES commuter rail service. The intersection is already wide and intimidating to pedestrians. Right-of-way is limited for further widening.

#### Potential Solution

The team looked into several treatments that would improve conditions at this intersection while minimizing further widening.

These include:

1. Lengthening the southbound left turn pocket on Boones Ferry Road
2. Adding a right turn pocket on Tualatin-Sherwood Road
3. Changing the signal phasing to allow westbound left and through movements to proceed at the same time.



Consideration Area	Comments	Score
How would this solution affect traffic locally?	<ul style="list-style-type: none"> <li>• Overall intersection operation improvements allow for better east/west traffic flow.</li> <li>• Capacity improvements on side streets could allow for a signal timing shift on Tualatin-Sherwood Road.</li> <li>• The intersection is still likely to be over capacity by 2035 (PM peak hour).</li> </ul>	
How would this solution affect traffic city-wide?	<ul style="list-style-type: none"> <li>• Most impacts would be local with little city-wide effect.</li> </ul>	
Design Constraints / Considerations	<ul style="list-style-type: none"> <li>• Lengthening the southbound left turn pocket would have impacts to the northbound turn pocket at Nyberg Street and the Hagens parking lot.</li> <li>• Adding a right turn pocket on Tualatin-Sherwood Road would require improvements to the signal and railroad crossing and sidewalk/planter on Tualatin-Sherwood Road and available right-of-way width would need to be reviewed for adequacy.</li> </ul>	
Environmental / Policy Considerations	<ul style="list-style-type: none"> <li>• Drainage ditch impacts from the right turn pocket on eastbound Tualatin-Sherwood Rd.</li> <li>• Adding a turn pocket would move Tualatin-Sherwood Road closer to the business at that corner.</li> </ul>	

# Refinement Area #6: Boones Ferry Road

## Five-lane option North of Martinazzi Avenue

### Goal Statement

Boones Ferry Road serves as the main north-south arterial in Tualatin west of I-5. It connects Tualatin with Wilsonville to the south and Durham and Tigard to the north. Because of its length, Boones Ferry Road serves different needs – to the south it serves the many residents of south Tualatin, and the Byrom Elementary and Tualatin High Schools. Between Warm Springs and the Tualatin River, Boones Ferry Road is one of the major streets serving the core of downtown.

North of the river it transitions to Upper Boones Ferry Road to Durham and Tigard, and Lower Boones Ferry Road to serve the Bridgeport Village Regional Center. Our team’s analysis has found the intersection of Boones Ferry Road and Lower Boones Ferry Road is one of the more congested intersections in the City. Overall the corridor has seen four reported crashes involving bicyclists, and two involving pedestrians, in the last three years.

### Solution

The team explored widening Boones Ferry Road between the intersection of Lower Boones Ferry Road to the north and Martinazzi to the south, as well as keeping that section three-lanes. Assumes replacement of the Tualatin River bridge.

Consideration Area	Comments	Score
How would this solution affect traffic locally?	<ul style="list-style-type: none"> <li>• Could potentially shift traffic from Tualatin-Sherwood Road (east of Boones Ferry Road) and away from the Nyberg interchange.</li> </ul>	
How would this solution affect traffic city-wide?	<ul style="list-style-type: none"> <li>• Would shift traffic from Hwy 99W/Durham Road, and from Interstate 5 between the Boones Ferry Road and Nyberg interchanges onto Boones Ferry Road</li> </ul>	
Design Constraints / Considerations	<ul style="list-style-type: none"> <li>• Would have minor (likely temporary) impacts on natural resources.</li> <li>• Would require little, if any right-of-way. However accesses would be affected and would need to be reconstructed.</li> <li>• The railroad crossing between the bridge and Lower Boones Ferry Road would require coordination with ODOT Rail and the Railroad.</li> </ul>	
Environmental / Policy Considerations	<ul style="list-style-type: none"> <li>• Widening Boones Ferry Road would not impact any structures, mainly landscaping adjacent to the roadway.</li> </ul>	



# Refinement Area #6: Boones Ferry Road

## Options between Martinazzi Avenue and Warm Springs Avenue

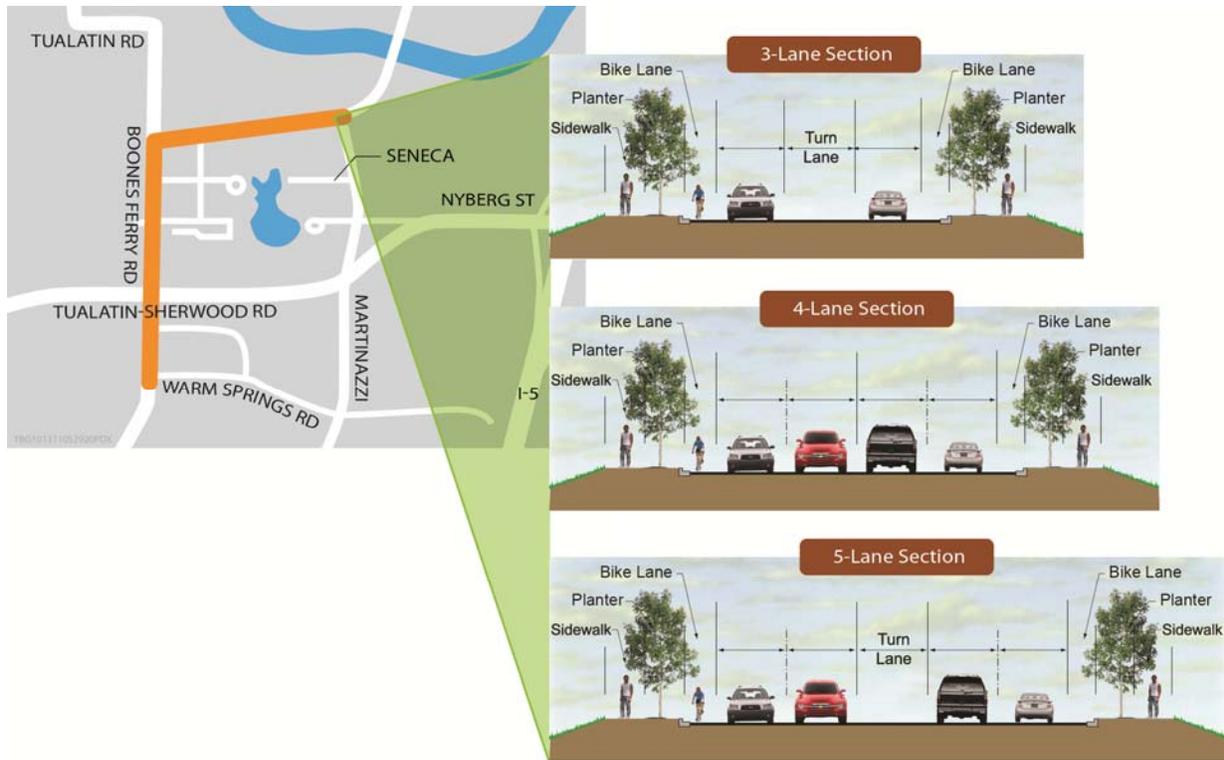
### Goal Statement

Boones Ferry Road serves as the main north-south arterial in Tualatin west of I-5. It connects Tualatin with Wilsonville to the south and Durham and Tigard to the north. Because of its length, Boones Ferry Road serves different needs – to the south it serves the many residents of south Tualatin, and the Byrom Elementary and Tualatin High Schools. Between Warm Springs and the Tualatin River, Boones Ferry Road is one of the major streets serving the core of downtown. The intersection of Tualatin-Sherwood and Boones Ferry Roads is one of the most congested intersections in the city. The intersection of Tualatin-Sherwood Road and Boones Ferry road is also the site of 50 crashes in the last five years and has been flagged by Washington County as a location of safety concern. Overall the corridor has seen four reported crashes involving bicyclists, and two involving pedestrians, in the last three years.

### Potential Solution

The team explored three options between Martinazzi and Warm Springs:

- Retaining a three-lane section with intersection improvements and coordinated signal timing;
- Widening to four lanes, limiting turning pockets to intersections; and
- Widening to five lanes, with two travel lanes in each direction and a center-turn lane transitioning to a turn pocket at intersections.



Consideration Area	Three-Lane Section with Intersection Improvements and Signal Timing		Four-Lane Section with Turn Pockets at Intersection		Five-lane Section with Center Turn lane	
How would this solution affect traffic locally?	<ul style="list-style-type: none"> <li>Signal timing improvements alone have a minor improvement, but there would still be intersection deficiencies.</li> </ul>	☺	<ul style="list-style-type: none"> <li>Would improve operations along the corridor to better meet demand, while shifting traffic from Interstate 5 and away from the Nyberg interchange.</li> <li>Could add delay on the corridor due to turning vehicles in the travel lane</li> </ul>	☺	<ul style="list-style-type: none"> <li>Would improve operations along the corridor to better meet demand, while shifting traffic from Interstate 5 and away from the Nyberg interchange.</li> </ul>	●
How would this solution affect traffic city-wide?	<ul style="list-style-type: none"> <li>Effects are mostly local with signal timing improvements.</li> </ul>	☺	<ul style="list-style-type: none"> <li>The effects are mostly local</li> <li>Shifts traffic away from I-5 and the Nyberg Interchange</li> </ul>	☺	<ul style="list-style-type: none"> <li>The biggest effect is the shift from traffic away from Interstate 5 and the Nyberg interchange.</li> </ul>	☺
Design Constraints / Considerations	<ul style="list-style-type: none"> <li>Would not impact natural resources.</li> <li>Minor impacts associated with intersection improvements.</li> </ul>	●	<ul style="list-style-type: none"> <li>Would have minor (likely temporary) impacts on natural resources.</li> <li>Would require right-of-way, and would impact accesses.</li> </ul>	☺	<ul style="list-style-type: none"> <li>Would have minor impacts on natural resources.</li> <li>Would require additional right-of-way and reconstructed accesses.</li> </ul>	☺
Environmental / Policy Considerations	<ul style="list-style-type: none"> <li>Few impacts – maintains the existing cross-section</li> </ul>	●	<ul style="list-style-type: none"> <li>Would impact businesses and parking between Martinazzi and Warm Springs</li> <li>Would make it more difficult for turning vehicles to access driveways in this section.</li> </ul>	☺	<ul style="list-style-type: none"> <li>Would impact businesses and parking between Martinazzi and Warm Springs.</li> </ul>	○

# Refinement Area #6: Boones Ferry Road

## Options South of Warm Springs

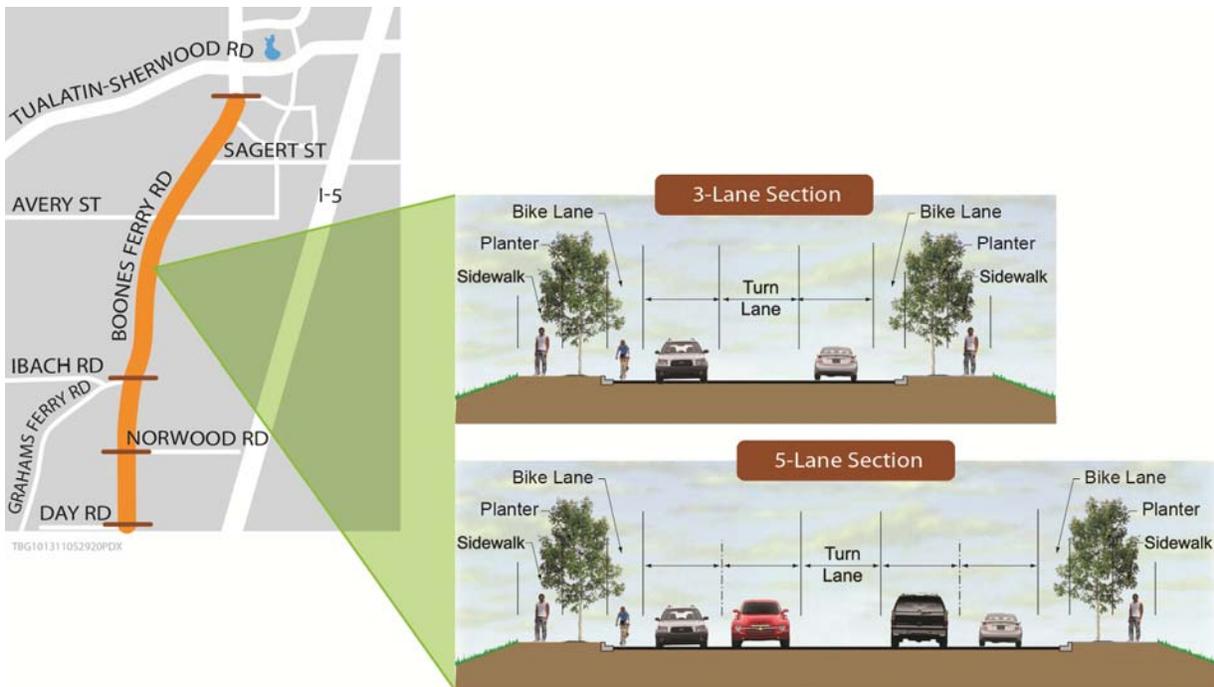
### Goal Statement

Boones Ferry Road serves as the main north-south arterial in Tualatin west of I-5. It connects Tualatin with Wilsonville to the south and Durham and Tigard to the north. Because of its length, Boones Ferry Road serves different needs – to the south it serves the many residents of south Tualatin, and the Byrom Elementary and Tualatin High Schools. Overall the corridor has seen four reported crashes involving bicyclists, and two involving pedestrians, in the last three years.

### Potential Solution

The team explored widening Boones Ferry Road to five lanes between Warm Springs and Ibach, and between Ibach and Norwood. Between Norwood and Day Boones Ferry Road will be expanded to three lanes (this latter project is planned for construction by Washington County).

The other option is to keep Boones Ferry Road at three lanes and improve signal timing and make targeted improvements at intersections.



Consideration Area	Three Lane Cross Section		Five Lane Cross Section	
How would this solution affect traffic locally?	<ul style="list-style-type: none"> <li>The three lane section would slightly improve intersection operations</li> <li>Would not add additional vehicles on the roadway</li> </ul>	○	<ul style="list-style-type: none"> <li>The 5 lane option would address 2035 PM peak hour capacity and operational deficiencies along Boones Ferry Road.</li> <li>Widening would add approximately 200-300 vehicles in each direction along Boones Ferry Road.</li> <li>Widening Boones Ferry Road from 3 to 5 lanes changes V/C and LOS at the following intersections:                             <ul style="list-style-type: none"> <li>Improves Sagert St: from 1.11, LOS E to 0.84, LOS C</li> <li>Improves Avery St: from 1.15, LOS F to 0.96, LOS D</li> <li>Improves Ibach St: from 0.98, LOS D to 0.88, LOS C</li> </ul> </li> </ul>	◐
How would this solution affect traffic city-wide?	<ul style="list-style-type: none"> <li>Would have little effect on city-wide traffic</li> </ul>	○	<ul style="list-style-type: none"> <li>Moderate levels of traffic would shift from the new 124<sup>th</sup> Avenue extension, 65<sup>th</sup> Avenue, and 105<sup>th</sup> Avenue/Blake Street (a local roadway) to Boones Ferry Road.</li> </ul>	◐
Design Constraints / Considerations	<ul style="list-style-type: none"> <li>Would have few impacts on right-of-way as the roadway is already 3 lanes wide.</li> <li>Intersection improvements could require additional room to add turn lanes, etc, though few impacts are anticipated</li> </ul>	●	<ul style="list-style-type: none"> <li>Widening to 5-lanes is relatively straight forward from Warm Springs to Norwood.</li> <li>There may be some opportunities to improve vertical profiles and horizontal curves for sight distance.</li> <li>Right of way varies throughout the corridor with some newer developments having full width for 5-lanes, while other areas have structures up to the ROW line.</li> </ul>	◐
Environmental / Policy Considerations	<ul style="list-style-type: none"> <li>None</li> </ul>	●	<ul style="list-style-type: none"> <li>Some houses are very close to Boones Ferry Road between Warm Springs and Norwood. Widening Boones Ferry Road in this area would impact setbacks and landscaping; though no houses would be impacted.</li> <li>Widening the roadway could have some small impacts to Little Woodrose Nature Park, depending on the design of the widening. There are no other environmental concerns as the area is already built-up residential.</li> </ul>	○

# Refinement Area #7: Downtown Connectivity

## Connections for Nyberg and Seneca

**Goal Statement** Connectivity within the downtown core is limited by the Lake at the Commons, the railroad line, and high traffic volumes along the Boones Ferry Road and Tualatin-Sherwood Road corridors.

**Potential Solution** Connect both sides of Seneca Street via a pedestrian and bicycle bridge over the lake. Connect to existing path around the lake, providing a connection for through east-west bicycle and pedestrian traffic.



Consideration Area	Comments	Score
How would this solution affect traffic locally?	<ul style="list-style-type: none"> <li>No effects on local traffic</li> </ul>	N/A
How would this solution affect traffic city-wide?	<ul style="list-style-type: none"> <li>No effects on city-wide traffic</li> </ul>	N/A
Design Constraints / Considerations	<ul style="list-style-type: none"> <li>Impacts to lake are temporary and minor</li> </ul>	●
Environmental / Policy Considerations	<ul style="list-style-type: none"> <li>Tualatin Commons and Tualatin Commons Park are City-owned parks</li> <li>The lake is human-made and a bridge and is not expected to impact habitat</li> </ul>	●



*City of Tualatin*

**Tualatin Transportation Task Force  
DRAFT Meeting #14 Summary  
August 23, 2012, 5:00-8:00pm  
Tualatin Police Department  
8650 SW Tualatin Road  
Tualatin, OR 97062**

**Committee Members Present**

Alan Aplin – *TPAC Rep.*  
Allen Goodall – *Business Rep.*  
Bill Beers – *TPAC Rep.*  
Bruce Andrus-Hughes – *Parks Advisory*  
Candice Kelly – *Alt. Tualatin Tomorrow Rep.*  
Charlie Benson – *Citizen Rep.*  
Cheryl Dorman – *Tualatin Chamber of Commerce*  
Joelle Davis – *City Councilor*  
Jan Guinta – *CIO Rep.*  
Karen Buehrig – *Clackamas County*  
Lidwien Rahman – *ODOT*  
Monique Beikman – *City Councilor*

Nic Herriges – *Alt. Citizen Rep.*  
Nancy Kraushaar – *Citizen Rep.*  
Travis Evans – *Citizen Rep.*  
Ray Phelps – *Business Rep.*

**Committee Members Absent**

Amanda Hoffman – *City of Wilsonville*  
Brian Barker – *TVF&R*  
Bethany Wurtz – *Tualatin Tomorrow Rep.*  
Deena Platman – *Metro*  
Gail Hardinger – *Alt. Business Rep.*  
Kelly Betteridge – *TriMet*  
John Howorth – *Alt. Citizen Rep.*

Julia Hajduk – *City of Sherwood*  
Judith Gray – *City of Tigard*  
Mike Riley – *CIO Rep.*  
Ryan Boyle – *Citizen Rep.*  
Steve L. Kelley – *Washington County*  
Wade Brooksby – *City Councilor*

**Public in Attendance**

June Bennett  
Jack Browne  
Steve Titus  
Tom and Kathy Re  
Kathy Newcomb  
Joan Batten  
Kevin Ferrasci O'Malley  
Warren Brown  
Dolores Hurtado

Christopher Nelson  
Mark Fryburg  
Randy Pitchore  
Joe Lipscomb  
John and Carol Lemiti  
Brian Wegener  
Chris Stiddles  
Nancy Breton

**Staff, Project Team and Special Guests**

Ben Bryant – *City of Tualatin*  
Kaaren Hofmann – *City of Tualatin*  
Dayna Webb – *City of Tualatin*

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 the meeting will be to decide which refinement area projects to advance to the Transportation Summit on September 20<sup>th</sup>. She mentioned that the Summit will combine an Open House-Town Hall type discussion with the Task Force meeting at the end to help set the direction for the TSP. After the summit, there will be one more Task Force meeting on October 4<sup>th</sup>.

Eryn let the group know that the goal of the Task Force is consensus, which will be the Task Force agreeing on the best options for the group, even if the option goes isn't exactly what the individual wants. If consensus is not reached, the team will record the votes of the Task Force and the decision to include the refinement area at the September Summit will be decided by the City Council.

## **COMMUNICATION FROM THE PUBLIC**

Randy Pitchore let the group know that he has lived in Tualatin for 20 years and has been following the North/South connection topic. He agrees that something needs to be done with the Boones Ferry Bridge but he isn't sure that the communities on the other side of the river are even aware of the project. He pointed out that 25 years ago, there were mostly orchards and farms in the area. Those farms and orchards are now subdivisions. He also expressed doubt that the projected traffic numbers of either new proposed bridge (65<sup>th</sup> Avenue extension and the N/S connection) justify the expense of those bridges.

Christopher Nelson said that as of 3pm the "Extension East of Country Club and West of the Railroad Track" project on the Online Forum was not only the lowest approval rated project discussed at an average of 1.2 stars, but had the greatest number of votes at 52. Not only that but the generic idea of "Look for ways to provide north-south connectivity over the Tualatin River for vehicles" was the second most voted on item at 49 votes and only had a 1.6 approval rating making it the 3<sup>rd</sup> least popular project. He noted that it is clear that the item is another unwanted attempt of a north-south connectivity that is met with clear opposition from the public in Tualatin. He noted that the roadway would have a negative impact on Tualatin in the following ways:

- It will bring industrial traffic further east than it already does causing issues from traffic to pollution.
- Old growth timbers, a buffer to the golf course, line the Westside of the proposed connection, which would surely be lost. A true travesty to the "Tree-friendly" city.
- Flood plains to the eastside of the proposed connection, home to many migrating species of birds, deer and other wildlife, would be encroached upon, disturbed and possibly even lost.
- Increased through traffic, congestion and pollution would be drawn closer to our parks, wildlife, bird refuges and the Tualatin Country Club, a long-standing pillar of our community.
- The current tri-parks area of Cook, Durham and Tualatin connect at a beautiful wildlife refuge that the proposed extension would surely obliterate. Not to mention the building of a roadway to carry an estimated 800 to 900 cars through a once pristine habitat that would now be subject to a very large motorway dividing the parks and the people of the surrounding communities.
- This path not only would bring greater traffic, pollution, noise, disruption to the gold course, destruction of wild life areas, more intersections, railroad crossings and bridges but the removal of long standing homes and businesses.

Mr. Nelson also mentioned that at the last meeting of the City Council, Mayor Ogden touted just how nature-friendly Tualatin is and how there is a large amount of community involvement when it comes to the award winning parks and trees. For these reasons, he urged the members of the Task Force to take the time to realize what the people of Tualatin have told you: that they don't want this connection at any cost, they don't want traffic funneled into the heart of the already busy town, and they don't want a north-south connector. He said that the people of Tualatin had a chance to vote, and they did by having an active voice in the Working Groups, online votes, TSP meetings and the City Council. He said that the citizens do not want it and asked that the Task Force listen.

Dolores Hurtado thanked the Task Force for coming and participating in the process. She said that she seconds the previous comments and concerns expressed about the north-south connection over the Tualatin River. She said that there are so many reasons to not continue with that project and hoped that the Task Force will remove the project from moving forward. She mentioned that the leading causes of air quality issues are car emissions and woodstoves. She said that spending money to put a new route through the wetlands would add to air quality issues and deplete the quality of life in Tualatin. Even if it is only a placeholder, it should be removed, as we need to cut our reliance on cars and expand our reliance cheaper and non-polluting modes. More initiative should be placed on a loop bus that connects commuters and residents in a less expensive way.

Mark Fryburg said that there are a lot of really good ideas on the Online Forum but that it is easy to get lost in all of the details. PGE is planning on an increase in employment in Tualatin and will want the employment to improve the quality of life in Tualatin. Overall though, he mentioned that he can't be too optimistic because of the east/west bottleneck in the city. He asked the Task Force to not get lost in the details, to look at the big picture and to only approve a plan that will significantly solve the east-west bottleneck problem.

Kevin Ferrasci-O'Malley thanked the Task Force for their work. He mentioned that transportation has been an issue for 30 years. He asked the Task Force to revisit the goals of the project, specifically the Access and Mobility goal: "Maintain and enhance the transportation system to reduce travel times, provide travel time reliability, provide a functional and smooth transportation system, and promote access for all users." He asked the Task Force to go back to the core of "access and mobility" when making decisions.

Joe Lipscomb mentioned that there are better options for sidewalks in Refinement Area #6 than what are shown in the graphics.

Kathy Newcomb said that the PGE building LEED certification almost didn't happen primarily because there is inadequate transit in the area. She mentioned that it is important to get transit. She thanked Councilor Davis for help in focusing on transit improvements.

## **GENERAL ITEMS**

### **Accept Meeting #13 Summary**

- Nancy Kraushaar wanted to make sure that her statement of "using rail where appropriate" was included in the summary (page 6).
- *The summary was approved by all green signs of those who chose to vote.*

### **Announcements**

Bruce Andrus-Hughes proposed to return a trail overpass project to consideration at the Transportation Summit. He mentioned that the bike/ped bridge over 99W was originally removed because of the lack of funding but he said that the Parks Department might have funding for the

project. In addition, Theresa said that the crossing was originally discussed as separate from the Tonquin Trail but when considered as part of the Tonquin Trail and the regional trail network, the demand for the project improves. Eryn mentioned that the Task Force did not specifically discuss the project before it was removed.

*Voting: All green signs to move the pedestrian crossing on 99W to the Transportation Summit.*

## **TRANSPORTATION SYSTEM PLAN REFINEMENT AREA DISCUSSIONS**

Theresa gave a short overview PowerPoint presentation that included:

- Goal of Tonight's Discussion
- Discuss final refinement areas:
  - North-South Connectivity
  - Tualatin-Sherwood Road
  - Boones Ferry Road
  - Downtown Connectivity
- Recommend what projects move forward for packaging and discussion at the Transportation Summit
- At Last Week's Meeting we heard a few things from you
  - Provide more details about our analysis - this helps you weigh the tradeoffs
  - Be creative - think outside the box
  - Be sensitive - to parks, homes/businesses, and historic properties
- Your Team's Goals for Tonight:
  1. Provide as many details as we can
  2. Put forward some ideas that address the challenges
  3. Be sensitive to the constraints that exist
- A Reminder of our Goals and Objectives
  1. Access and Mobility
  2. Safety
  3. Vibrant Community
  4. Equity
  5. Economy
  6. Health/Environment
  7. Ability to be implemented

### **Revisit 65<sup>th</sup> Avenue Refinement Area #3:**

Theresa explained the cost estimates for the 65<sup>th</sup> Avenue (\$39 million), widening of Boones Ferry Road north of Martinazzi (\$17 million), and of the North-South Connector hybrid option (\$34 million) (handout). She said that they are planning level estimates that involve no engineering analysis so they are very rough estimates. Theresa let the Task Force know that the project team has met with River Grove about the potential of the project and will meet with Lake Oswego in the coming week. She also noted that the proposal would be for a 5-lane road from Sagert Road to Nyberg, with a multiuse path on one side of the road. The bridge would only be four lanes.

The question was posed to the Task Force: Should 65<sup>th</sup> Avenue Refinement Area be advanced for further review at the Transportation Summit on September 20<sup>th</sup>?

*General Discussion Included:*

- Some task force members expressed concern about the high cost of the project with some expressing concern that the estimate was too low.

- Some task force members expressed concern about the willingness of the communities north of the river to accept and support the project. Some members were apprehensive to support the project until they know more about River Grove and Lake Oswego's support of the project.
- The lower estimate of \$24 million for a three-lane road and two-lane bridge was discussed. It was expressed that both options should be forwarded to the Transportation Summit.
- There was some concern that it would serve more of a regional function rather than serve the local citizens of Tualatin.
  - Alan Snook noted that much of the projected traffic would be local trips diverted from Boones Ferry Road and I-5.

*Voting: 17 green signs to advance both 3-lane and 5-lane options, with phasing options, for further review at the Transportation Summit.*

### **Refinement Area #3: North to South Connectivity**

- Goal Statement: Improve north-south connectivity west of I-5
- From our July Meeting, the technical team was asked to look at a hybrid option that:
  - Constructs a two-lane road connecting from Tualatin Road to Hall Boulevard north of the river, instead of a wider road
  - Widens Boones Ferry Road to five lanes between Martinazzi and Lower Boones Ferry
  - Assumes extension of 65th Avenue
- Level of Service at intersections and traffic volumes on facilities (map/graph)
- Traffic, Design, and Environmental/Policy benefits and impacts (chart)
- Technical Team Does NOT Offer a Recommendation: Ultimately, this needs to be a community decision

#### *General Discussion Included:*

- Bruce Andrus-Hughes let the group know that TPARC recommended that the Task Force NOT move the North to South side of the hybrid connectivity project forward to the summit, as it would have a very negative impact to the park.
- A member expressed concern that the high cost of the project would not improve the Tualatin-Sherwood Road/Boones Ferry intersection.
- There was concern that overall the project would do nothing for the overall traffic in Tualatin but would just be shifting traffic onto different roads.
  - Alan Snook said that the traffic shifts would be to a more appropriate facility (i.e. move a local trip to a local road rather than a regional facility).
- Members expressed that all of the projects should be analyzed together, to see how they work, or don't work with each other. Others expressed interest in advancing the project to see how they all interact together and that something needs to be done to improve traffic in Tualatin.
- A member noted that the project is included in Tigard's TSP as a placeholder for 2040 at a cost of \$60 million. Tualatin's cost estimates are low in comparison. The project should not include an at-grade crossing of railroad tracks due to the projected increase of rail traffic and should not disturb the large public investment in WES.
  - Theresa noted that Tigard's cost estimate is for a wider facility.

*Voting: 7 green (including one agency vote), 7 red, and 1 yellow*

Explanations of some Red signs:

- It doesn't help the city's worst intersection
- Cost estimates are too low
- Majority of cost will be on Tualatin's citizens and will add too much traffic to Tualatin's streets
- It is an unrealistic project and if it is advanced, it will become part of the mix of projects analyzed, influencing other projects
- No support for any project that will negatively affect Tualatin Sherwood Road

Explanation of Yellow sign:

- Have concerns about the project but it needs to be looked at in the context of the other projects

There was a concern raised that Agency representatives should not vote as it should be a local decision. The one agency vote was noted. Eryn asked Task Force members to send further feedback about the project, positive and negative, to Kaaren. Minority reports will be accepted and can also be sent to Kaaren.

#### **Refinement Area #5: Tualatin-Sherwood Road**

- Goal Statement: Relieve congestion and improve safety for all modes
- Option #1: Complete Five Lane Section between Teton and Cipole (map)
- Option #2: Retain Three Lane Section
  - One travel lane in each direction
  - Center turn lane
  - Retains shoulder bicycle lanes and sidewalks
  - Coordinated signal timing
  - Spot improvements at key intersections
- Traffic impacts (map)
- What are the other Benefits to Tualatin? (chart)
- Design Constraints
- Environmental/Policy
- Technical Team recommendation: move five-lane option forward to summit

*General Discussion Included:*

- It was noted that the analysis assumes the completion of the 124<sup>th</sup> Avenue project. Most of the improvements to traffic would be to the west of Teton.
- It was noted that if this is advanced to the Summit, the different numbers would be analyzed in context of the other projects.
- Is Sherwood planning on increasing their section to 5 lanes?
  - Alan said that he was not sure but can find out to see if that project is included on the RTP financially constrained list. He also noted that the regional travel model would be accessible at the Transportation Summit to test different scenarios. It was also noted that if this refinement area is not forwarded to the Summit, improvements to individual intersections will still be analyzed.
- There was some discouragement expressed that this was the only proposal to improve Tualatin's busiest road but that it doesn't appear to make large improvements.
  - Theresa noted that there are other projects that could improve traffic flow along Tualatin-Sherwood Road (part of Boones-Ferry and Downtown Refinement Areas). She did note that there is no "silver bullet" project though.

- There was concern expressed that the Task Force needs to see how the project performs in the context of the other projects proposed.
- Mayor Ogden asked about the access to 124<sup>th</sup> from Tualatin-Sherwood Road.
  - Alan noted that the choke point does push traffic to 124<sup>th</sup> but access is not restricted to 124<sup>th</sup>.
- It was noted that the project is in the Washington County transportation plan (TSP). If that section remains at 3-lanes, it will be a bottleneck for all traffic, including freight.
- Pedestrian crossings should be included in any 5-lane expansion.

*Voting: 15 green signs to move Option #1 forward to the Transportation Summit*

### **Refinement Area #6: Boones Ferry Road**

- Goal Statement: Reduce congestion and improve safety on Boones Ferry Road throughout Tualatin
- Three Segments of Boones Ferry Road (map)
- Segment A: North of Martinazzi
  - Widen to five lanes from intersection with Lower Boones Ferry to bridge
  - Replace current bridge, widen to four lanes with bike lanes and sidewalks
  - Transition to three lanes south of bridge with transition at Martinazzi (left turn lane)
- Segment B: Through Downtown
  - Option 1: Retain 3-lane section
  - Option 2: Widen to 4-lanes - 2 lanes in each direction (center turn lane goes away)
  - Option 3: Widen to 5-lanes - 2 lanes in each direction with center turn lane
- Segment C: South of Warm Springs
  - Option 1: 3-lane section with widening at key intersections, coordinated signal timing
  - Option 2: 5-lane section (2 travel lanes in each direction with center turn lane)
- Boones Ferry Road Traffic: All Options (graph)
- What are the Benefits for Tualatin? (graph)
- Design Constraints
- Environmental/Policy
- Technical team recommendation, move forward with:
  - Segment A: Five lanes
  - Segment B: Three lanes
  - Segment C: Three lanes

### *General Discussion Included:*

- Lidwien Rahman let the group know that the Boones Ferry Bridge is not on ODOT's list of bridges that need replacement. The Bridge Management System is a purely technical rating and the Boones Ferry Bridge is not on the list. She also mentioned that she does not see many benefits to the project as Martinazzi gets worse and many areas are the same as a no build.
  - Theresa mentioned that there is a lot of traffic north of the river and there is expected development between downtown and Bridgeport Village that could add to that traffic. She also noted that they hope to improve the capacity and flow at Martinazzi.
- A member asked if the bridge is replaced, would ODOT require the city to assume ownership?

- Kaaren responded that it could happen as it has happened in the past with other facilities but that any transfer of ownership would be negotiated.
- There was mixed discussion of the 3 versus 5 lane proposals in the southern areas of Boones Ferry. Some members expressed the need to keep 3 lanes for pedestrian safety and to not further divide the neighborhoods from the schools while other members expressed the need to expand to 5 lanes, as traffic is already bad in that area.
  - Theresa noted that improving traffic is only one goal of the Transportation System Plan.

*Preliminary vote: 11 green and 5 yellow*

- There was a discussion about the need to model all of the options, in the context of the other projects, to see how they perform with each other.
- There was a request for bus pullouts to be modeled on all options.
- Members expressed the need to see all data and how projects interact with each other in order to make a decision.
- Mayor Ogden suggested adding language to add “improvements to Martinazzi intersection with bus pullouts in segment C.”

*Voting: All green votes except for one yellow 9 (Travis Evans voted yellow as he felt that Segment C, south of Warm Springs, should be 5 lanes)*

#### **Revisiting Refinement Area #4: Herman Road and Tualatin Road**

- Refined Solution:
  - A. Reclassify Herman to a minor arterial
  - B. Upgrade section of Herman to 2 lanes
  - C. Lower speeds on Tualatin
  - D. Eliminate free right turn at Tualatin/Herman intersection, consider roundabout
  - E. Add signals at the east and west ends of Tualatin
  - F. Remove trees at Tualatin and 108th
  - G. Modify channelization of 124th and Tualatin, consider roundabout
  - H. Signage to indicate that Tualatin is for local traffic
- Purpose: Reduce non-neighborhood traffic on Tualatin Road and move it to Herman Road.
- Level of Service and traffic numbers (map)

*General Discussion Included:*

- Teton is a LOS 1.44, the worst intersection in the city and is a failed intersection. It was expressed that putting signals at either end would not be beneficial, but a signal at Teton would be beneficial for those at Jurgens. Other members thought that a signal at Teton would be beneficial to the area.
- Some Task Force Members expressed that they felt the reduction of the speed limit is not necessary and would not be acceptable to the neighborhood.
- What is the purpose of the reclassification of Herman road?
  - Theresa responded and said that the reclassification allows for flexibility in design standards for Herman that will accommodate trucks and cars rather than just cars. Tualatin Road would also be reclassified as a neighborhood street.
- Mayor Ogden said that he fully supports the goal of making Tualatin Road less used by truck traffic but asked if this could be done by making Herman Road more attractive rather than making Tualatin less attractive.
  - Theresa noted that improvements to Herman Road, west of Tualatin are proposed,

to make Herman Road more attractive.

- There was a general discussion about the need to improve Teton as a way to improve Herman Road.
- There was a general discussion about the trees at 108<sup>th</sup>, with the hope that none or very few would be removed.
- A task force member expressed concern about the truck traffic on the east end of the area and suggested better signage in the area to reduce confusion.
  - Theresa mentioned that they did look at how to improve the east end of the area in context of the North-South Connectivity project.
- A task force member noted that there seems to be two major philosophies; one that will allow more traffic through the city as a way to move more traffic and a second philosophy that was prominent at many Working Group meetings: move traffic around the downtown, not through it. She expressed a hesitancy to vote green on this project as it will lead to more traffic on the east end of Tualatin and Herman Roads that could eventually lead to a renewed interest in North-South connector at Hall.
  - Theresa mentioned that the suite of projects includes a dedicated turn lane on Teton to Tualatin-Sherwood Road, upgrading Teton south of Herman and some minor intersection improvements at Avery.

*Preliminary vote: 11 green, 1 yellow, 3 red*

- Yellow vote said that she could vote green if a signal at Teton was included, due to an already very dangerous intersection.
- A member that voted red said that he is interested in voting on outcomes but not specifics. He wants to see the best package for reducing non-neighborhood traffic on Tualatin Road and increasing capacity on Herman.
  - The technical team expressed that they felt that the package was the best combination to meet those goals.

*Voting: 15 green votes with an included signal at Tualatin and Herman (but with noted concerns about the east end of the area)*

### **Refinement Area #7: Downtown Connectivity**

- Tualatin-Sherwood Road/Boones Ferry Road Intersection (graphs)
- Connectivity in the Downtown Core
  - Bridge over the lake was screened out
  - Tunnel under the lake was screened out
  - Improve connectivity for bicyclists and pedestrians

*General Discussion about the Bike/Ped Bridge Included:*

- A member said that the Commons is the living room of Tualatin and a bike/ped bridge over the lake would ruin the amenity by taking away foot traffic from the small businesses and farmers market. And the bridge would only save a minute or two.
- Mayor Ogden thought that bridge could be a pretty amenity but does not want bikes in this area because they could disturb the pedestrian environment.
- Doubt was expressed about the local businesses and residents supporting the bridge.

*Voting: 14 red votes and 1 yellow (Nancy Kraushaar explained that she voted yellow to voice her opinion that bikes should be allowed around the lake)*

*General Discussion about Tualatin-Sherwood Road/Boones Ferry Road Intersection:*

- A member expressed a concern about bike/ped safety. He mentioned that the intersection is already unsafe for everyone and nothing should be done to make it worse for the safety of bikes and pedestrians.
  - Alan responded that the team considered the safety of pedestrians and bicycles in this recommendation, even if it wasn't entirely clear from the presentation.

*Voting: 15 green votes to advance it to the Transportation Summit*

**COMMUNICATION FROM THE PUBLIC**

Steve Titus let the group know that it seems that they are increasing passenger traffic through Tualatin. The planning does not seem to be about Tualatin residents; rather it is about moving traffic through Tualatin.

Kathy Newcomb said that she agreed with Steve's comment. She also mentioned that she has concerns with the east-end of Tualatin Road. She said that there are large numbers of employees leaving in single-occupancy-vehicles at 5pm. She expressed hope that improvements in transit service will help, including WES.

**NEXT MEETING:**

September 20, 2012 – Transportation Summit + Transportation Task Force Meeting

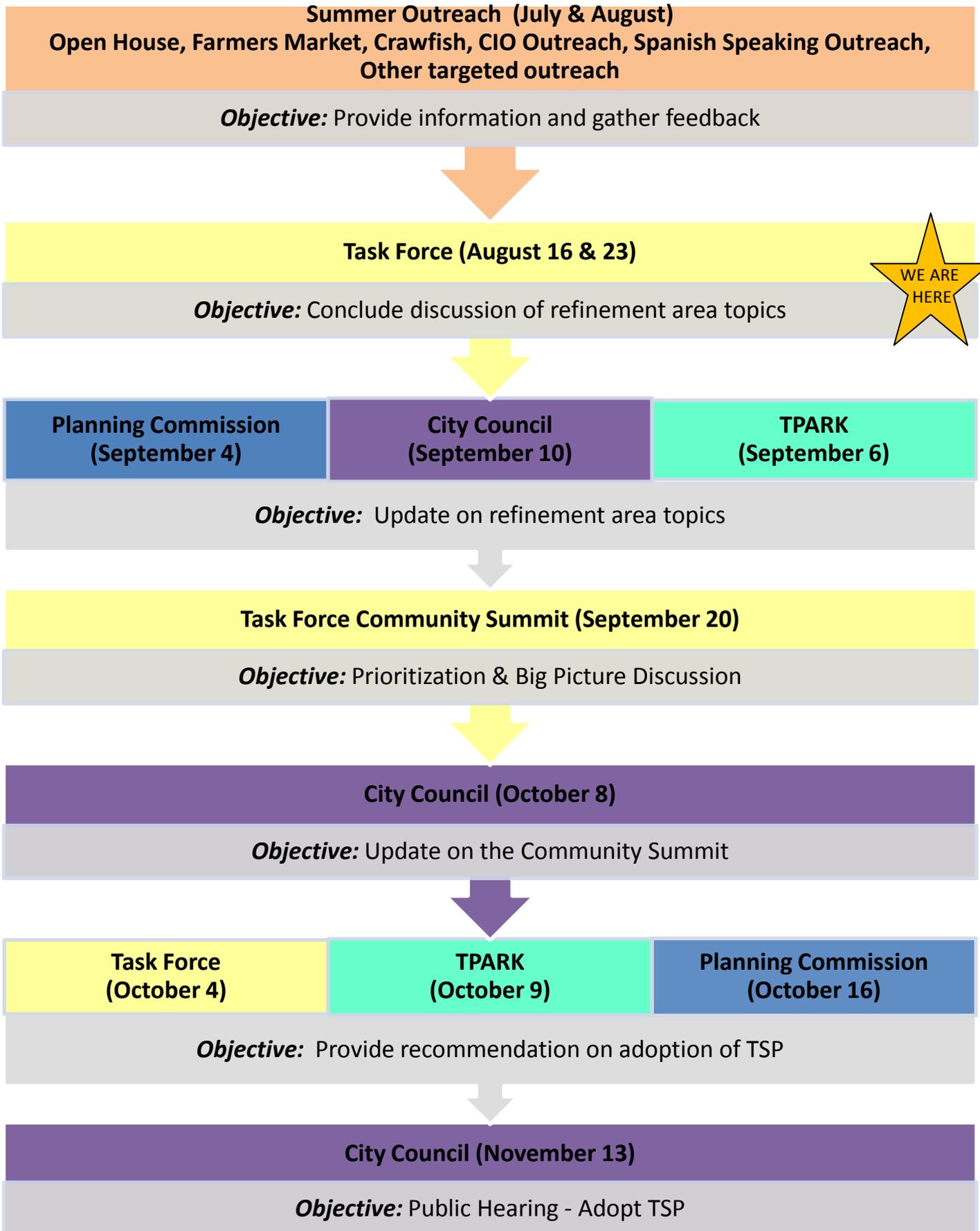
October 4, 2012 – Last Transportation Task Force Meeting

Charlie Benson said that the freight representatives know where the problem spots are and asked them to propose some ideas that would improve freight movement around the city. Mayor Ogden agreed.

Meeting adjourned.

# Tualatin Transportation System Plan

## Developing the Recommended List of Projects for the TSP





*City of Tualatin*

# Refinement Areas (Part 2)

## Tualatin TSP

Presentation to  
Tualatin City Council  
September 10, 2012

# Goal of Tonight's Discussion

- Recommend which projects move forward for packaging and discussion at Transportation Summit

# A Reminder of our Goals and Objectives

No.	Goal	Representative Criteria
1.	Access and Mobility	Provide efficient and quick travel between point A and B, Provide connectivity within the City between popular destinations and residential areas
2.	Safety	Address known safety locations, address geometric deficiencies
3.	Vibrant Community	Support a livable community with family-friendly neighborhoods, maintain a small town feel
4.	Equity	Promote a fair distribution of benefits and burdens, consider access to transit for all users
5.	Economy	Support a vibrant City Center and community, Consider positive and negative effects of alternatives on adjacent residential and business areas
6.	Health/Environment	Provide interconnected networks for bicyclists and pedestrians, protect park land and create an environmentally sustainable community
7.	Ability to be Implemented	Promote fiscal responsibility, strive for broad community and political support



# Refinement Areas #4, 5, 6 & 7:

## Discussion:

The Task Force, TPC and TPARK all agreed on the projects/options to move forward to the Summit.

# Progress Update

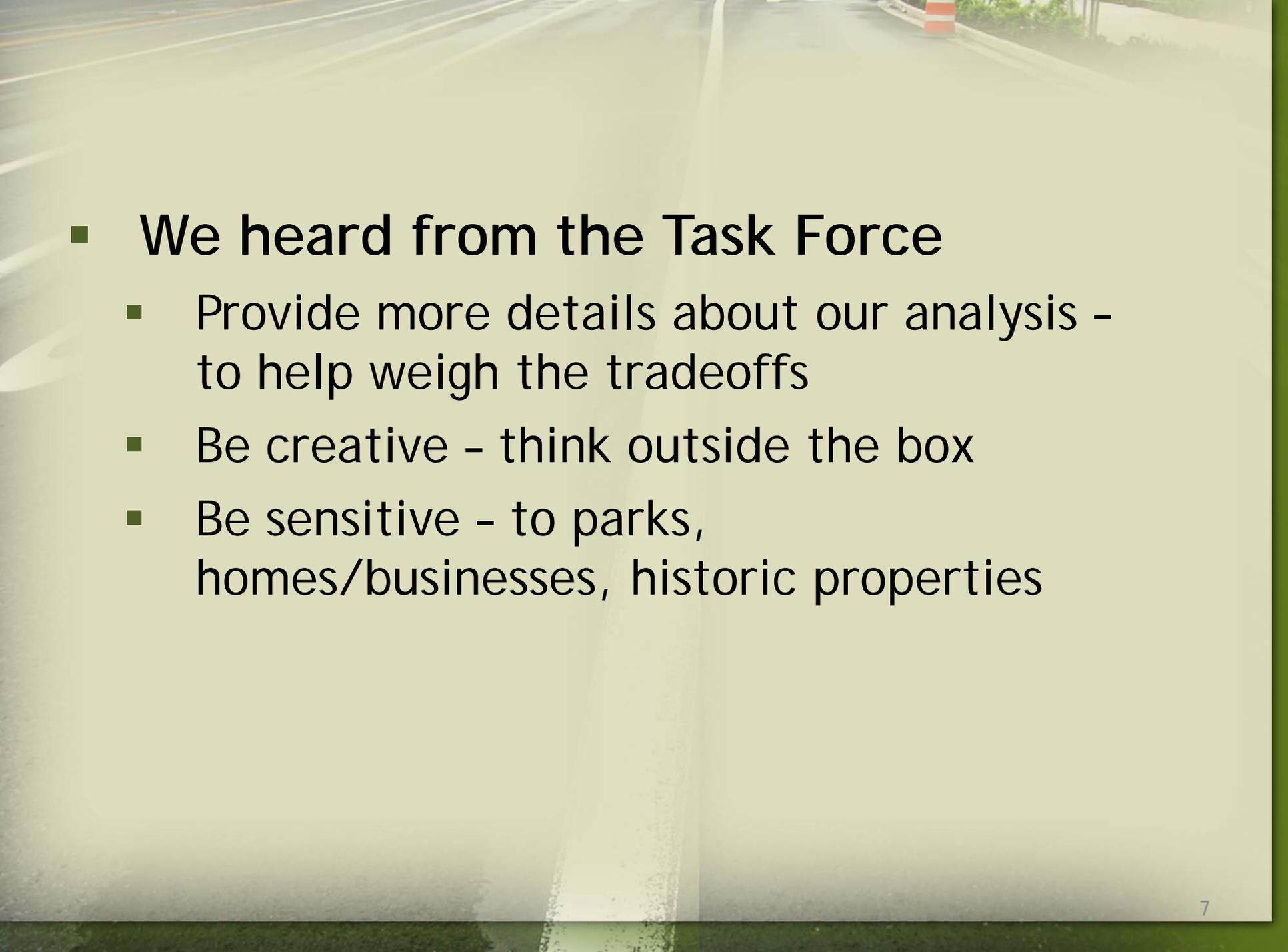
To date the Task Force has agreed to move forward over 130 projects and 6 refinement areas for final discussion at the Summit.

- Bike/ped projects,
- transit projects and
- roadway projects.



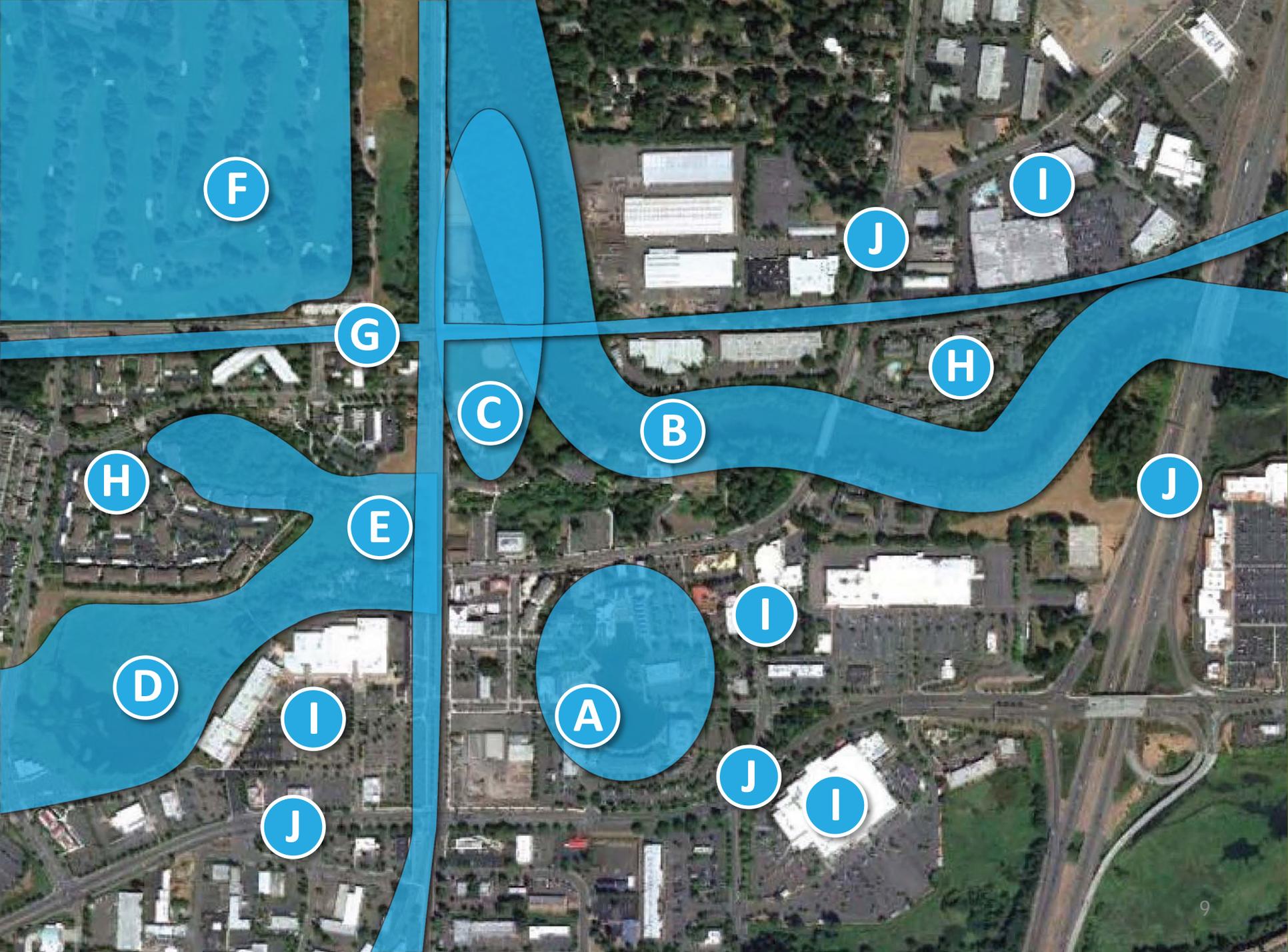
# The Task Force didn't reach consensus on the North - South Refinement Area



- 
- **We heard from the Task Force**
    - Provide more details about our analysis - to help weigh the tradeoffs
    - Be creative - think outside the box
    - Be sensitive - to parks, homes/businesses, historic properties

A perspective view of a road with a white center line and a red and white striped traffic cone on the right side.

This presents  
a challenge...



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# Refinement Area #3: North to South Connectivity



# Goal Statement

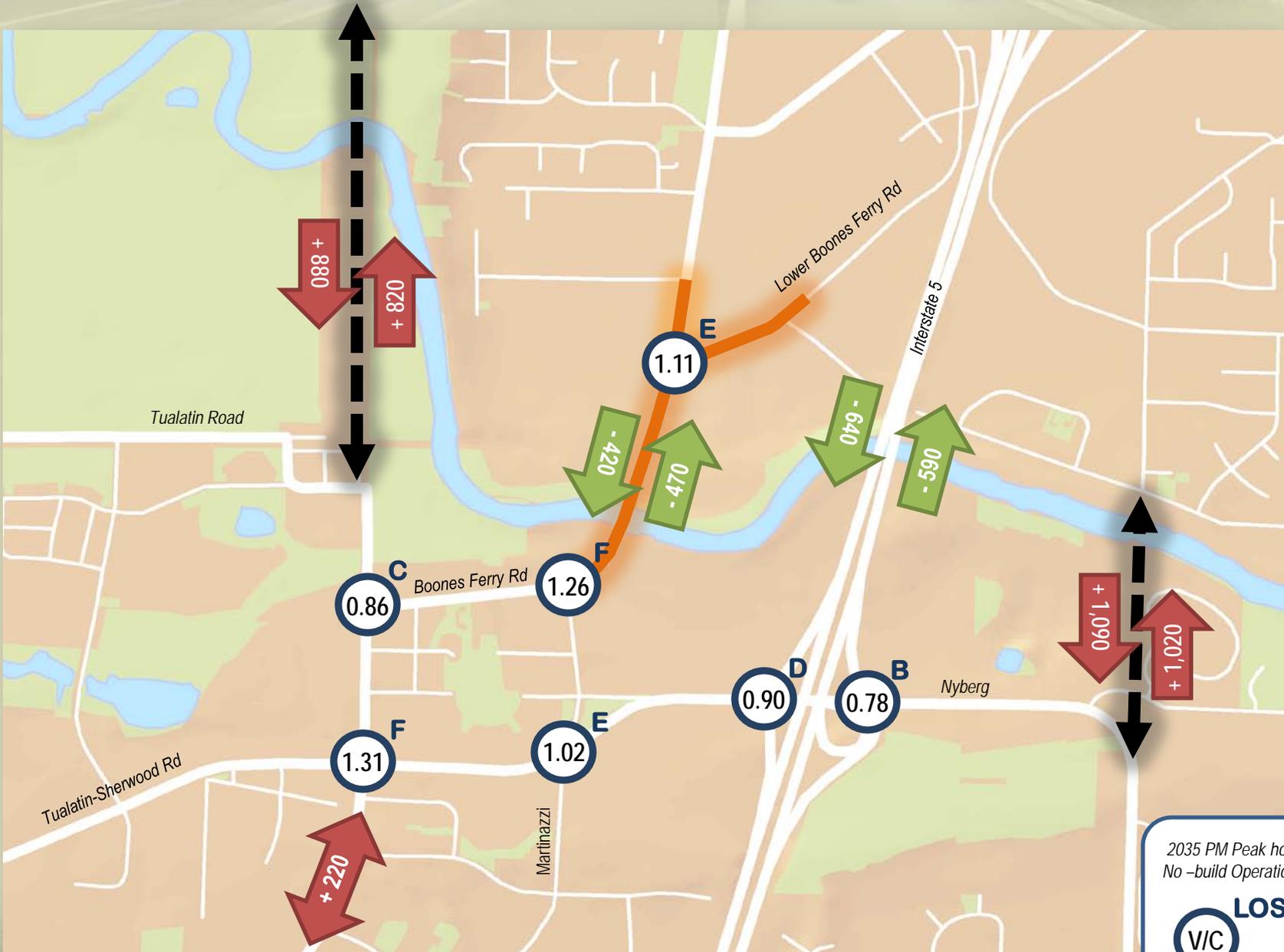
Improve north-south connectivity west of I-5

# From our July Meeting...

Look at a hybrid option that:

- Constructs a two-lane road connecting from Tualatin Road to Hall Boulevard north of the river
- Widens Boones Ferry Road to five lanes between Martinazzi and Lower Boones Ferry
- Assumes extension of 65<sup>th</sup> Avenue





2035 PM Peak hour  
No -build Operations

LOS  
VIC

# What Does This Do For Tualatin?

Area	Benefits	Impacts
Traffic	<ul style="list-style-type: none"><li>• Decreases traffic on 99W, Boones Ferry Road (east of Tualatin Road), I-5</li><li>• Decreases traffic on Herman and Tualatin Roads</li></ul>	<ul style="list-style-type: none"><li>• Increases traffic into downtown and onto Tualatin-Sherwood Road</li></ul>
Design	<ul style="list-style-type: none"><li>• Could removes one 90 degree turn on Tualatin Road</li></ul>	<ul style="list-style-type: none"><li>• Could require significant right of way</li><li>• Could include additional at-grade crossing of RR tracks might be difficult</li></ul>
Environmental / Policy	<ul style="list-style-type: none"><li>• Extension included in Tigard and Washington County TSPs</li><li>• Does NOT directly impact Sweek House</li><li>• If local connection is made at Tualatin Community Park, helps circulation into park</li></ul>	<ul style="list-style-type: none"><li>• Additional environmental analysis would be needed related to river crossing, crossing of trail(s), and noise and air quality assessments</li></ul>



# Discussion

Technical Team Does NOT Offer a Recommendation:

Ultimately, this needs to be a Community Decision

Task Force Recommendation:

Green - 7 (1 agency)

Red - 7

Yellow - 1

Planning Commission recommendation:

Green - 3

Red - 2

Yellow - 2

TPARK recommendation:

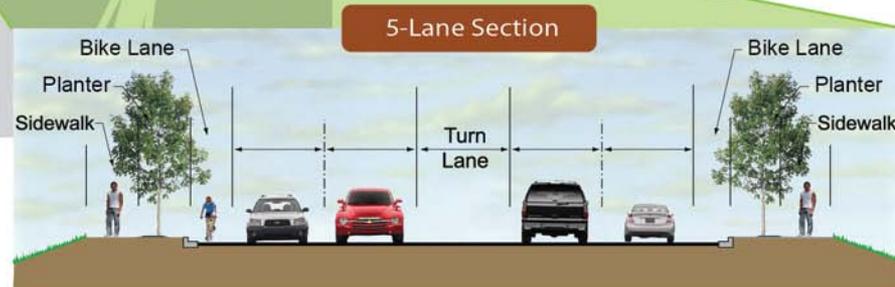
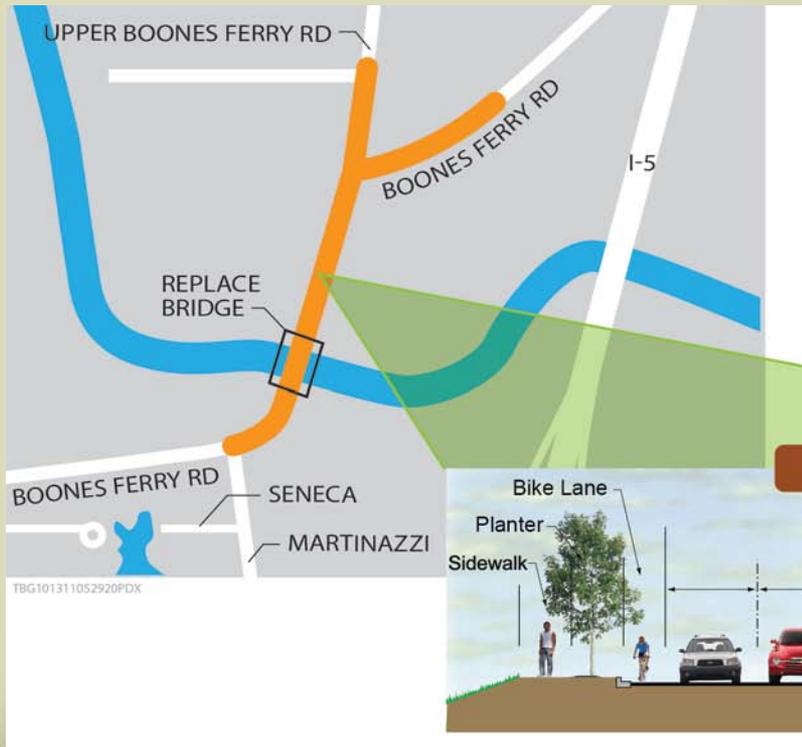
Remove from consideration

# Refinement Area #6: Boones Ferry Road



# Segment A: North of Martinazzi

- Widen to five lanes from intersection with Lower Boones Ferry to bridge
- Replace current bridge, widen to four lanes with bike lanes and sidewalks
- Transition to three lanes south of bridge with transition at Martinazzi (left turn lane)



# What are the Benefits for Tualatin?

Area		Segment A	Segment B	Segment C
Design	3-lane	<ul style="list-style-type: none"> <li>No impacts</li> </ul>	<ul style="list-style-type: none"> <li>No impacts</li> </ul>	<ul style="list-style-type: none"> <li>No impacts</li> </ul>
	4-lane	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Would require ROW</li> <li>Access impacts</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
	5-lane	<ul style="list-style-type: none"> <li>Minor impacts</li> <li>Little ROW needed</li> <li>Railroad coordination needed</li> </ul>	<ul style="list-style-type: none"> <li>Would require additional ROW</li> <li>Would require reconstructed accesses</li> </ul>	<ul style="list-style-type: none"> <li>Could improve curves and grade for sight distance improvements</li> <li>Some structures close to ROW line</li> </ul>
Environmental/ Policy	3-lane	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>
	4-lane	<ul style="list-style-type: none"> <li>N/A</li> </ul>	<ul style="list-style-type: none"> <li>Business impacts</li> <li>Difficult turning movements</li> </ul>	<ul style="list-style-type: none"> <li>N/A</li> </ul>
	5-lane	<ul style="list-style-type: none"> <li>Some landscaping impacts adjacent to road</li> </ul>	<ul style="list-style-type: none"> <li>Impacts businesses in this segment</li> </ul>	<ul style="list-style-type: none"> <li>Impacts setbacks and landscaping (no houses)</li> <li>Near Woodrose Nature Park</li> </ul>



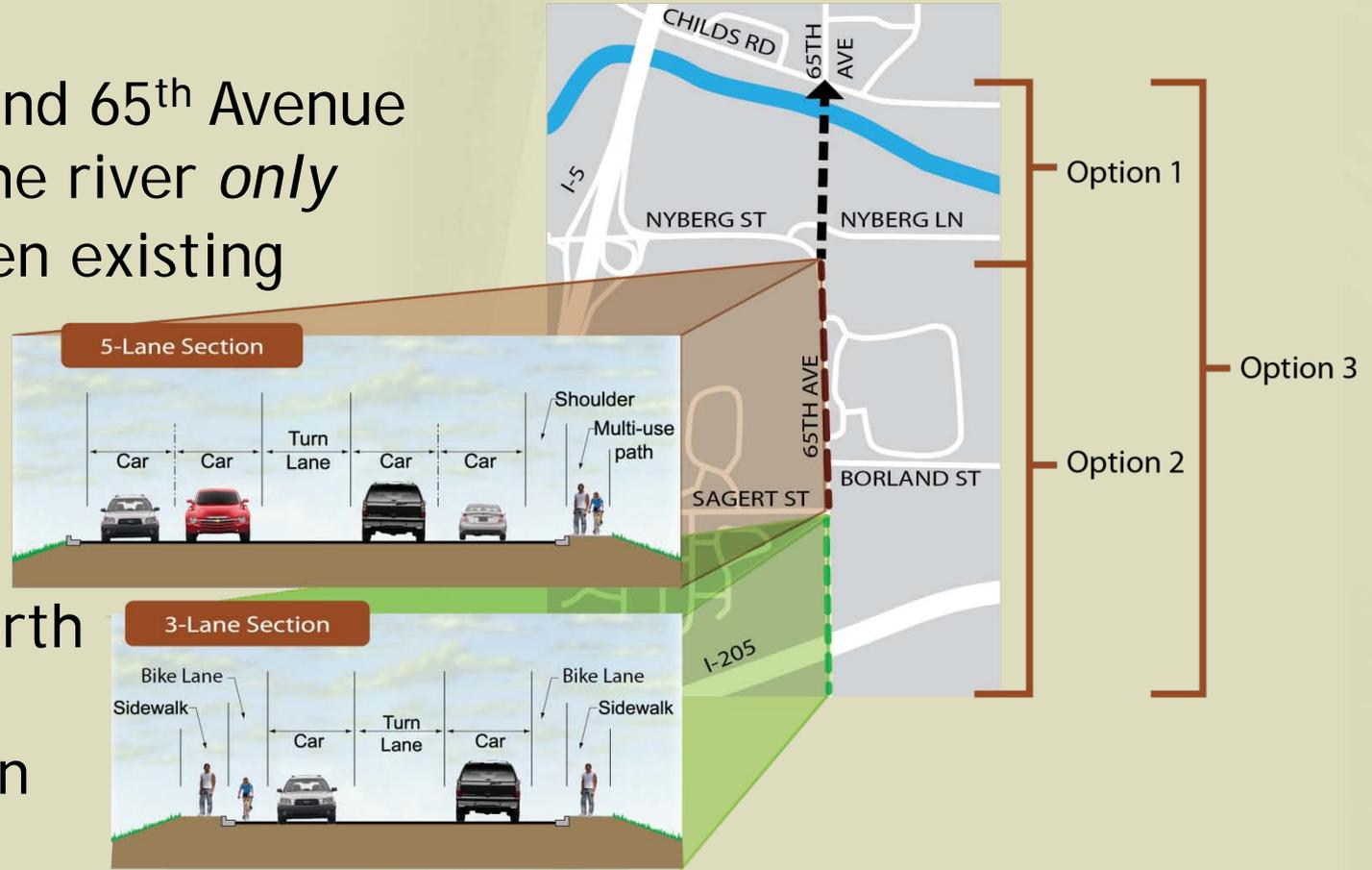
# Refinement Area #2: 65<sup>th</sup> Avenue

# Possible Solution

*Option 1:* Extend 65<sup>th</sup> Avenue north across the river *only*

*Option 2:* Widen existing section of 65<sup>th</sup> Avenue *only*

*Option 3:* Extend 65<sup>th</sup> Avenue north and widen existing section



# 65<sup>th</sup> Avenue - Findings

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

# 65<sup>th</sup> Avenue - Findings

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

# Thank You! What Happens Next?

- Package all the recommendations
- Traffic analysis of the system together
  - Does it work?
  - What are the benefits to Tualatin?
  - What are the benefits to the region?
  - What are the costs?
- Transportation Summit

**Save the Date!**

**Tualatin Transportation Summit**  
**September 20, 2012**

*Does the Transportation System Plan work for you?*  
This summit is an opportunity for the people of Tualatin to give their input before the final Transportation System Plan is developed. This is your chance to review all of the transportation improvement ideas, see how suggested projects impact travel through the City, and suggest changes.  
*Don't miss your opportunity to be part of the decision!*

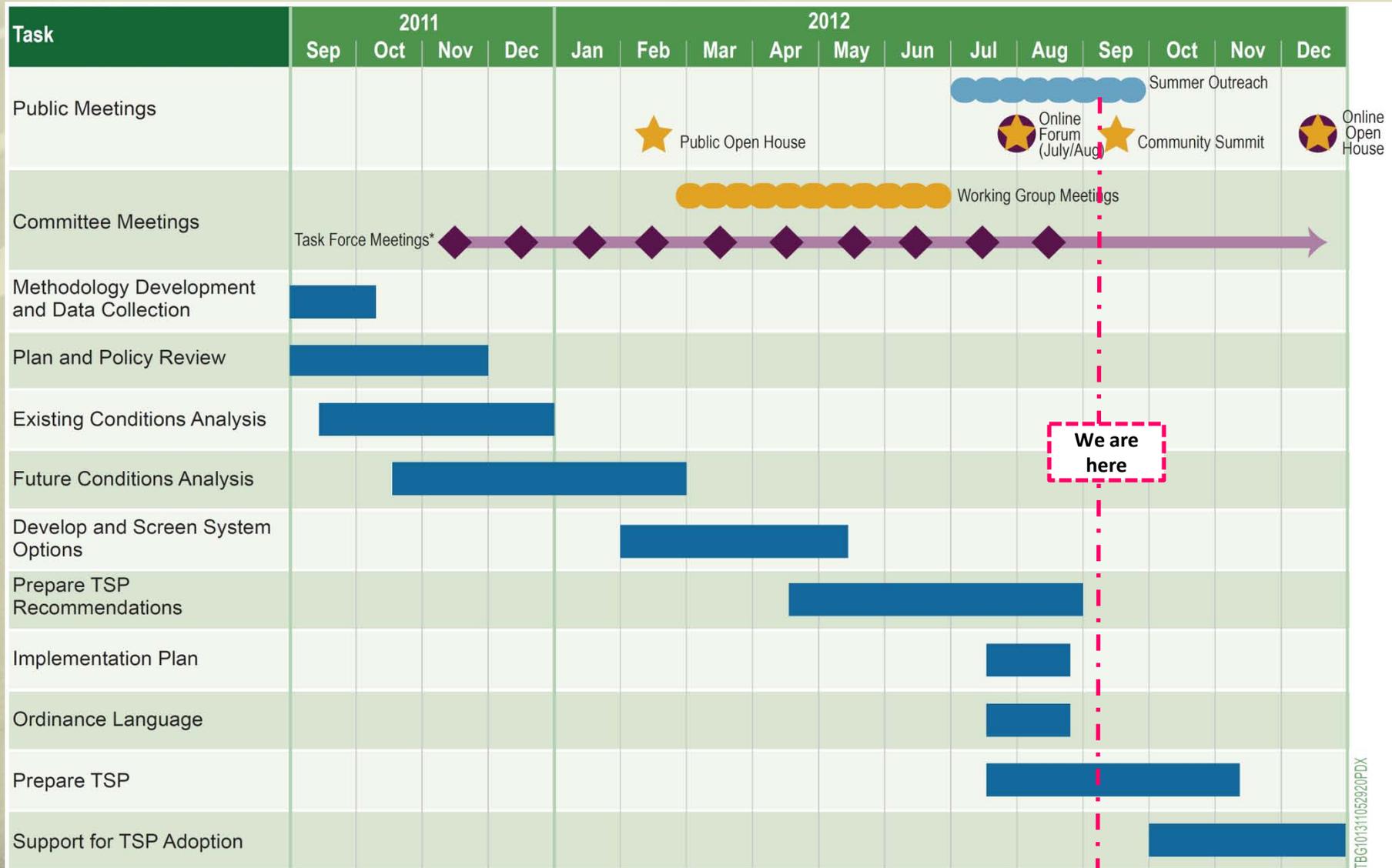
Doors at 5:00 pm  
Presentation at 5:30 pm  
Tualatin Police Department  
8650 SW Tualatin Road

[www.TualatinTSP.org](http://www.TualatinTSP.org)

**TUALATIN**  
TRANSPORTATION  
SYSTEM PLAN

For more information: 503-691-3049 or [transportation@ci.tualatin.or.us](mailto:transportation@ci.tualatin.or.us)

# Transportation System Plan Timeline



TBG101311052920PDX



**Thank you!**

# Save the Date!

## Tualatin Transportation Summit September 20, 2012

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# MEMORANDUM

## CITY OF TUALATIN

**TO:** Honorable Mayor and Members of the City Council

**THROUGH:** Sherilyn Lombos, City Manager

**FROM:** Aquilla Hurd-Ravich, Planning Manager  
Alice Rouyer, Community Development Director

**DATE:** 09/10/2012

**SUBJECT:** Linking Tualatin: Discussion and Follow-up about Next Steps in the Project

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### **ISSUE BEFORE THE COUNCIL:**

The purpose of tonight's meeting is to discuss next steps in the project as a result of Council feedback at the August 13 work session.

### **EXECUTIVE SUMMARY:**

The Draft Linking Tualatin Plan includes actions to implement the recommendations for creating transit ready places. The actions incorporate transportation projects and land use/zoning recommendations. Based on Council feedback at the August 13 work session, staff is proposing to move this project forward in two phases.

1. Staff is proposing the first phase consist of a **Linking Tualatin Transportation Plan**. All of the transporation projects that are associated with Linking Tualatin would become part of the proposed Transportation System Plan (TSP) and considered by Council this fall in parallel with the TSP. Additionally, this phase could be considered by the Council as a stand alone plan.
2. The second phase of Linking Tualatin would consist of **Land Use and Development Code strategies**. This phase could be implemented after the conclusion of the regional Southwest Corridor Project, currently projected for completion in June 2013. At that time, staff and Council will have a better understanding of the scope, mode and alignment of the next regional transit investments. The community and city staff will be in a better position to analyze any changes to land uses necessary to support transit improvment. This phasing approach gives the City an opportunity to reach out to property owners and engage in conversations about possible land use changes.

### **Next Steps**

Staff is accepting comments on the draft Plan through September 15 and will present a refined plan broken into two phases to the Task Force, Planning Commission, TPARK and City Council in October.

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**Attachments:**