



MEMORANDUM CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

FROM: Sherilyn Lombos, City Manager

DATE: August 27, 2012

SUBJECT: Work Session for August 27, 2012

- 1) **5:00 p.m. (20 min) – Executive Session, ORS 192.660(2)(h).**
- 2) **5:20 p.m. (45 min) – Basalt Creek Transportation Refinement Plan:** Attached is a memo along with a presentation that will be used in discussing this item. Representatives from DKS, the technical team working on this project will be at the work session.
- 3) **6:05 p.m. (15 min) – Towing from Private Property:** Attached is a memo from Brenda along with a draft ordinance and comments from the public.
- 4) **6:20 p.m. (20 min) – Centennial Planning Update:** Attached is a memo along with a presentation that will be used in discussing this item.
- 5) **6:40 p.m. (10 min) - Council Meeting Agenda Review, Communications & Roundtable.** This is an opportunity for the Council to review the agenda for the August 27, 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: Ben Bryant, Management Analyst

DATE: 08/27/2012

SUBJECT: Basalt Creek Transportation Refinement Plan

ISSUE BEFORE THE COUNCIL:

1. Review the Executive Summary of the Basalt Creek Transportation Refinement Evaluation Report.
2. Provide guidance to the Tualatin representatives on the Basalt Creek Policy Advisory Committee in preparation for the September 13, 2012 meeting. Mayor Ogden and Council President Beikman serve as Tualatin's representatives.

EXECUTIVE SUMMARY:

Policy Advisory Group Meeting

On September 13, the Basalt Creek Policy Advisory Committee is scheduled to meet and make a final recommendation on the preferred alignment for roadway improvements between the extension of SW 124th Avenue and the North Wilsonville I-5 interchange.

Conceptual Alignments

Last year, through a series of collaborative workshops with Tualatin's regional partners and various public outreach events, three concepts were created to improve the transportation network in the Basalt Creek area. These concepts include:

- Improve Existing Network Concept;
- Diagonal Alignment Network Concept; and,
- East-West Alignment Network Concept.

Public Outreach

These concepts, along with the evaluation of each, were shared with the community at numerous events, including the following:

- January 2012: CIO 5 Meeting
- February 2012: Victoria Woods Neighborhood Association Meeting
- April 2012: Online Open House for Major Streets Transportation Improvement Program
- May 2012: Open House
- June 2012: Basalt Creek Neighborhood Meeting
- August 2012: CIO 6 Meeting

The feedback was wide spread, as both support and concern was expressed for all of the concepts. In general, the concerns revolve around property and traffic impacts and cost.

"Hybrid" Concept

In an effort to assist the decision-makers in this process, the multi-jurisdictional technical team analyzed the public input and decided to evaluate a "hybrid" idea that came about which combined elements of the east-west alignment concept and the diagonal alignment concept. Specifically, it would entail a new limited access east-west arterial located south of Tonquin Road (similar to the east-west concept) which then would connect to the diagonal alignment option. This hybrid adds capacity west of Grahams Ferry Road, allows the existing roads to serve local traffic, and moves the road farther south. At the same time, it increases traffic demand at key intersections with Grahams Ferry Road and Boones Ferry Road, is more expensive than the other options, and causes greater impact to the environment.

For these reasons, the technical group decided not to move this forward as a viable option. However, Washington County wanted to make sure that they not only took into consideration the public comments received, but evaluated ideas to combine two of the options.

More information about the hybrid concept can be found in Attachment B.

Next Steps for Transportation Refinement Plan

The next Policy Advisory Committee meeting will be held on September 13. In an effort to provide guidance to our representatives on the committee (Mayor Ogden and Council President Beikman), Washington County and their transportation consultant will discuss the options with the City Council , including the ideas from the open house, where the hybrid originated. Specifically, we will review the effectiveness and costs for each of the conceptual alignments, as well as potential phasing options. While some of this will be repeated from our last Basalt Creek update in June, the consultant will be prepared to answer many of the detailed questions you had regarding the phasing needs and cost estimates.

Once the Policy Advisory Committee recommends an alignment concept, staff will prepare an agreement to be approved by the elected bodies of each of the respective agencies in the fall of 2012. This will ensure that the agreed upon concept is incorporated into the necessary local and regional transportation system plans.

Next Steps for Land Use Concept Plan

Once the regional partners agree to a common set of transportation investments, the Cities of Tualatin and Wilsonville will be able to begin land use concept planning.

Attachments: [A - PowerPoint Presentation](#)
 [B - Hybrid Concept](#)
 [C - Basalt Creek Transportation Executive Summary](#)
 [D - Public Comments](#)

An aerial photograph of a suburban area. The image shows a mix of residential housing, green spaces, and a large, prominent pond on the right side. The text is overlaid on the center of the image.

Basalt Creek Transportation Refinement Plan

Tualatin City Council

August 27, 2012

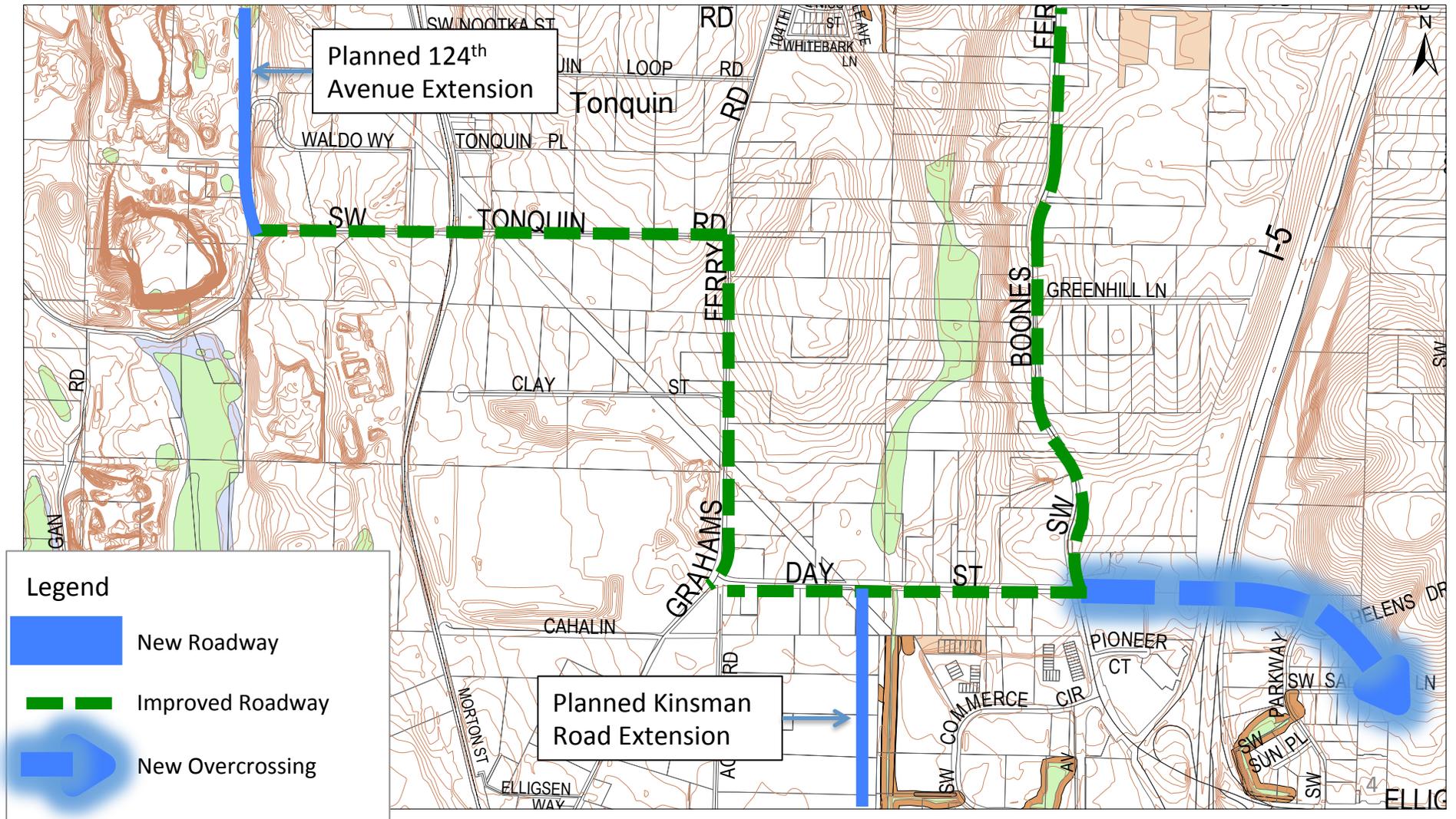
Why are we here tonight?

- What do we need from the Council?
- Presentation Outline
 - Project Overview
 - Evaluation of Concepts
 - The East-West Concept

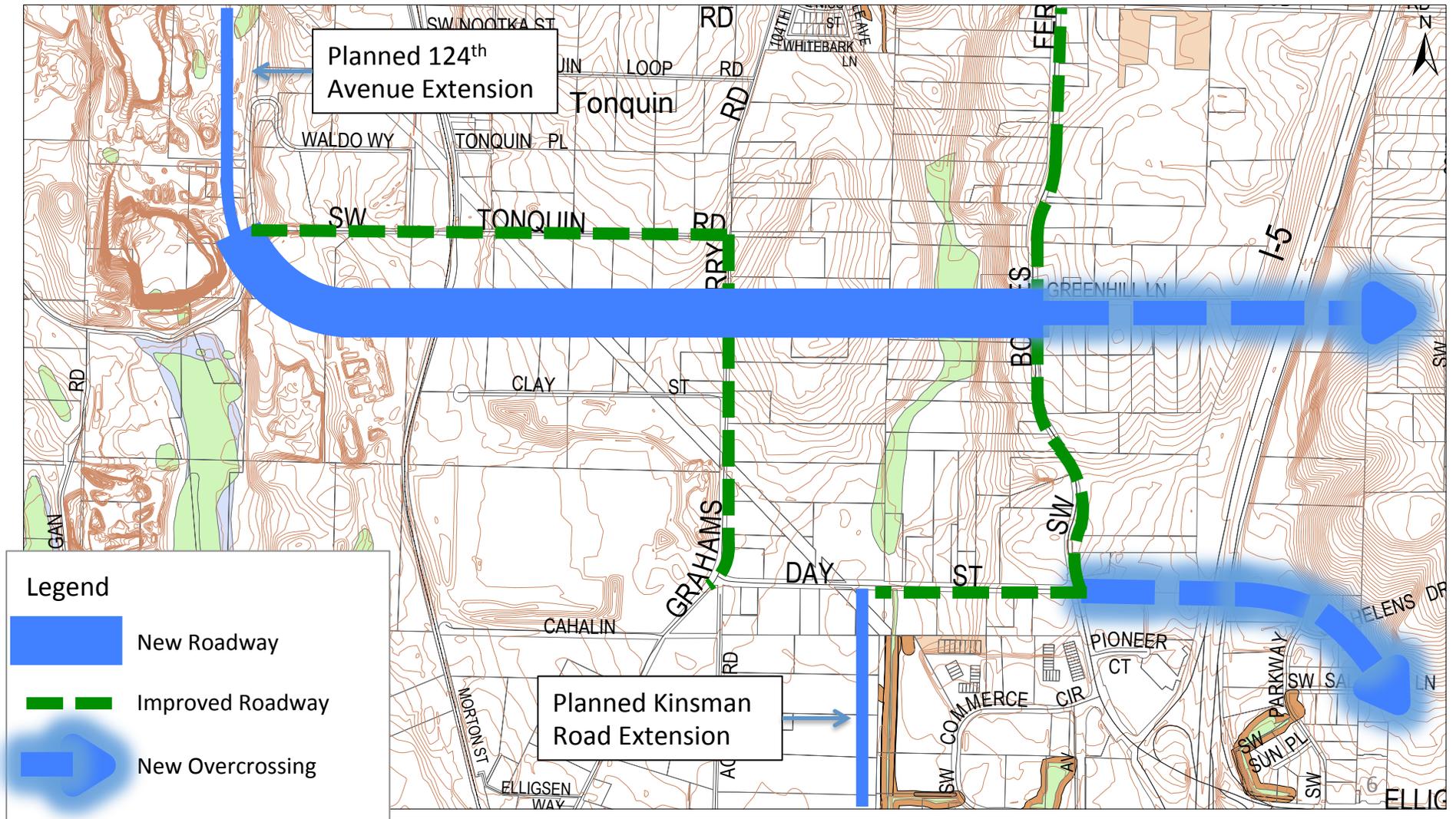
Public Outreach Summary

Meeting	Date
Boones Ferry Road Open House	September 2011
Project Newsletter Mailing Basalt/Boones Ferry/124 th Extension Open House	December 2011
Tualatin CIO	January 2012
Tualatin TSP Open House Boones Ferry Road neighbors meeting	February 2012
Basalt Project Newsletter Mailing Wilsonville Chamber of Commerce	April 2012
Interchange area business outreach (extra letters and phone calls)	April–May 2012
Basalt Open House Wilsonville TSP Open House	May 2012
Boones Ferry Road neighbors meeting (neighbor-hosted)	June 2012
CIO-6 Open House	August 2012
Basalt Policy Advisory Group meetings	September 2011 November 2011 April 2012

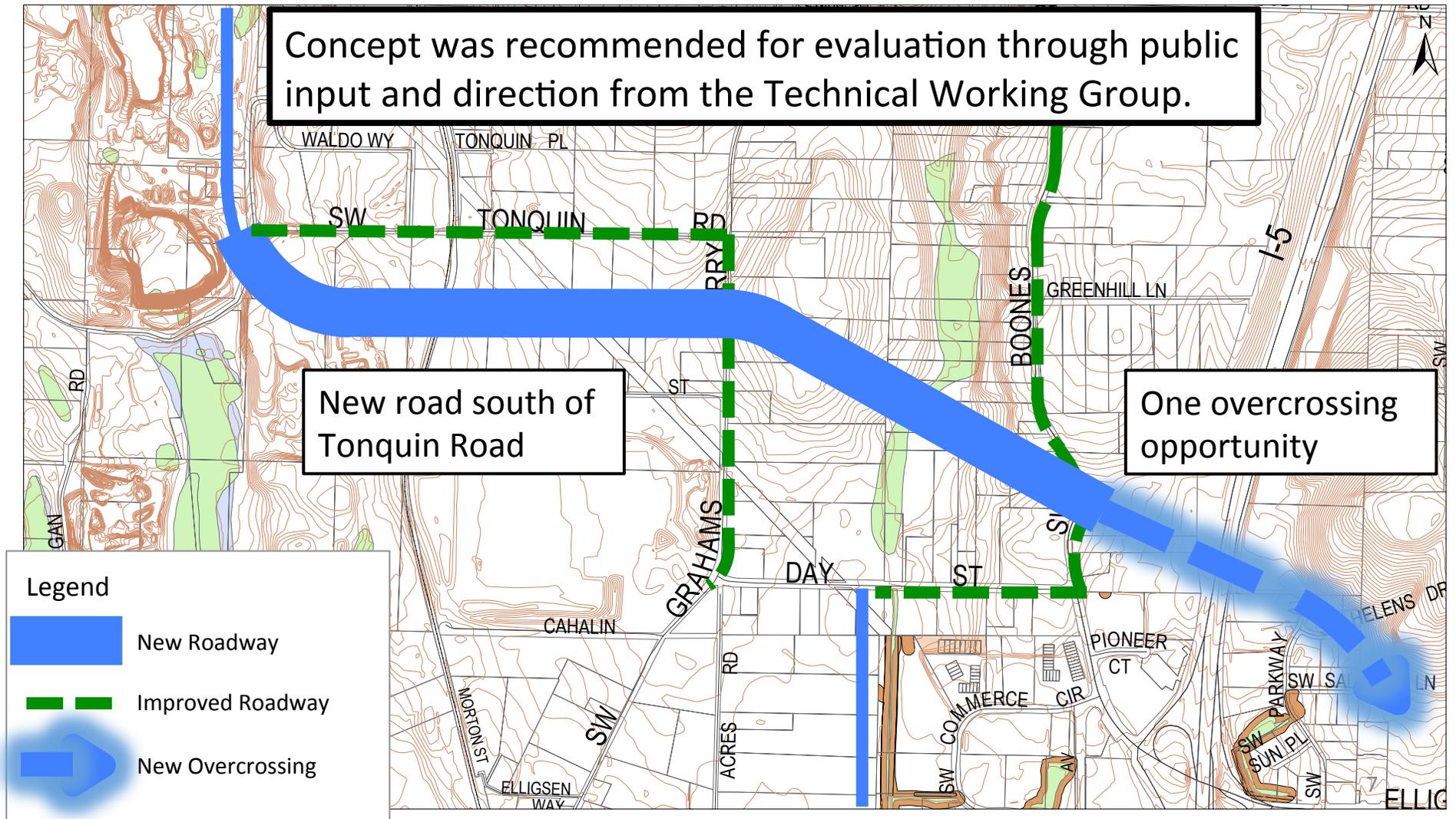
Overview: Improve Existing Concept



Overview: East-West Concept



Additional Concept: Diagonal Hybrid



Evaluation Results

Evaluation Measure	Network Concepts			
	East-West	Diagonal Hybrid	Diagonal	Improve Existing
Network Cost	\$139M	\$149M	\$130M	\$82M
I-5 Connection Cost	\$72-82M*	\$34-44M	\$34-44M	\$34-44M
Ability to Phase	+	+	+	+
Supportive of Development	+	✓	✓	-
Environmental Impact	-	---	---	+
Consistency with RTP	+	+	+	✓
Traffic Operations	+	-**	-	---
Constructability	+	✓	✓	+

Sources: DKS Associates and Quincy Engineering, 2012

* East-West concept provides flexibility for a second overcrossing (\$38M)

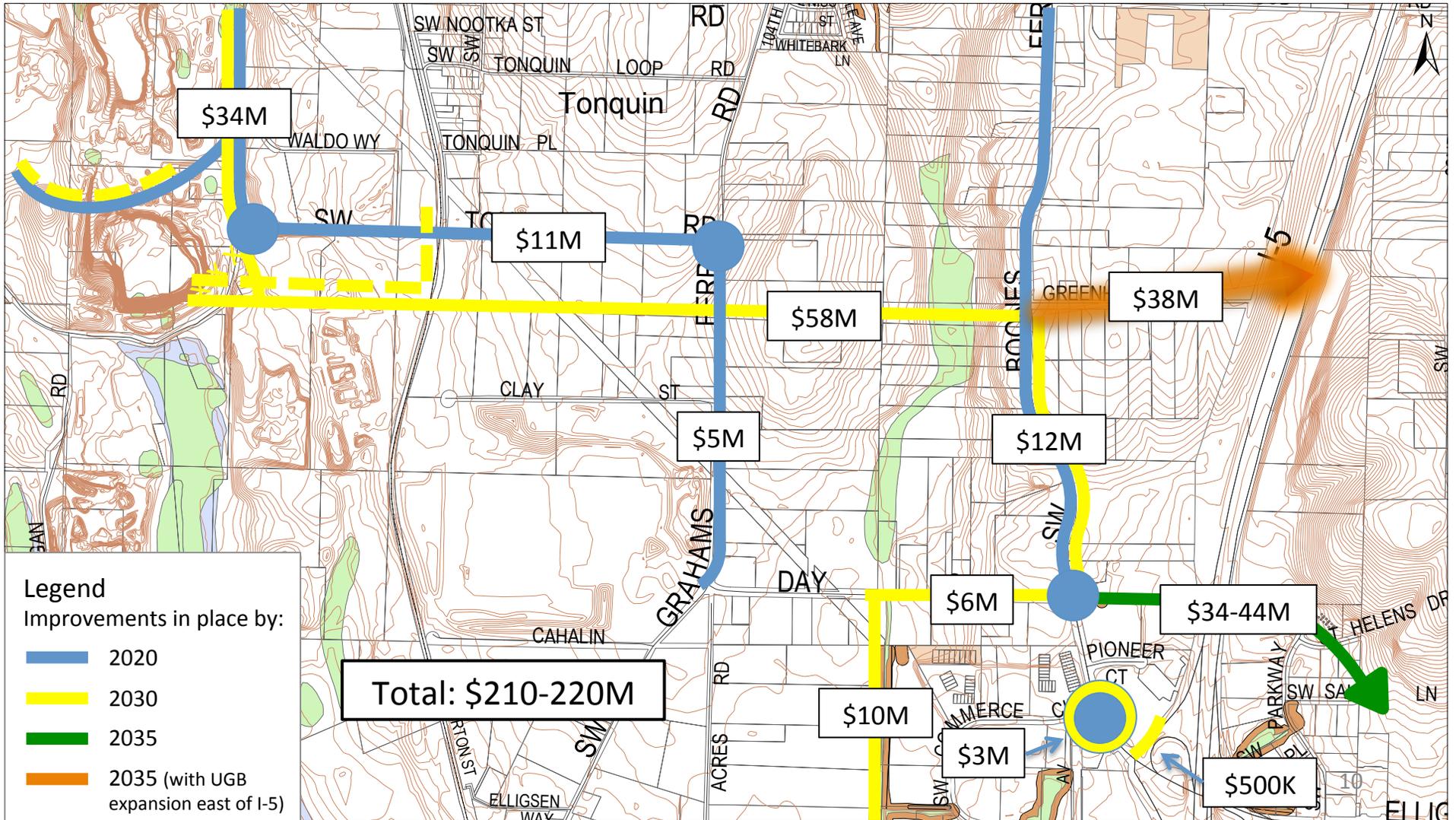
** Diagonal Hybrid performs better than Diagonal, but fails to serve forecast demand

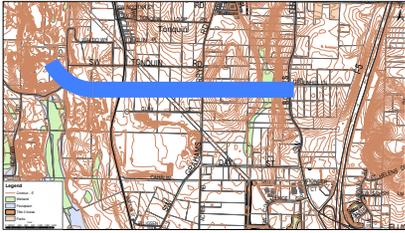
+ Performs well ✓ Performs adequately

- Does not perform well --- Performs poorly



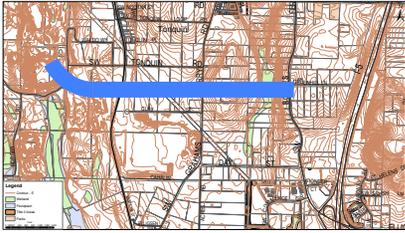
Cost



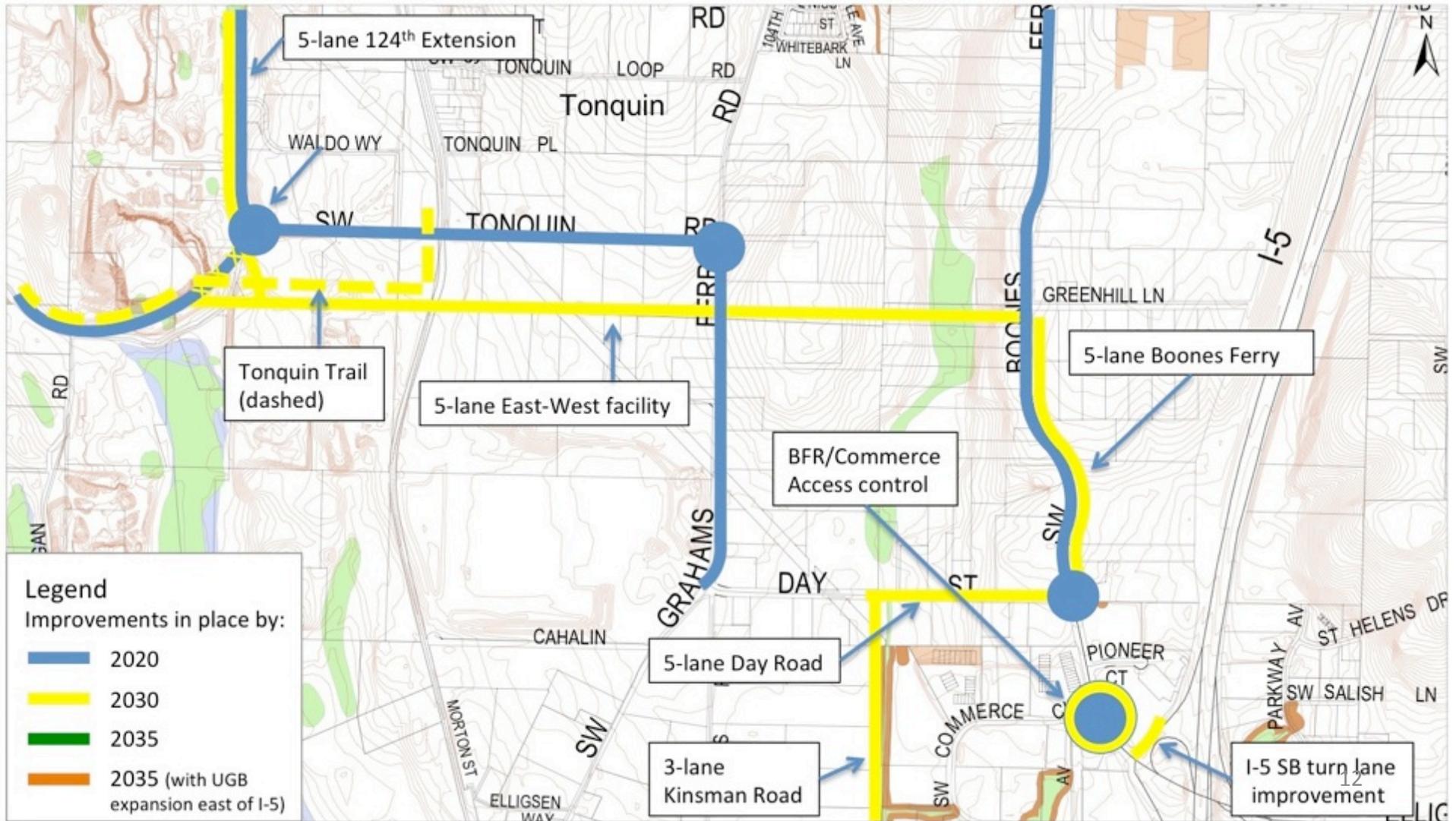


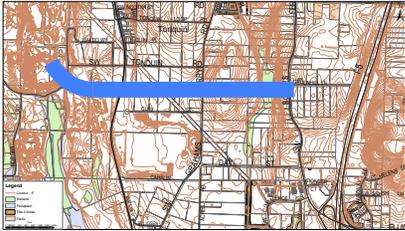
East-West System: 2020



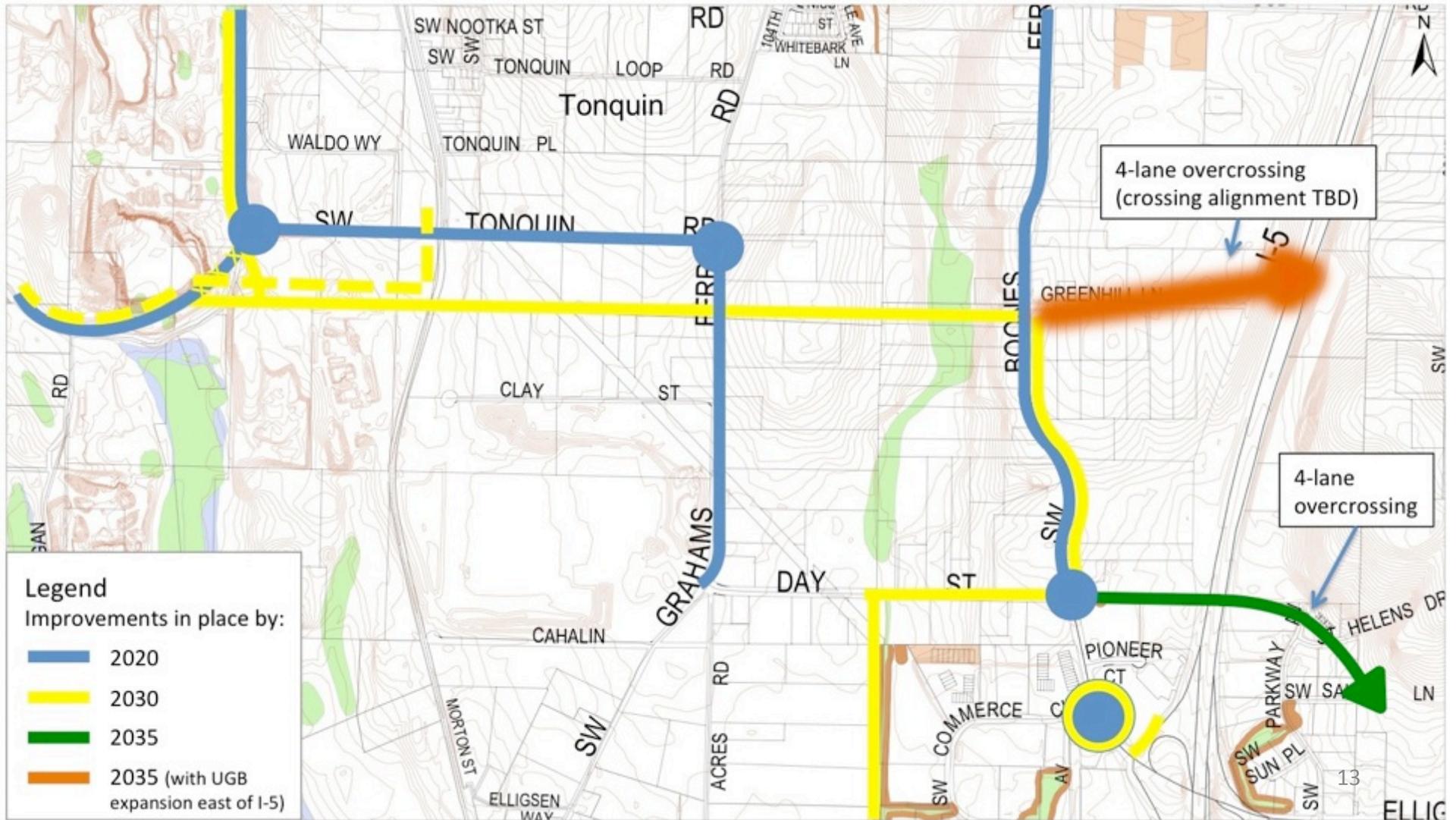


East-West System: 2030

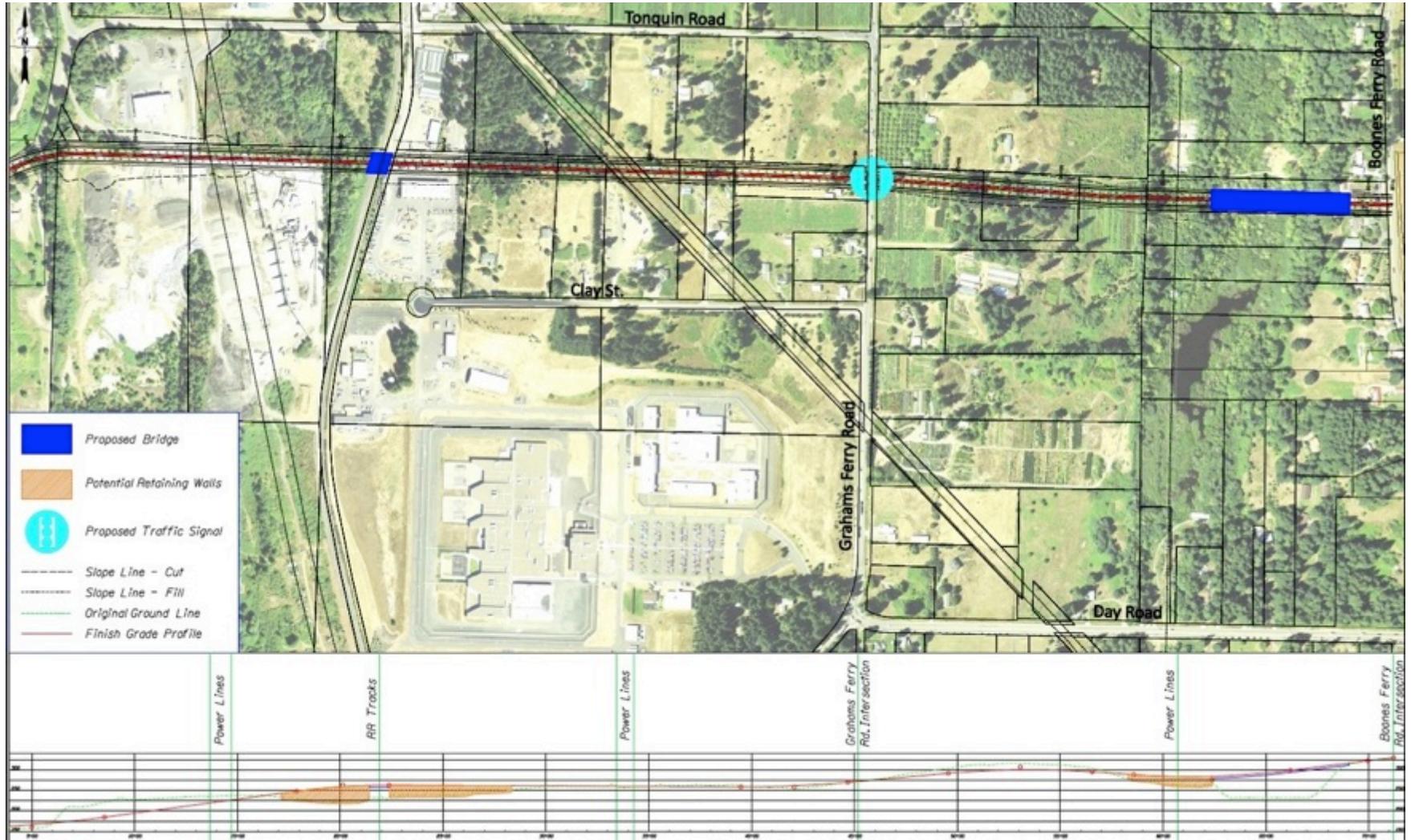




East-West System: 2035



East-West Alignment Detail



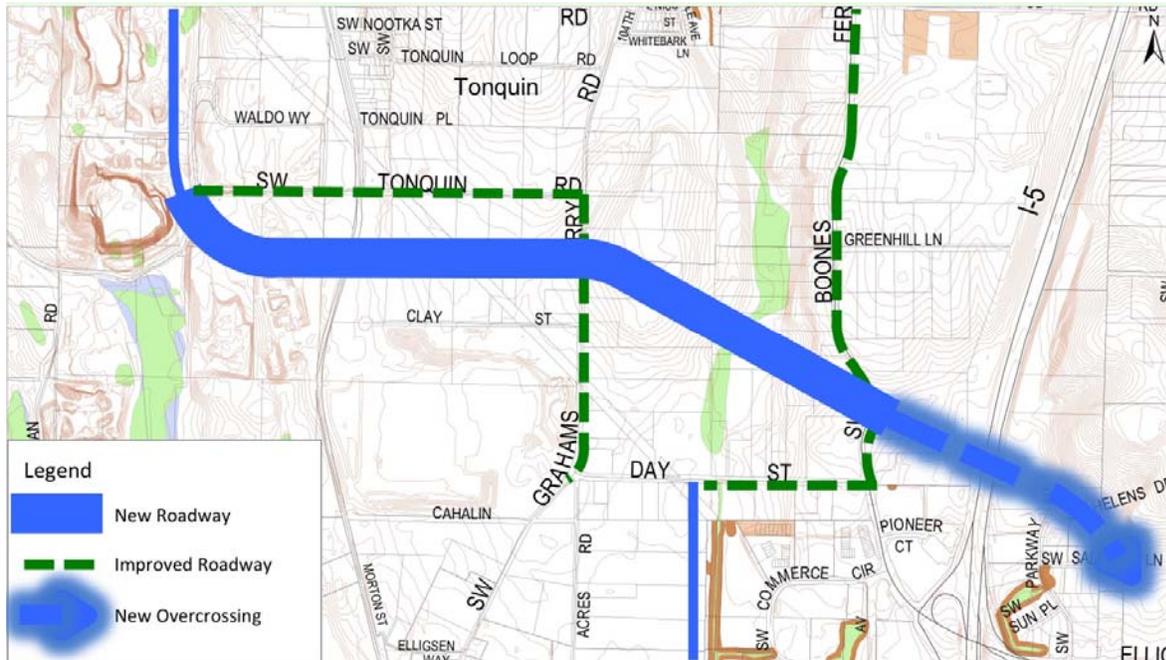
Next Steps

Meeting	Date
City Council Briefings (Tualatin and Wilsonville)	August/September 2012
Policy Advisory Group Recommendation	September 13, 2012
Intergovernmental Agreement between Cities, County, and Metro	Fall 2012
Begin Land Use Concept Planning	Winter 2012/2013

Diagonal Hybrid Concept

Why was this concept added?

This was developed to evaluate a diagonal concept that would be more comparable to the East-West Concept by providing a separate road for east/west regional traffic. Neighbors near Boones Ferry affected by the East-West Concept also requested a more viable diagonal concept that would move the regional traffic further south.



What does the Diagonal Hybrid include?

- A new east-west 5-lane road from the planned 124th Avenue Extension to Grahams Ferry Road.
- A new diagonal 5-lane road from Grahams Ferry Road toward I-5.
- Improvements to Tonquin Road, Grahams Ferry Road, and Day Road, bringing them up to urban standards, including curbs, sidewalks, and accommodation for bike use.

What does the concept do well?

- + It adds needed capacity west of Grahams Ferry Road, similar to the East-West Concept, by constructing a new 5-lane road and improving Tonquin to a 3-lane road.
- + Like the East-West Concept, by providing new roads for the regional traffic, it allows Tonquin Road, Grahams Ferry Road, and Day Road to serve the local access needs as the Basalt Creek area develops.
- ± It moves impacts of the new regional road further south along Boones Ferry; although it avoids impacts to some properties affected by the East-West Concept, it affects other properties further south.

What does the concept not do well?

- Due to topography, it only allows for one overcrossing of I-5. The East-West Concept is the only concept that allows for two overcrossings. As development occurs in the future, including in urban reserves areas, traffic volumes will be heavier on the new arterial if there is only one overcrossing of I-5. The traffic will be focused at the intersections of the new arterial with Grahams Ferry Road and with Boones Ferry Road, causing unacceptable performance at the intersections in the future.
- It costs more than the other concepts due to: (1) the added road west of Grahams Ferry Road and (2) the length of the structure needed to cross the Basalt Creek wetland diagonally.
- It has high environmental impacts due to the long crossing of the wetland area.

Executive Summary

This report documents the background, purpose, development of alternatives, and findings for the Basalt Creek Transportation Refinement Plan. The refinement planning effort is intended to determine the major transportation system connecting Tualatin-Sherwood Road to I-5 in North Wilsonville through the Basalt Creek Planning Area, which is currently an unincorporated urban area of Washington County lying between the cities of Tualatin to the north, and Wilsonville to the south (see Figure 1 on next page). This refinement will better define recommendations from the I-5/99W Connector Study (see below) and the Regional Transportation Plan, setting the stage for concept planning and comprehensive plan development for the Basalt Creek area.

Project Background and Purpose

The need to plan for the future transportation system in the Basalt Creek area is driven not only by future growth in the Basalt Creek Planning area itself, but by future growth in adjacent areas such as the Southwest Tualatin Concept Planning Area and the Tonquin Employment Planning Area in Sherwood, and the Coffee Creek Planning Area in Wilsonville, also shown in Figure 1. Several related planning efforts provide direction and context for the Basalt Creek Transportation Refinement Plan:

- The **I-5/99W Connector Study** recommended an alternative that spreads east-west traffic across three smaller arterials rather than a single expressway. Although a specific alignment was not defined, the eastern end of the southern arterial was generally located within the Basalt Creek Planning Area, south of Tonquin Road. The present planning effort aims to further define the location of the connection from SW 124th Avenue to the I-5/Elligsen interchange in a manner that does not preclude the future Southern Arterial west of SW 124th.
- The **2035 Regional Transportation Plan (RTP)** calls for detailed project planning and near-term construction of an extension of SW 124th Avenue from Tualatin-Sherwood Road to the I-5/Elligsen Road interchange, supporting industrial access from the Tonquin, Southwest Tualatin, and Basalt Creek Planning Areas.
- The **Tonquin Employment Area, Southwest Tualatin Concept Planning Area, and Coffee Creek Planning Area** (all shown in Figure 1) together comprise about 1,000 acres surrounding the Basalt Creek area that are planned for primarily industrial use. These areas are expected to generate growing freight and work-related travel demands on the transportation network that runs through the Basalt Creek area.

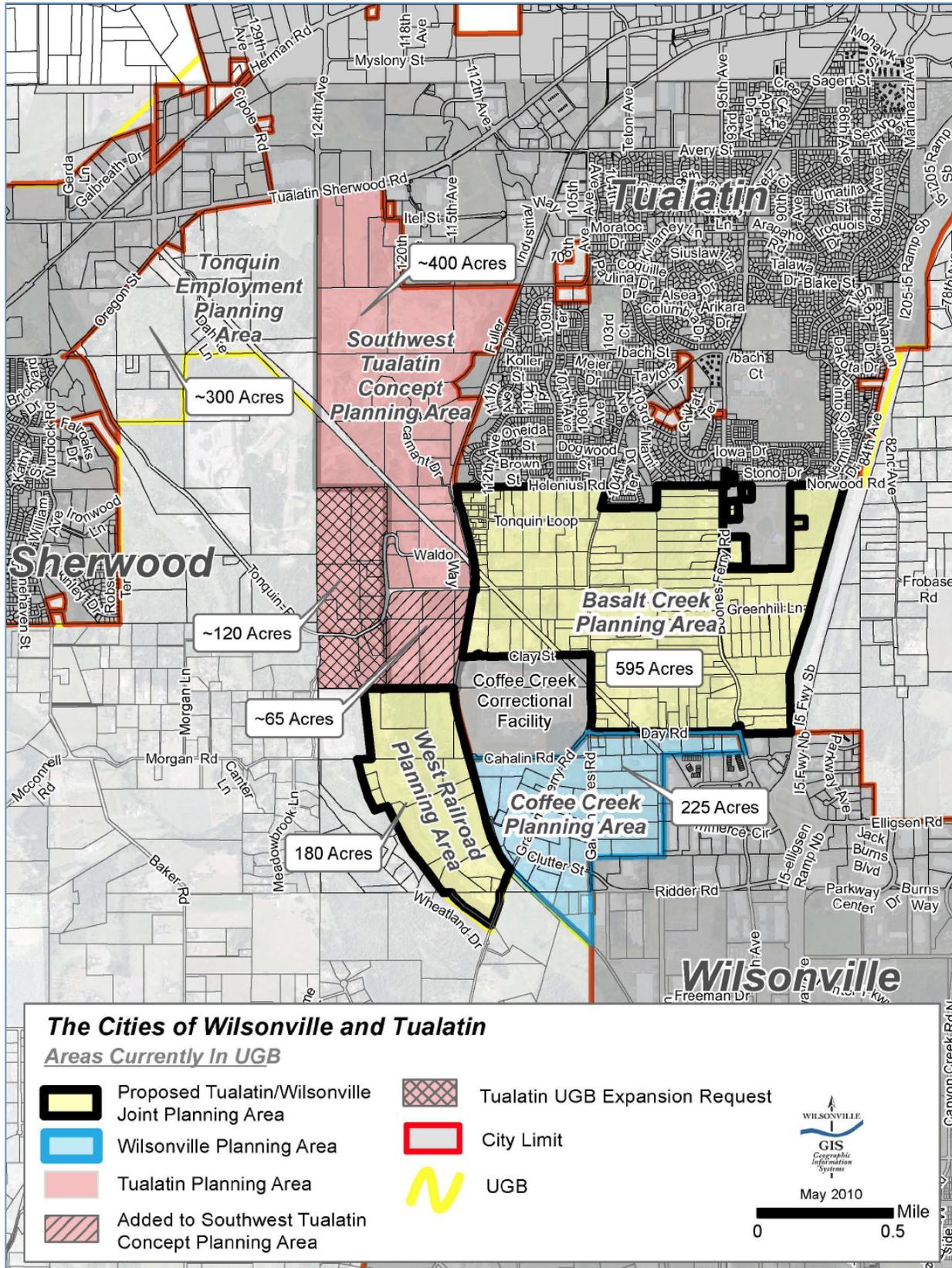


Figure 1: Basalt Creek and other planning areas

- The **SW 124th Avenue Extension** Project, currently underway, is planning and designing the corridor described in the RTP from Tualatin-Sherwood Road to Tonquin Road. The present planning effort aims to extend the corridor to I-5 as envisioned in the RTP and ensure consistency with current SW 124th Avenue project.
- The **Boones Ferry Road** improvement project, also currently underway, provides pedestrian and bicycle improvements and an intermittent center turn lane between Norwood Road and Day Road. It is an assumed improvement for the Basalt Creek area.
- The **Tonquin Trail** master plan identifies an alignment for new bicycle and pedestrian connections between Sherwood, Tualatin, and Wilsonville, with connections to the larger regional trail system. The Tonquin Trail will travel through the Tonquin Employment Concept Plan Area and the Southwest Tualatin Concept Plan Area, and is an assumed improvement within the Basalt Creek Transportation Refinement Plan.

Finally, completion of this transportation refinement plan sets the stage for the Cities of Tualatin and Wilsonville to begin joint land use concept planning for the Basalt Creek area, including further refinement of the local transportation system.

Guiding Considerations

Prior to developing alternatives, partner agencies articulated a set of considerations to guide selection, and preferred characteristics of the primary east-west facility through the area.

- **Guiding considerations** included: ability to fund and phase improvements, level of impacts (environmental, right-of-way, etc.), support for development, consistency with regional policy, and traffic operations performance.
- **Facility characteristics** included: for the primary arterial connection, a 45 mph prevailing speed and access spacing of one-half mile to one mile to improve capacity.

Alternatives Considered

Using the considerations and preferred characteristics described above, the multi-agency group developed alternatives for the major transportation system in the Basalt Creek area. Three roadway network concepts emerged, each featuring a main east-west arterial:

Improve Existing. This concept (Figure 2) proposed to widen Tonquin Road, Grahams Ferry Road, and Day Road to five lanes, providing a single corridor connecting the 124th Avenue Extension to the I-5/Elligsen Road interchange.

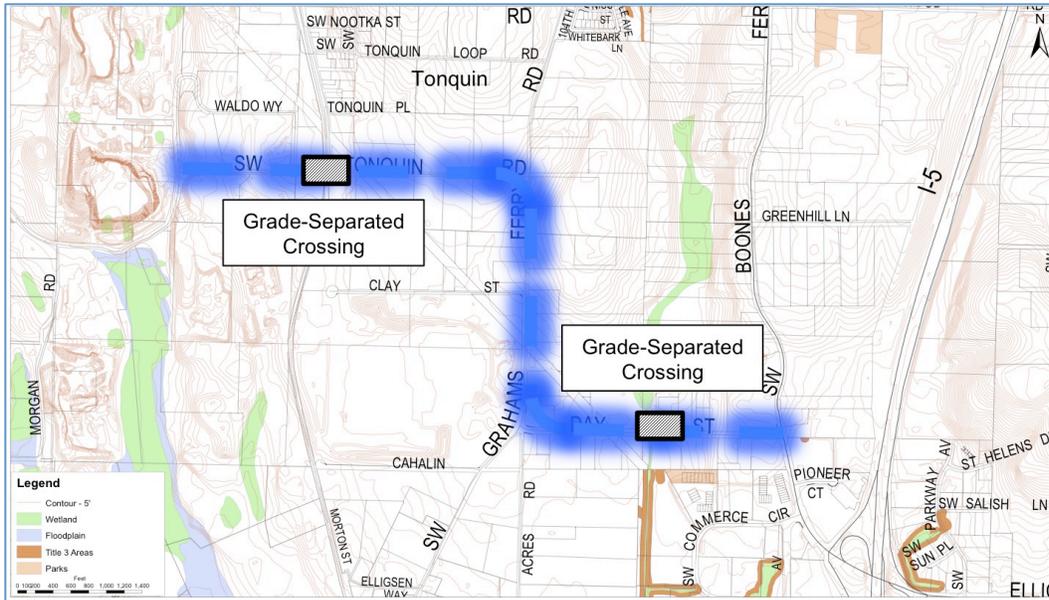


Figure 2: Improve Existing network concept

Diagonal Alignment. This concept (Figure 3) proposed to widen Tonquin Road to five lanes and construct a new, diagonally-aligned facility between the Tonquin/Grahams Ferry intersection and the I-5/Elligsen Road interchange area. Between Grahams Ferry and Boones Ferry, the alignment stays south of a major hill and canyon.¹

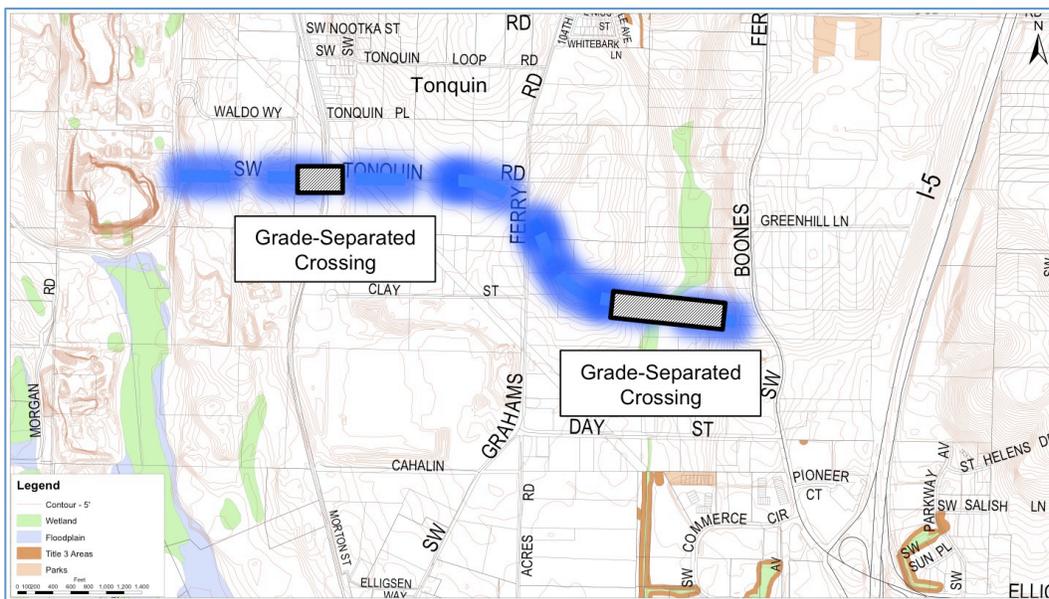


Figure 3: Diagonal Alignment network concept

¹ See Chapter 4 for more detail on topographical considerations.

East-West Alignment. This concept (Figure 4) proposed a new five-lane east-west facility from the 124th Avenue Extension towards I-5, leaving Tonquin Road to develop as a parallel three-lane road for property access. Between Grahams Ferry and Boones Ferry, the alignment crosses over the hill and canyon at a well-identified location that minimizes canyon crossing distance.

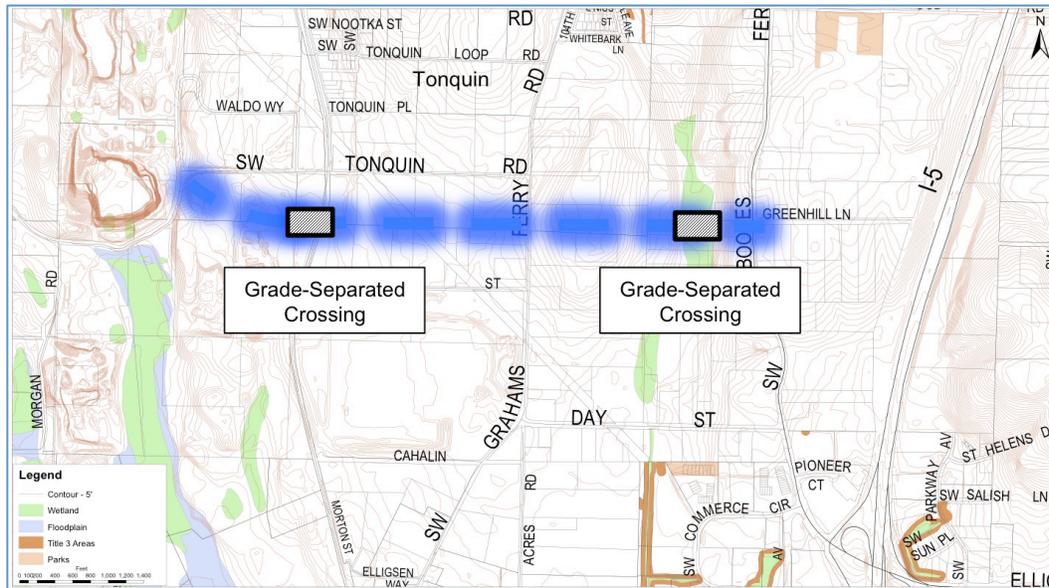


Figure 4: East-West Alignment network concept

Also, near the end of the evaluation process, a fourth network concept, the **Diagonal Hybrid**, was developed. This concept included elements similar to the Diagonal described above, with the following differences:

- 3-lane Tonquin Road
- New east-west facility between the 124th Avenue Extension and Grahams Ferry Road, similar to the facility included in the East-West concept
- Connection from the east-west facility to a diagonal crossing of the area between Grahams Ferry Road and Boones Ferry Road, similar to the crossing in the Diagonal concept

The Diagonal Hybrid was suggested through public input and forwarded for evaluation by the project's Technical Working Group (TWG) as a concept that would combine the diagonal footprint with some of the traffic benefits seen in the East-West concept. This concept is illustrated in Figure 5.

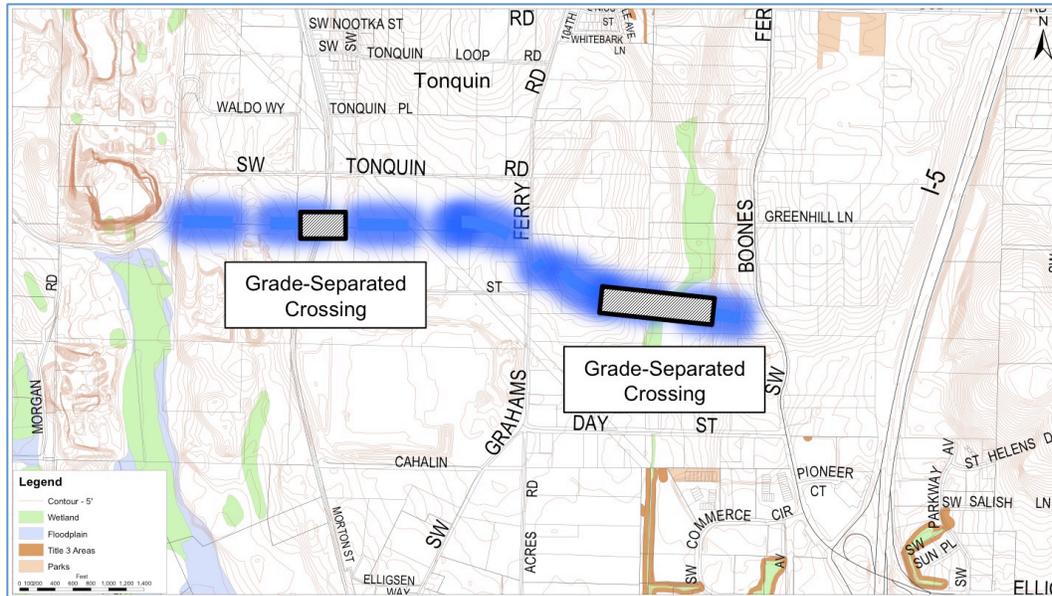


Figure 5: Diagonal Hybrid Alignment network concept

Additionally, four I-5 interface concepts were developed:

- **Improve Existing Interchange.** This concept would make incremental improvements to the existing I-5/Elligsen Road interchange configuration, such as widening off-ramps.
- **Overcrossing to Elligsen Road.** This concept would either extend Day Road east over I-5, looping down to Elligsen Road, or extend a new diagonally-aligned facility over I-5 to Elligsen Road.
- **Northern Overcrossing.** This concept would extend a new east-west facility over I-5 in the vicinity of Greenhill Road on the west and Frobase Road on the east, connecting into the Stafford urban reserve area.
- **Split Diamond.** This concept would modify the interchange, moving the I-5 southbound off and I-5 northbound on ramp terminals to a Day Road or Diagonal overcrossing, and provide collector-distributor roads. The Split Diamond concept was developed with the understanding that it should be considered a last resort for accommodating long-term needs, and all other viable concepts should be considered first.

Among the network concepts, only the East-West allows for the possibility of both I-5 overcrossing concepts in the long term if the urban reserves begin to develop and increase travel demand. The other three network concepts only accommodate the overcrossing to Elligsen Road.

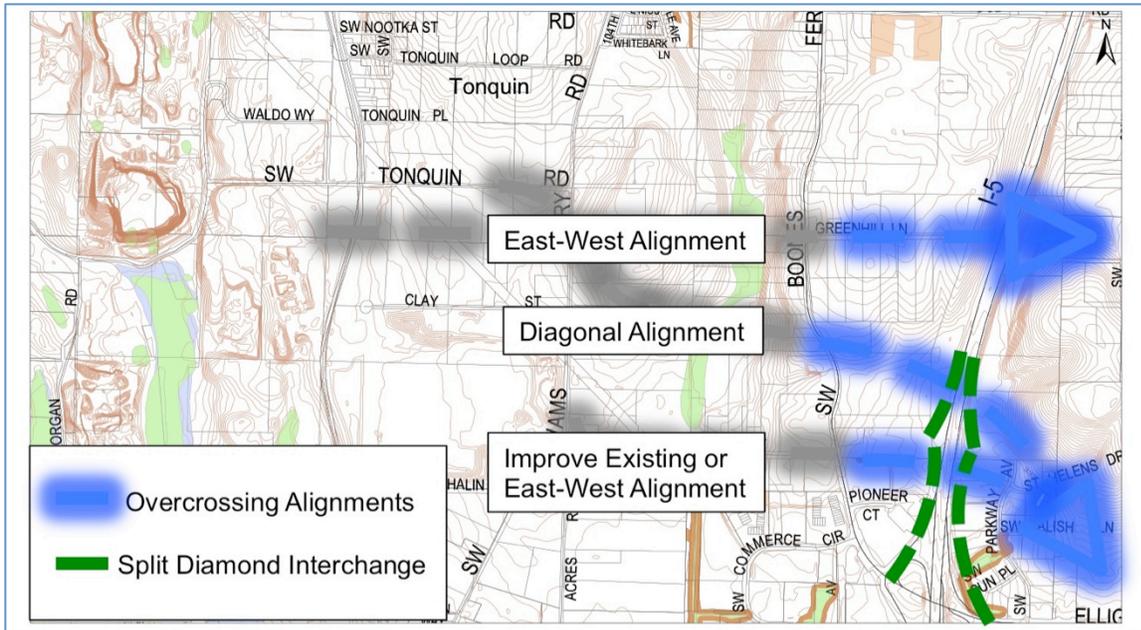


Figure 6: I-5 Interface concepts

Findings

The three original network concepts and four I-5 interface concepts were evaluated according to the guiding considerations developed at the beginning of the process. Table 1, below, summarizes how the concepts performed by each evaluation measure. A more detailed evaluation matrix is included at the end of Chapter 4. **Note that the Improve Existing network concept was not evaluated to the same level of detail as the other two concepts**, as initial traffic analysis screening showed that improving existing roads only would not provide acceptable performance in 2035. Also, the Diagonal Hybrid concept, introduced later in the evaluation process, was only analyzed for long-term (2035 with growth in urban reserves) traffic performance.

Table 1: Evaluation Summary

Evaluation Measure	Network Concepts			
	East-West	Diagonal Hybrid	Diagonal	Improve Existing
Network Cost	\$139M	\$149M	\$130M	\$82M
Future I-5 Connection Cost	\$72-82M*	\$34-44M	\$34-44M	\$34-44M
Ability to Phase	+	+	+	+
Supportive of Development	+	✓	✓	-
Environmental Impact	-	--	--	+
Consistency with RTP	+	+	+	✓
Traffic Operations	+	- **	-	--
Constructability	+	✓	✓	+

Sources: DKS Associates and Quincy Engineering, 2012

† Performs well ✓ Performs adequately - Does not perform well -- Performs poorly

* The East-West concept provides flexibility for a second overcrossing, at an additional cost of \$38M.

** The Diagonal Hybrid concept performs better than the Diagonal, but fails to serve forecast traffic demand.

Key findings from the evaluation are:

- Of the network concepts, only the East-West Alignment provides acceptable traffic operations under 2035 conditions, assuming growth in the region’s urban reserves areas consistent with Metro's RTP. **It provides the best operations because it has adequate east-west capacity west of Grahams Ferry Road, and it is the only concept that accommodates two I-5 overcrossings.** Note that the modeling for this effort includes travel demand for urban reserves areas as they may develop in the future. However, this plan does not advocate for or against urban reserves being brought into the urban growth boundary or when and where future development should occur.
- While the Diagonal Hybrid does have the traffic benefits of a new 5-lane arterial as in the East-West concept, the intersections of the new arterial with Grahams Ferry Road and with Boones Ferry Road exceed capacity. Traffic is also heavier on the Hybrid Diagonal crossing between Grahams Ferry and Boones Ferry than the comparable East-West crossing because it connects to the concept’s only I-5 overcrossing, where traffic in the East-West concept may use another facility (Day Road) to access an I-5 crossing.
- The Improve Existing Interchange concept is a key part of potential improvement phasing, as it improves traffic conditions in north Wilsonville and helps to delay the need for a new I-5 overcrossing, but is insufficient in itself to address needs in 2035.
- All alternatives are compatible with the Tonquin Trail. Roadway cross-sections and right of way purchases for the future roadway network will consider needs for the Tonquin Trail and its connections to the larger regional trail system. This includes incorporating the trail into the design for the railroad overpass for a new east-west roadway, and to

provide a potential multi-use path on a future east-west roadway and east-west I-5 overcrossing. The Basalt Creek Transportation Refinement Plan will also meet the needs of bicycle and pedestrian facilities for planned roadways and for crossing of planned roadways.

- The East-West concept, with two overcrossings, creates different traffic patterns in the area in 2035 from the network currently assumed in the RTP (see Chapter 4 of this report for more detail):
 - Compared to the RTP projects, the East-West concept removes a significant number of vehicles from the street network around downtown Tualatin, including Tualatin-Sherwood Road and also off of local neighborhood streets in southwest Tualatin.
 - The East-West concept significantly increases vehicle volumes on SW 124th Avenue, and on Tualatin-Sherwood Road west of 124th.
 - In north Wilsonville, the East-West concept increases vehicle volumes on Parkway Center Drive, but generally reduces volumes on the west side of the I-5/Elligsen interchange, particularly on Grahams Ferry Road and Ridder Road.
- The Day Road overcrossing to Elligsen Road is effective in drawing traffic off of Boones Ferry Road and Elligsen Road, as well as improving conditions at the I-5/Elligsen Road ramp terminals. This improvement (or the northern overcrossing improvement) would be needed by 2035 regardless of growth in urban reserves areas to provide adequate operation at the I-5/Elligsen Road interchange.
- Assuming the inclusion of urban reserves east of I-5 into the urban growth boundary in 2035, a second overcrossing in the vicinity of Greenhill Road/Frobase Road will be needed to provide new east-west connectivity and to continue to relieve the interchange of through traffic.
- The split diamond interchange concept, as an addition to the two new overcrossings, appears to have no clear traffic operations benefit for the transportation system in the area due to constraints west of I-5. However, any I-5 overcrossing in the vicinity of Day Road should be designed so as not to preclude a future split diamond, with room under the overcrossing for collector-distributor roads.

Improving the existing facilities as mentioned above, adding a new arterial road, and adding new I-5 interface improvements would total up to \$220 million. However, many of these are improvements that have been planned previously:

- Several of the network improvements are already included in the financially constrained (Federal) RTP.² The RTP cost estimates for these projects total about \$120 million.
- Other improvements similar to those included in the network and I-5 interface concepts are included in the State RTP, which assumes additional revenue sources.³ The RTP cost estimates for these projects represent an additional \$130 million of planned improvements, including portions of the I-5 to 99W Southern Arterial (east of 124th Avenue).

This is a total of \$250 million in RTP projects that can potentially be refined based on the outcome of this effort.

Table 2, on the following page, compares cost elements among the Diagonal, Diagonal Hybrid, and East-West alternatives, including the I-5 treatments. Phasing years shown reflect the year by which a project should be complete in order to maintain acceptable traffic operations in the Basalt Creek area. While a separate phasing analysis was not done for the Diagonal Hybrid, it was assumed that the general phasing would be the same as the other two concepts.

Full costs for each project are provided by potential phasing year (current dollars), although design and right of way costs could be incurred earlier. The Tonquin Trail is not included, as cost estimates are not yet available, but this project is included in the financially constrained RTP as well. Potential phasing for the Diagonal and East-West alternatives is illustrated in Figures 7 and 8.

² The Financially Constrained RTP assumes existing and proposed funding sources that can reasonably be expected to be available for transportation uses during the plan period. Financial constraint is required by federal transportation planning regulations and constitutes the federally recognized plan.

³ The State RTP assumes additional funding sources beyond those included in the Federal RTP, including increases in the state vehicle registration fee, increased in local system development charges, and local street utility fees.

Table 2: Cost Estimates for Diagonal and East-West Alignment Alternatives with Potential Improvement Phasing

Improvement	Diagonal Alt Cost (\$M)	Diag. Hybrid Alt Cost (\$M)	East-West Alt Cost (\$M)	Previously Planned?*
2020				
3-lane 124 th Avenue Extension ^a	\$20.0	\$20.0	\$20.0	Federal RTP
Improve Tonquin Road to 3 lanes (124 th Avenue Extension to Grahams Ferry Road) ^b	\$10.5	\$10.5	\$10.5	Federal RTP
Improve Grahams Ferry Road to 3 lanes (Tonquin to Day) ^b	\$5.4	\$5.4	\$5.4	Federal RTP
Improve Boones Ferry Road to 3 lanes (Norwood Road to Day Road) ^a	\$10.8	\$10.8	\$10.8	In design
Boones Ferry Road/Commerce Circle/95 th Avenue Intersection Improvements ^c	\$2.5	\$2.5	\$2.5	Federal RTP
Construct Tonquin Trail ^{**}	-	-	-	Federal RTP
TOTAL 2020	\$49.2	\$49.2	\$49.2	\$49.2
2030				
Improve 124 th Avenue Extension to 5 lanes ^a	\$14.0	\$14.0	\$14.0	Federal RTP
5-lane East-West facility (124 th Avenue Ext to Boones Ferry Rd) ^b	N/A	N/A	\$57.9	State RTP
Improve Tonquin Road to 5 lanes (124 th Avenue to Grahams Ferry) ^b	\$6.7	N/A	N/A	State RTP
5-lane Diagonal facility (Grahams Ferry Road to Boones Ferry Road) ^b	\$42.9	N/A	N/A	State RTP
5-lane Hybrid facility (124 th Avenue Ext to Boones Ferry Road) ^b	N/A	\$69.1	N/A	State RTP
5-lane Boones Ferry Road (new facility to Day Road) ^b	\$0.8	\$0.8	\$1.1 ^{***}	State RTP
5-lane Day Road (Kinsman Extension to Boones Ferry Road) ^b	\$5.8	\$5.8	\$5.8	Similar to RTP project
3-lane Kinsman Road Extension ^c	\$10.4	\$10.4	\$10.4	Federal RTP
Boones Ferry Road/Commerce Circle/95 th Avenue Access Control	minimal	minimal	minimal	No
TOTAL 2030	\$80.6	\$100.1	\$89.2	\$156.2
2035 UGB				
5-lane Overcrossing of I-5 (Day Road/Boones Ferry Road intersection to Elligsen Road) ^b	\$33.7-\$44.1	\$33.7-\$44.1	\$33.7-\$44.1	State RTP
TOTAL 2035 UGB	\$33.7-\$44.1	\$33.7-\$44.1	\$33.7-\$44.1	\$50.0
2035 RTP				
5-lane Overcrossing of I-5 (East-West facility/Boones Ferry Road intersection to Stafford Road) ^b	N/A	N/A	\$38.0	State RTP
TOTAL 2035 RTP	\$0	\$0	\$38.0	\$0
GRAND TOTAL	\$165-\$175	\$185-195	\$210-220	\$250

Source of cost estimates: ^a Washington County, ^b Quincy Engineering, ^c 2035 Regional Transportation Plan

* Totals for each interim year in this column, as well as grand total, represent total dollar amount either allocated in the RTP or committed for projects already in development. See Chapter 4 for more information on RTP comparison projects.

** Tonquin Trail costs are being estimated outside of this transportation refinement plan process.

*** Boones Ferry Road improvement costs are higher for the East-West because the segment south to Day Road is longest in this concept.

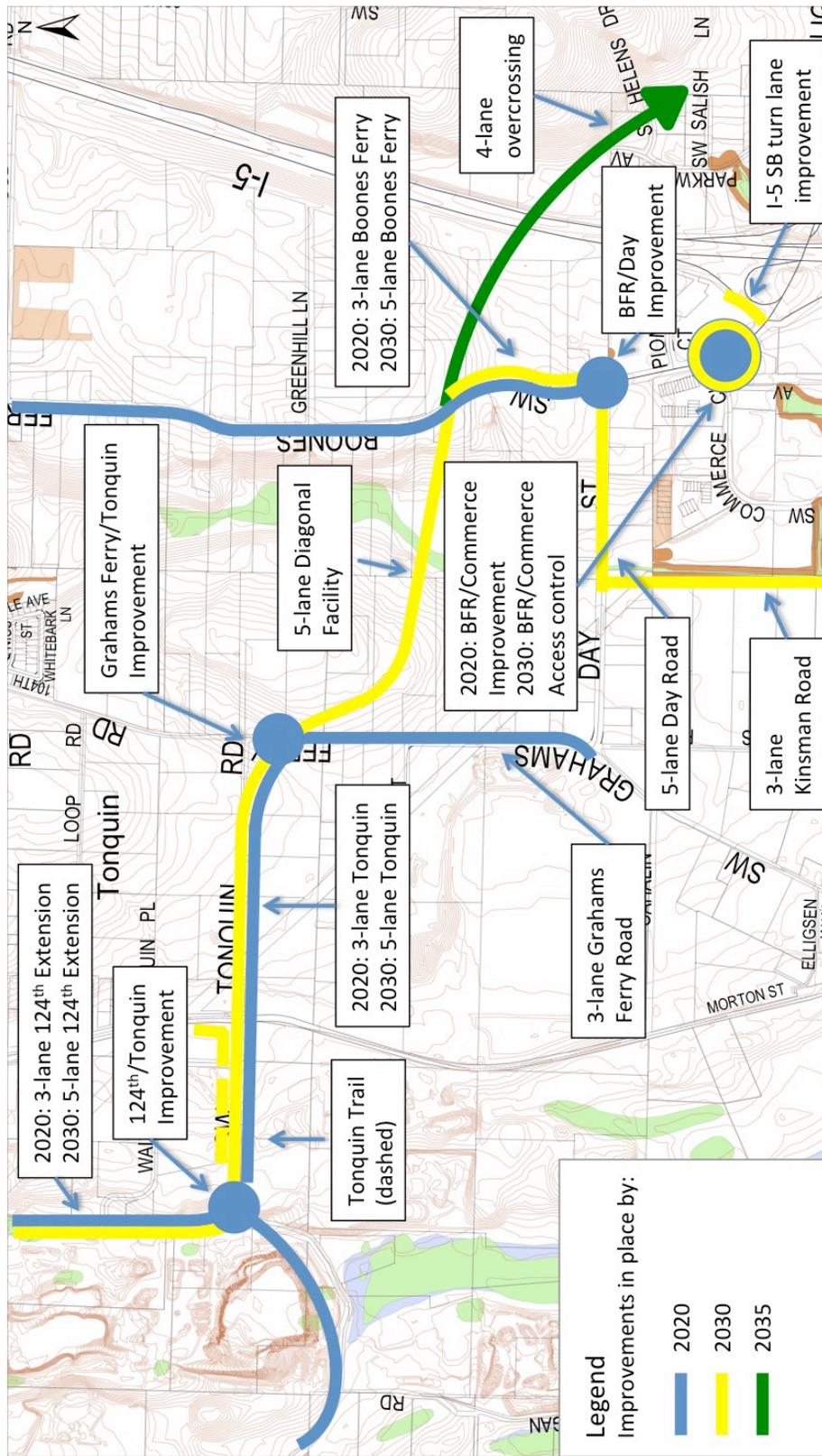


Figure 7: Summary of Potential Phasing (Diagonal Concept)

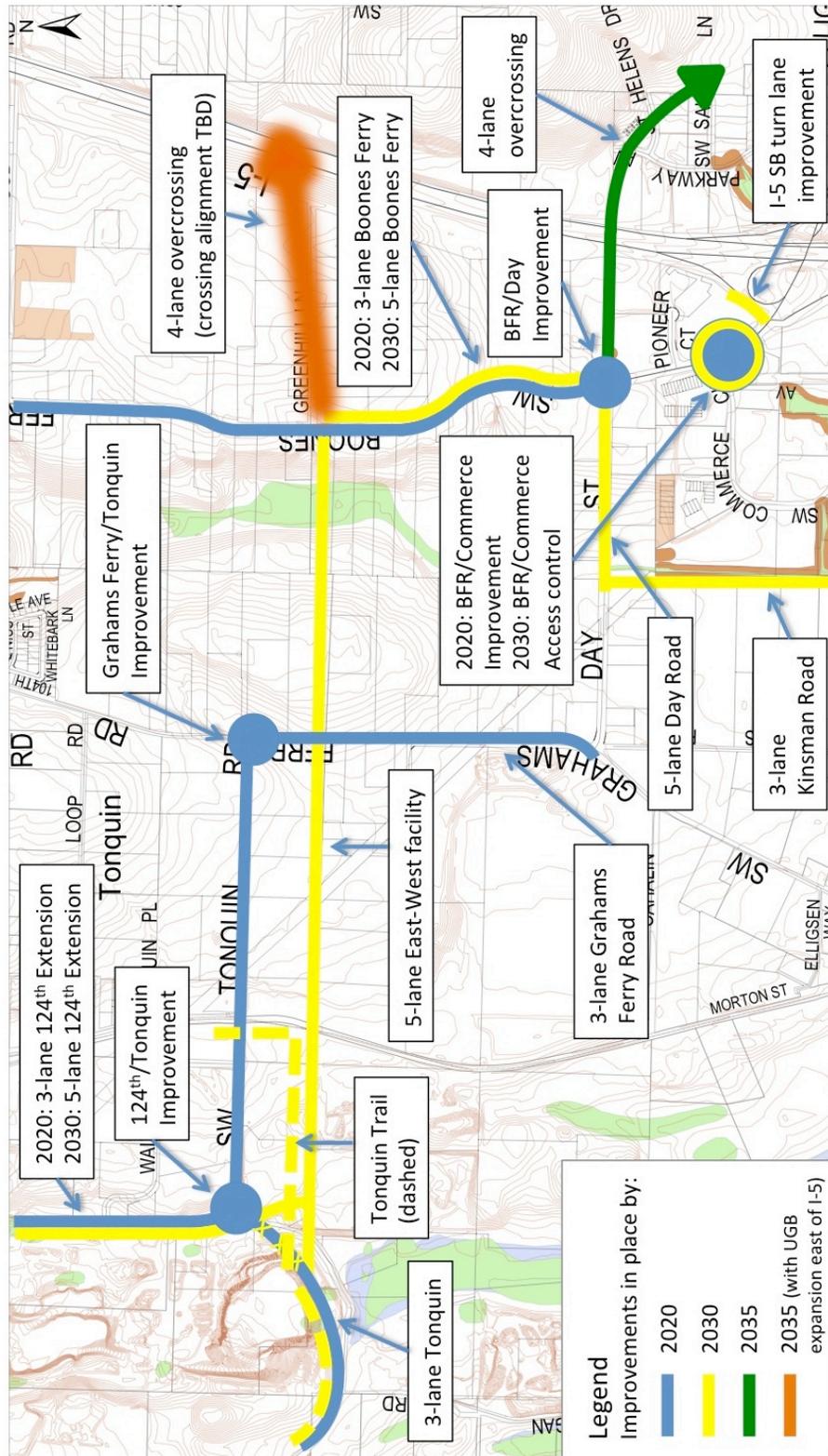


Figure 8: Summary of Potential Phasing (East-West Concept)

Mayor: Lou Ogden

June 12, 2012

City Council Members: Beikman, Brooksby, Bubenik, Davis, Grimes, Truax

City of Tualatin: Ben Bryant

To all concerned,

The Executive Board of CIO6 would like to go on record requesting more citizen involvement before refining and/or finalizing the Boones Ferry Alignment and I-5 to Highway 99W Connector projects.

As you know, the Community Involvement Organization (CIO6) has just been formed, as have the other 5 CIOs and these transportation projects are among the most impactful to the quiet character and livability of our existing residential communities.

We appreciate the City's acknowledgement that seeking meaningful input early in the preliminary planning phases of improvement to our community involves these newly-formed CIOs. That said, we question the advancing status of these substantial projects without the opportunity for our recently formed CIOs to offer meaningful input.

We have many questions and concerns about these transportation projects and respectfully request transparent and continued dialogue with our representatives and the City of Tualatin.

A brief summary of issues that has compelled us to submit this request/position:

- 1) Preserving neighborhood livability and community is a top priority;
- 2) Most of the proposed connectors (especially the preferred proposal illustrated at the May 16th open house) are too close in proximity to EXISTING Tualatin residents, schools and neighborhoods;
- 3) A 5-lane connector into Boones Ferry Road will be a significant "separator" of our City, just as TuSherwood Highway is...let's not repeat the same planning mistake;
- 4) The City of Wilsonville has voiced concern that it doesn't want to allow traffic generated by this connector anywhere near its existing commercial or residential areas; and those in the southern Tualatin area share the very same concern for the negative impact such a connector will have on livability and community;
- 5) We understand the "preferred" connector as currently proposed will need to be elevated to span challenging terrain; this is not clearly depicted in the alignment option sketches; apparently, the bridge structure may approach 100 feet in height creating significant negative visual and physical impact.

Respectfully yours,

CIO6 Executive Board

Willie Fisher – President
Steve Caporale – Vice President
Peggy Fisher – Secretary
Scott Mitton – Treasurer
Chris Burchill – Land Use Officer

From: Zander Px [<mailto:zprideaux@gmail.com>]

Sent: Wednesday, August 15, 2012 12:06 PM

To: Kristen Kibler

Subject: RE: Basalt Creek Transportation Refinement Plan Update

Hello,

I would like to go "on the record" to state our families opinion about this project.

We live on SW Boones Ferry Rd right where the proposed "hybrid" will connect with Boones Ferry Rd.

We believe the "hybrid" concept that follows the "diagonal alignment" but retains a parallel Tonquin Road, which was an element of the "east-west alignment." Will negatively affect our area.

Some of our concerns are:

The negative impact it will have on our home where we live, potentially being demolished. And the effect that will have on our small children.

The cost to the community – why build a more expensive connection? I understand a straight alignment over the wetland would be millions cheaper – Is it worth spending that many more tax dollars to avoid a particular property?

We value the wetland and believe it should be protected as much as possible. Shorter crossing = less negative impact.

I also believe the "hybrid" with the southern connection will make more congestion to the already congested Day Rd / Boones Ferry Rd intersection

We understand that for all progress there are repercussions, and understand compromise. But please consider all the impacts this will have to our family and neighbors. We are prepared to stand behind a good logical decision.

Thank you

Zander Prideaux

Please confirm receipt of this email.

thanks



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Brenda Braden, City Attorney

DATE: 08/27/2012

SUBJECT: Discussion of Draft Ordinance Relating to Tows from Private Property

ISSUE BEFORE THE COUNCIL:

The Council will review comments received from the public and consider whether to adopt an ordinance related to towing vehicles from private property.

DISCUSSION:

At the May 14, 2012 work session, staff presented a report on towing practices from private property parking facilities in Tualatin and elsewhere. The issue had been raised by a Tualatin resident who had her car towed from a private lot in an area with several businesses nearby. The lot had signage for "Customer Only" parking but did not specify that the spaces were for only one business's customers. The Mayor and Councilors had varying views on what, if anything, should be done to address the problem. At a subsequent meeting, Council's directed staff to solicit input from the businesses and apartments that might be affected by a tow ordinance to help determine whether such an ordinance was needed.

More than 900 businesses and apartment complexes received a copy of the draft ordinance and a letter requesting comments. Staff received nine responses, which are attached to this staff report. Seven of those favor the tow ordinance. One favors having tow companies register with the City but opposes signage requirements and one opposes the ordinance in its entirety.

If Council decides to go forward with a tow ordinance, in light of the comments received, Council could:

- Modify the proposed size requirements for signs and lettering, requiring only that the signs be clearly visible and readable, allowing those businesses and apartments who have already posted readable signage to avoid the expense of having to purchase new signs.
- Remove any signage requirement altogether.
- Require tow companies to register with the City but not adopt any other part of the ordinance.
- Set out penalties for violations.

Tualatin's Municipal Code generally provides for fines of up to \$500 per violation, although this

maximum does not apply to all code violations. Portland's code provides a fine of up to \$500 and the ability to refuse to allow the tower to register and operate in Portland. It also provides an administrative appeal process if someone wishes to challenge whether the tow was proper and seek a refund. If the Council wishes to provide an appeal process, appeals could be taken to the City Manager or designee. That would allow the City Manager to have the flexibility of deciding which department should be responsible for deciding such appeals.

The draft ordinance sent for comment is attached for your information.

Attachments: A - Public Comments
 B - Draft Tow Ordinance

Brenda Braden

From: Ryan Sweeney [villageinnrestaurant@gmail.com]
Sent: Thursday, June 28, 2012 5:38 PM
To: Brenda Braden
Cc: Comcast.net
Subject: Regulation of towing practices in Tualatin
Attachments: photo 1.JPG; photo 2.JPG; photo 3.JPG

Categories: Purple Category

To: Brenda L. Braden

Re: Towing regulation ordinance

Hello, my name is Ryan Sweeney I am writing on behalf of the Tualatin Village Inn. As you may know, our restaurant is located across the street from Bridgeport Village and as a result we often have people who will park in our private lot and walk across the street to shop/eat at Bridgeport Village. This was a big problem for us immediately after Bridgeport Village opened and we had to tow a lot of people out of our lot. As a result we custom made signs (see attached) that we put up along with signs from the towing company. Despite the fact that we have one of these signs for every three parking spots (one for every two in the corner closest to the intersection that leads to Bridgeport Village) we still see people who park and walk across the street with no intention of coming into our restaurant. When business is slow (pre dinner, early afternoon) we have a lot (no pun intended) of spots available; so if we see someone violating the rule we will put a note on the windshield reminding them that the lot is for Village Inn customers only. We also inform them that we have taken their license plate number down and that we will tow next time. This has proven very effective as we have yet to catch a repeat offender. Unfortunately when it is busy we aren't able to keep a close eye on our lot but I do know that there are times when the lot will be full yet we still have open tables in the restaurant. On Sunday mornings, for example, we will have a full restaurant and a 15 minute wait in the lobby and guests resort to parking along the curb or in the Tri Met park and ride lot. As you can probably tell, we need all the spots we have so if somebody parks in our lot but doesn't spend money in our restaurant it is essentially taking money out of my pocket by preventing a paying customer from using the space.

In regard to your consideration of passing and ordinance that would regulate towing in the city of Tualatin, it is my opinion that:

A) Property owners should be able to tow when they feel necessary especially when it is affecting their business.

B) Having signage that clearly identifies who may park in the space or area might help but doesn't necessarily prevent people from parking there. Rather it merely gives the property owner an out if someone seeks retribution for being towed.

I hope this helps with the decision making process. Please feel free to contact me if you have any further questions or if I can assist in any way.

Ryan Sweeney

503-620-2515

VillagelnnRestaurant@gmail.com

Sent from my iPhone

--

Ryan Sweeney
Village Inn Restaurant
Tualatin, Or 97062
503-620-2515

Brenda Braden

From: Stewart, Kathie [kastewart@uspi.com]
Sent: Friday, June 29, 2012 12:18 PM
To: Brenda Braden
Subject: New Towing Ordinance

Categories: Purple Category

I like the ordinance. I think it more clearly defines the responsibility of businesses and towing companies. Clearly having to post the information and being specific to the business and/or its designated parking spots is good. I also like the fact that the towing companies have to register, making sure they are a legitimate business.

Thank you for soliciting opinions on this matter.

Kathie Stewart
Administrator
Cascade Spine Center
Tualatin Professional Center

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Brenda Braden

From: krusedoug@comcast.net
Sent: Thursday, June 28, 2012 3:08 PM
To: Brenda Braden
Subject: Towing Ordinance

Categories: Purple Category

I think the ordinance is a good idea.
Doug Kruse

Brenda Braden

From: Deb Staylor [deb@hc-or.com]
Sent: Wednesday, July 11, 2012 12:07 PM
To: Brenda Braden
Subject: Ordinance Relating to Towing Form Private Property

Follow Up Flag: Flag for follow up
Flag Status: Completed

Categories: Purple Category

Dear Brenda,

Our business, Hand Center of Oregon, Inc. is located in the Meridian Professional Building at 19365 SW 65th Avenue, Suite 200. We received your letter regarding towing and signs designating parking around our business. We have apartments which are located behind our building. We do have concerns about the lack of adequate signs indicating which parking is for the apartments and which is for the Meridian Professional Building. There is a sign further down the drive that indicates parking for the Meridian Building however is pointing down the hill and cannot be seen if you are coming in the other direction. There are no signs indicating which spaces are for the apartments. I know of two tenants who have been towed because of the miscommunication. Additional signs would be very helpful in assuring everyone is parking in the correct spaces. We appreciate your consideration in this matter.

Sincerely,

Deb Staylor
Vice President
Hand Center of Oregon, Inc.

Brenda Braden

From: Ryan Miller [RMiller@millersince1886.com]
Sent: Monday, July 16, 2012 5:09 PM
To: Brenda Braden
Subject: Draft of towing policy: unsecure
Attachments: Scanned Document001.PDF

Categories: Purple Category

Brenda,
Forgive the delay in my response.

I have read the attached document and can't make any suggestions on how to improve it.

Ryan T. Miller, CIC
MILLER INSURANCE - Since 1886
503. 692. 6580 x1002
Website | Linked In | Facebook | Secure E-mail Portal

HAVE YOU HEARD ABOUT OUR REFERRAL PROGRAM?

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-----Original Message-----

From: Xerox WC 6400@millersince1886.com [<mailto:Xerox WC 6400@millersince1886.com>]
Sent: Tuesday, July 17, 2012 10:03 AM
To: Ryan Miller
Subject: Scanned Document

Please open the attached document. It was scanned and sent to you using a Xerox multifunction device.

Attachment File Type: PDF

multifunction device Location: machine location not set
Device Name: 68689

Brenda Braden

From: satomi@bpwcenter.com
Sent: Thursday, June 28, 2012 9:43 AM
To: Brenda Braden
Subject: New Ordinance

Categories: Purple Category

Hi Brenda,

Letting you know, all sections of the new ordinance look good to me. I am however very surprised that towing companies do not need to have a city license in Oregon. I doubt Washington would allow that. Hope the State requires a business license, insurance and bond. . .

Thanks,
Satomi, bkkpr

Brenda Braden

From: johnking@marshtransmission.com
Sent: Wednesday, June 27, 2012 8:33 AM
To: Brenda Braden
Subject: towing

Categories: Red Category, Purple Category

Hi Brenda, I own a auto repair business and property with parking. Tow companies should be called to tow a car from a clearly marked no parking space. Tow truck drivers cruising through parking lots taking what they deem as illegally parked cars can look a lot like grand theft auto. The cars are then held ransom until the extortion money is paid. Property managers or the Police should be making these calls not people who profit from these practices.

Thanks for listening, John King

Brenda Braden

From: Pat Davis [pdavis@toolsupply.com]
Sent: Monday, July 09, 2012 8:23 AM
To: Brenda Braden
Cc: Stephani Davis
Subject: Proposed Parking Ordinance

Follow Up Flag: Follow up
Flag Status: Completed

Categories: Purple Category

Good Morning,

I am writing in response to your letter of June, 19, 2012.

We own a commercial building here in Tualatin and operate a business in the same.

Across the parking lot from our building there is another commercial building with several tenants.

The way that our building is configured, all of the parking for both ourselves and our tenants are directly out the entrance doors. Very convenient.

The building across the parking lot (different owner) has some parking outside their entrance doors, and then some additional at the end of their parking lot.

When the new tenant moved in they had no regard to our employees parking on our property and simply started parking on our property.

I asked them nicely to not do that, some did some did not care. That seems to be the way of the world. After some more "training" they got it.

Our employees park on our property, and for the most part the neighbors park on theirs. The world is at peace.

If this new ordinance is enacted, we would be forced to sign each parking space, frankly rather ugly. And costly.

Or we could be told by the neighbors "tough" since we have not signed it we have no recourse, even though this is clearly private property.

I think that we have a nice clean building, and parking area.

We are proud of it. If we are forced to put signs everywhere it will no doubt diminish that value considerably.

While I understand the issue in a public commercial parking area (apartments), I do not see the value in a private parking area.

I do agree with requiring tow companies to register as they are doing business in the city and should be required to do so as a minimum.

And frankly, they should have a city business license in my opinion also.

Pat

Patrick Davis
President
Tool Supply, Inc.
503.691.1900
fax 503.885.1984

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Brenda Braden

From: kerry benedict [inetworkyou@gmail.com]
Sent: Saturday, June 30, 2012 1:33 PM
To: Brenda Braden
Subject: Proposed Towing Ordinance

Categories: Purple Category

Ms. Braden,

I received your solicitation this week for feedback on the proposed ordinance regulating towing companies in Tualatin. I am against the city establishing this ordinance, in its entirety, for several reasons and urge the City to drop this consideration.

From your letter, it appears a disgruntled party brought this issue to the City. Understandably, having a vehicle towed would be a frustrating and costly circumstance. However, when I see a sign for 'private parking' I leave the lot and find another location, that's just good common sense. I don't think the City has any business managing, mediating, coordinating, administering or otherwise becoming part of regulating towing businesses from within or outside the City. I believe this ordinance will have a blow-back effect by towing companies who will be unwilling to comply and will, instead, either disregard the ordinance and its administrative entanglement with the City or opt-out of servicing towing requests altogether. I believe the City's attempt to regulate towing business practices is unwarranted and those with a complaint about towing business have other existing civil avenues of redress.

Furthermore, I see this ordinance as one step by the City to justify and begin regulating other businesses' practices. I am strongly opposed to this. In doing so the City will expect to be reimbursed through license and fees for their administration (such as the cost of the city attorney and administrative staff's time to develop and maintain such ordinances). These are incremental costs neither the city or small businesses cannot afford! Our local, state and national economic environment has every government body looking for ways to tax individuals and businesses (under the guise of fees and other administrative charges) to add to their coffers and maintain the status quo. Keeping a household or business afloat in these economic times is hard enough, let alone trying to scrape up dollars for new taxes imposed by every local, regional, state and federal mandate, such as Tri-Met taxes or Obama's health care plan, for example.

The City of Tualatin isn't the only government body trying to get its hand in the back pocket of business and should not use this proposed towing ordinance as a vehicle to begin doing so. Enough is enough! Instead, the City should focus on its current book of business of running the City, not adding to it with more administrative and managerial overhead it cannot afford. If the City of Tualatin wants to make a real impact, focus our resources on getting out from under TriMet, not regulating businesses.

Please forward my input to Mayor Lou Ogden and the City Council.

Regards,

Kerry Benedict
20541 SW 103rd Avenue
Tualatin, Or. 07062

--

Kerry Benedict
inetworkyou@gmail.com

ORDINANCE NO. _____

AN ORDINANCE RELATING TO TOWING FROM PRIVATE PROPERTY; AND
ADDING A NEW CHAPTER, 8-5 TO THE TUALATIN MUNICIPAL CODE.

THE CITY OF TUALATIN ORDAINS AS FOLLOWS:

Section 1. A new section, 8-5-005 is added to the Tualatin Municipal Code to read as follows:

In order to assure that towing vehicles from private property facilities is performed legally, safely and at a reasonable price, the City Council finds that it is necessary to establish certain requirements for such tows and the towing companies.

Section 2. A new section, 8-5-010 is added to the Tualatin Municipal Code to read as follows:

No private property owner/agent/operator may tow or cause a vehicle to be towed or stored from a private property parking lot or facility unless the private parking facility has posted signs that meet the following requirements:

- (1) At least one sign shall be posted and readily visible at each entryway into the parking lot, not more than 10 feet from the public right of way or street edge. Each sign shall:
 - (a) Be at least 18" x24" in size;;
 - (b) State that parking is prohibited, reserved or otherwise restricted;
 - (c) Specifically state who is authorized to park in the facility and the hours during which parking is restricted
 - (d) If there are multiple businesses that share the lot or area, parking spaces must be clearly marked or signs posted that indicate which spaces are reserved for each business
 - (e) Prominently display the name of the tow company and 24-hour telephone number for the release of a vehicle.
 - (f) Required text shall be in letters not smaller than 1½ inches san serif type.

Section 3. A new section, 8-5-020 is added to the Tualatin Municipal Code to read as follow:

- (1) No tower who tows or stores vehicles from private property shall tow or store vehicles from private parking facilities in the City of Tualatin until the tower registers with the Tualatin Finance Director.
- (2) The registration application shall contain at least the following information:
 - (a) The legal business name of the tow company, business address, addresses of all its storage facilities, telephone numbers and fax number

- of the tower;
- (b) The 24-hour emergency contact telephone number;
- (c) The names of all owners of the tow company;
- (d) A list of all tow trucks to be used for tows from private property; and
- (e) Other information that the Finance Director requires.

Section 4. A new section, 8-5-030 is added to the Tualatin Municipal Code to read as follows:

- (1) Registered towers shall:
 - (a) Perform all tows in a safe manner, taking care not to damage the person or property of others while towing or storing the vehicle;
 - (b) Cooperate fully with any police agency to facilitate processing of any vehicle towed from private property that is identified as a possible stolen vehicle;
 - (c) Give the vehicle's owner or owner's agent a clearly legible receipt complete with all required information and with all fees and charges itemized;
 - (d) Be considered to be in possession of a vehicle when the hookup is complete and the tow truck has begun towing the vehicle by engaging the tow truck's transmission and moving forward;
 - (e) Offer to call for or provide transportation to the vehicle owner/operator from within the immediate vicinity of the tow scene to the location of the towed vehicle storage;
 - (f) Have staff available at all times to provide information about the location of the towed vehicle and the information for obtaining a release of the towed vehicle;
 - (g) Accept as proof of ownership vehicle title or registration in addition to valid photo-identification of the person seeking the release;
 - (h) Accept at least cash or valid credit card for payment for any fees or charges assessed;
 - (i) Notify the police via facsimile of the location of any towed vehicle within one hour of the vehicle being placed in storage.
 - (j) Exercise reasonable care of any animal found to be in a towed vehicle.

INTRODUCED AND ADOPTED this Day of , 2012.

CITY OF TUALATIN, OREGON

BY _____
Mayor

ATTEST:

BY _____
City Recorder

City Council Work Session

4.

Meeting

Date:

08/27/2012

Attachments

A - PowerPoint Centennial Celebration Planning Update

Tualatin's Centennial Celebration



100
YEARS



CITY OF TUALATIN

1913 • 2013

1913-2013

City of Tualatin's Centennial Celebration

1913-2013

Centennial Celebration Planning Committee

Frank Bubenik – Tualatin City Council

Nancy Grimes – Tualatin City Council

Wade Brooksby – Tualatin City Council

Susan Stark-Haydon – Tigard-Tualatin School District

Linda Moholt – Tualatin Chamber of Commerce

Yvonne Addington – Tualatin Historical Society

Loyce Martinazzi - Winona Grange #271

Larry McClure – Tualatin Historical Society

Christine Tunstall – Tualatin Historical Society

Jan Giunta – Riverpark CIO

Christine Moore – Tualatin Times



City of Tualatin's Centennial Celebration

1913-2013

Centennial Celebration Implementation Schedule

Prepare Preliminary Program and Budget	September –December 2011
Prepare Final Program and Secure Funding	January - June 2012
Plan for Implementation	June – August 2012
Finalize Details and Materials	September – December 2012
Centennial Celebration	2013



City of Tualatin's Centennial Celebration

1913-2013

Program Elements

- ✓ Centennial print piece (Tualatin Times 24 page color booklet inserted into the January 3, 2013 Times, delivered to all Tualatin Households.)
- ✓ Light pole banners along Boones Ferry Road and around the Tualatin Commons
- ✓ Firework display at Tualatin Community Park during Crawfish Festival
- ✓ Public Intersection Art (unveiling in June 2013)
- ✓ Library art - Mural (unveiling in Fall 2013)
- ✓ Time capsule
- ✓ Crawfish Festival materials (cake, balloons, souvenirs, etc.)
- ✓ Centennial souvenirs (stamped coins, paper weights, shirts, pins, etc.)
- ✓ Marketing



City of Tualatin's Centennial Celebration

1913-2013

Preliminary Schedule of Events for 2013

- | | |
|---|------------------|
| <ul style="list-style-type: none">✓ Proclamation declaring 2013 as "Tualatin's Centennial"✓ Press release announcing Centennial – coordinate with media✓ Tualatin Today article✓ Website article✓ Tualatin Times (w/insert) mailed to all Tualatin households✓ Certificate of Congressional Record presented to the City of Tualatin | January 2013 |
| <ul style="list-style-type: none">✓ Centennial themed book displays and programs at Library✓ Historic photo display in the Community Room at the Library✓ Tualatin Historical Society play about Tualatin's 1913 incorporation | February 2013 |
| <ul style="list-style-type: none">✓ Visual Chronicle and Student Visual Chronicle adopt Centennial theme✓ Arbor Week Celebration adopts Centennial theme✓ Centennial themed Recreation programs offered✓ Centennial themed story times at the Library | March/April 2013 |

City of Tualatin's Centennial Celebration

1913-2013

Preliminary Schedule of Events for 2013

- | | |
|--|------------------|
| <ul style="list-style-type: none">✓ Mural painted in Library Community Room✓ Centennial themed programs at the Heritage Center✓ Centennial themed recreation and Library programs✓ Centennial themed Tualatin TRYathlon event✓ Centennial recognition at the Tualatin Farmers Market✓ Tualatin Today article✓ Historic photo display in Council Chambers | May/June 2013 |
| <ul style="list-style-type: none">✓ Centennial themed Concerts on the Commons and ArtSplash✓ Centennial themed Movies on the Commons✓ Centennial themed Crawfish Festival✓ Coordinated media coverage of the August 18, 1913 anniversary | July/August 2013 |
| <ul style="list-style-type: none">✓ Tualatin's schools incorporate local history into their history/civics curriculum✓ Winona Grange holds an old-time community dance✓ Centennial themed programs at the Heritage Center✓ Centennial themed recreation and Library programs | September 2013 |

City of Tualatin's Centennial Celebration

1913-2013

Preliminary Schedule of Events for 2013

- ✓ Centennial themed West Coast Giant Pumpkin Regatta
 - ✓ Centennial themed dog park event
 - ✓ Centennial themed programs at the Heritage Center
 - ✓ Centennial themed recreation and Library programs
 - ✓ TVCTV produce video "Tualatin Turns 100"
- October 2013

- ✓ Public art in commemoration of the Centennial installed at the corner of Martinazzi and Tualatin-Sherwood Road
 - ✓ Centennial themed programs at the Heritage Center
 - ✓ Centennial themed recreation and Library programs
- November 2013

- ✓ Centennial themed Starry Nights and Holiday Lights event
 - ✓ Centennial Historic photo display in the Community Room at the Library
 - ✓ Centennial themed recreation and Library programs
 - ✓ Tualatin Today or newspaper article recapping the year
- December 2013

City of Tualatin's Centennial Celebration

1913-2013

Next Steps

- September Planning Committee Meeting
 - Finalize program elements
- Coordinate program among departments
- Order materials
- Begin work on the newspaper insert, including scheduling interviews
- Prepare press releases and other marketing text



Tualatin's Centennial Celebration



100
YEARS



CITY OF TUALATIN

1913 • 2013

1913-2013

Potential Centennial Celebration items:

Cost estimate:

✓ Centennial print piece (Community Newspapers sells ads – 24 page color booklet, glossy cover, high-bright pages. Delivered to all Tualatin Households. City must buy one full color page at \$1,800)	\$1,800
✓ Light pole banners along Boones Ferry Road and around the Tualatin Commons	\$5,000
✓ Firework display at Tualatin Community Park during Crawfish Festival	\$10,000
✓ Public Art (funding already identified)	\$20,000
✓ Library Mural (funding already identified)	\$10,000
✓ Time capsule (includes burial and small plaque)	\$3,500
✓ Misc. materials for Crawfish Festival (cake, balloons, souvenirs, etc.)	\$1,500
✓ Centennial souvenirs (stamped coins, paper weights, shirts, pins, posters, etc.) to sell or give away throughout the year (some cost could be recouped through sales)	\$5,200
✓ Marketing (newspaper ads, printing, postage, etc.)	<u>\$3,000</u>
Total	\$30,000