



MEETING AGENDA

TRANSPORTATION TASK FORCE

February 23, 2012, 5:00 p.m.

POLICE DEPARTMENT

8650 SW TUALATIN ROAD, TUALATIN, OR 97062

1. **WELCOME AND CALL TO ORDER**
Purpose of Meeting: Linking Tualatin focused meeting, including a Project Update, Goals and Objectives approval, and overview of Existing Conditions, Focus Areas, and Transit Linkages map
2. **COMMUNICATION FROM THE PUBLIC**
Limited to 3 minutes
3. **GENERAL ITEMS**
 - A. Approve Meeting #4 Summary
 - B. Announcements
4. **PROJECT UPDATE: LINKING TUALATIN**
5. **KEY CONNECTIONS: LINKING TUALATIN**
6. **OVERVIEW OF EXISTING CONDITIONS: LINKING TUALATIN**
7. **GOALS AND OBJECTIVES ACCEPTANCE: LINKING TUALATIN**
8. **COMMUNICATION FROM THE PUBLIC**
Limited to 3 Minutes
9. **NEXT MEETING**
Thursday, March 15, 5:00 pm, Tualatin Police Department

Transportation Task Force

3. A.

Meeting

Date:

02/23/2012

Attachments

A - Meeting Summary



**Tualatin TSP Transportation Task Force
DRAFT Meeting #4 Summary
February 2, 2012, 5:00 p.m.**

Tualatin Police Department
8650 SW Tualatin Rd
Tualatin, OR 97062

Committee Members Present

Alan Aplin – *TPAC Representative*
Bruce Andrus-Hughes – *TPARK Representative*
Charlie Benson – *Citizen Representative*
Cheryl Dorman – *Tualatin Chamber of Commerce*
Deena Platman – *Metro Transportation Planning*
Joelle Davis – *City Councilor*
Judith Gray – *City of Tigard*
Monique Beikman – *City Councilor*
Nancy Kraushaar – *Citizen Representative*
Randall Thom – *Small Business Representative*

Ryan Boyle – *Citizen Representative*
Steve L. Kelley – *Washington County*
Travis Evans – *Citizen Representative*

Advisory Participants

Nic Herriges – *Alternate Citizen Representative*
Candice Kelly – *Alternate Tualatin Tomorrow Representative*
Jan Guinta – *CIO Alternate for Mike Riley*
Zack Pelz – *City of West Linn*

Committee Members Absent

Allen Goodall – *Business Representative*
Amanda Hoffman – *City of Wilsonville*
Bethany Wurtz – *Tualatin Tomorrow Representative*
Bill Beers – *TPAC Representative*
Brian Barker – *TVF&R*
Julia Hajduk – *City of Sherwood*

Karen Buehrig – *Clackamas County*
Kelly Betteridge – *Trimet*
Lidwien Rahman – *ODOT*
Mike Riley – *CIO Representative*
Gail Hardinger – *Alternate Business Representative*
Wade Brooksby – *City Councilor*

Public in Attendance

Kathy Newcomb
Joe Lipscomb
Steve Titus

Staff and Project Team and Alternates

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

Alan Snook – *DKS*
Theresa Carr – *CH2M Hill*
Eryn Kehe – *JLA Public Involvement*
Sylvia Ciborowski – *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 today's meeting is the Tualatin Transportation System Plan (TSP). Members then introduced one another.

Communication from the Public

Kathy Newcomb from Citizen Involvement Organization (CIO) 1 made a public comment. She requested that all members and staff become familiar with what the CIOs are and where they are. She noted that only seventeen out of the forty-nine TTF members are actually residents of Tualatin. Different CIOs will have interest in specific projects in Tualatin. She noted that as an example, CIOs 5 and 6 would be interested in projects on Boones Ferry Rd. She added that the 99W Corridor project was highly unsuccessful because there was no citizen involvement when the three arterials were joined. A lot of money is being spent on the Tualatin TSP and TTF, and we want it to be successful. One thing that will help bring success is by knowing who and what the CIOs are. The CIOs can help get information out. CIOs are new and need help from the TTF to engage them. Copies of a map of Tualatin's CIOs was distributed.

General Items

Approve Meeting #3 Summary

One member noted that on page 4 of the meeting summary, the Downtown group is omitted from the list of Working Groups and needs to be added. Another member commented that the summary is very well written and helpful. With those changes noted, the meeting summary was approved.

Announcements

Travis Evans announced that his wife had a baby girl three weeks ago. Congratulations Travis!

Eryn announced that the Tualatin Year of Transportation Kick-off Open House is scheduled for Thursday, February 16. She handed out flyers for the event and encouraged members to distribute them.

Cindy Hahn from the City of Tualatin announced that Clackamas County is hosting a meeting this Saturday, February 11 to discuss the Stafford Triangle. The meeting will be held from 9am-12pm at Apple Creek Middle School. All adjacent city mayors and councils have been invited.

Transit Working Group—February 9

Cindy announced that the first meeting of the Transit Working Group will be held on February 9 from 5-7pm at the Tualatin Police Department. The meeting will be focused mostly on the Linking Tualatin project, but the group will also discuss and take comments on other transit concerns. The Transit group will meet more often than the other Working Groups, and will cover all transit concerns at some point in the process. Cindy added that an agenda for the February 9 meeting is on the City webpage, in the same page as the TTF agendas. Registration is not required to attend any Working Group meetings, and all are welcome.

Recap of TSP Process

Theresa Carr of CH2M Hill directed members to the handout *Tualatin TSP: How Today's Work Ends with a Plan* which graphically explains the TSP process. Theresa explained the graphic, noting that it shows where we're headed and why we are doing a TSP in the first place. The graphic draws a connection between the work being done today and the end product.

Theresa explained that Tualatin is going through this TSP process for three reasons: 1) The TSP will create a long-range transportation vision for the community; 2) The TSP establishes short, medium and long term community priorities to help achieve this vision; and 3) Having an adopted TSP makes it easier to go after certain types of grant funding and makes Tualatin eligible for certain types of funds.

Theresa showed members where we are in the TSP process today. Currently, we are identifying needs and understanding opportunities. In this phase, staff and consultants gather data, talk to community members, and analyze existing conditions. Step 2 includes developing and evaluating solutions. A lot of this will be done by the Working Groups reporting back to the Tualatin TTF. Step 3 includes making recommendations, which is an iterative process. The initial set of recommendations may need to be tweaked after going through a community process. Step 3 also includes prioritizing the recommendations. Step 4 will finalize the TSP.

A committee member asked if there will be an opportunity to provide feedback on the existing conditions report. Theresa responded that members were asked to provide feedback in January, but they can still provide feedback. Staff is very close to finalizing the existing conditions report, so members should provide feedback as soon as possible to Cindy. Theresa added that, even after the existing report is finalized, the project team can take into account any information that members provide.

One member doubted that the project team will get meaningful feedback at an open house because the public will not have read the existing conditions report beforehand. The Working Group will provide better feedback. Theresa responded that the online comment map provided lots of good information from the community on what is and is not working well.

Accept Goals and Objectives: TSP

Theresa directed members to a table of goals and objectives in the meeting packet. She noted that the red track changes are based on feedback from this group at the last meeting.

Theresa reviewed the main changes to the goals and objectives:

- *Access and Mobility*: Added “mobility” to goal category name to reflect members’ comment that accessibility includes mobility. Also added an access-specific objective.
- *Economy*: Changed goal category to simply “Economy” rather than “Support Local Economy.” This was in response to comments about how much the framework should focus on the local versus the regional and state economy. This group’s consensus was to change the goal category to “Economy” and then use the goal language to reflect the emphasis on the local economy, while referencing the importance of the regional economy.
- *Health/Environment and Equity*: Removed the term “alternatives” and instead use term “options” because this process will not necessarily compile a list of alternatives. The objectives column clarifies that options are only potential at this point.
- *Ability to be Implemented*: Changed goal category name from “Ability to be Built,” in response to a public comment that “built” is not accurate, because some projects aren’t going to be construction projects at all. The second objective for this category was revised to reference regional and state goals and policies. A new objective was also added to reflect local, regional, and state values in terms of making best use of the existing network before building new roads. This objective also reflects the current economic climate, as building new roads can be very expensive.

Committee members discussed the goals and objectives.

Discussion on Ability to be Implemented objective# 2: Ensure consistency with existing community, regional, and state goals and policies

- Members commented that the term “ensure consistency” should be revised because goals and policies are always changing, and because it is practically impossible to “ensure” consistency. They felt that “ensure” is too strong a word.
- One member suggested the term “consider.” Another member responded that “consider” does not mandate any result; it only directs decision-makers to think about existing goals and policies, but not to be consistent with them.
- Theresa commented that the purpose of this objective is to flag any project that is inconsistent with regional or state goals.
- Another member added that consistency with other goals and policies is often necessary in order to get funding for a project.
- One member suggested using the term “evaluate.” Other members agreed.
- All members came to consensus to change the objective to read: “*Evaluate* consistency with existing community, regional, and state goals and policies.”

Discussion on Ability to be Implemented objective# 5: Focus on transportation options that make best use of the existing network over building new roads

- One member noted that the Tualatin TSP is a 25-year plan and perhaps should not reflect the current economic climate, since the economy may improve and it will be more possible to build new roads in the future.
- A couple of member noted that, while building new roads is not a regional goal now, this may change in the future. They feel that the goals and objectives should reflect what this committee and the public values, not what current elected officials value. While it is important to take regional and state goals into account, in the end the TSP is Tualatin’s plan and should reflect the community’s values.
- Most members agreed with the idea of efficiency that is expressed in this objective. They recognize that it is good policy and more sustainable to maximize current facilities before building new infrastructure.
- One member suggested removing the phrase “over building new roads” because it makes a value judgment. Other members agreed that the sentence should include the efficiency goal, but should not do so to the exclusion of building new roads. Another member added that the word “roads” should be removed because it takes the focus off of transportation options.
- One member noted that in order to qualify for some types of funding the TSP will have to be consistent with regional and state policies.
- One member suggested replacing the term “focus on” with “consider,” so that this objective does not become the main conversation. Another member suggested using the term “evaluate.”
- A couple of members agreed that this objective should not close off opportunities that may be coming to Tualatin that are outside of or in addition to the existing network.
- Theresa and Eryn added that this objective is only one objective among many. Any planning process may have seemingly opposing objectives. The goals and objectives create a framework for discussion about tradeoffs for a specific project that is being considered in the future. Decision-makers can see how well or poorly the project does against the goals and objectives, and can have a conversation about which objectives are most important to the community. Decision-makers and the community at large can still choose to approve a project, even if it does not meet every objective.

- Eryn suggested revising the objective to read: “*Consider* transportation options that make best use of the existing network.” All members agreed with this revision.

Overview of Findings from Future Conditions Analysis: TSP

Alan Snook of DKS Associates gave a PowerPoint presentation on the Tualatin TSP Future Conditions Analysis. The PowerPoint included:

- What is “future conditions”?
 - The planning year horizon for future conditions is 2035. Staff is trying to identify future needs, opportunities and constraints for all modes of travel in the future
 - Includes future planned land uses and expected projects/improvements
 - Balances community needs with infrastructure needs
 - Helps prioritize identified improvements
- Major elements of future conditions
 - Mode choice
 - Land use
 - Future improvements
 - Future forecasting
 - Community values and inputs
 - Prioritization
- Land Use Overview: There will be much more employment growth as compared to housing growth projected by 2035.
 - 9% projected housing growth for 2035 (10,340 households in today’s Metro model, to grow to 11,270 households in 2035)
 - Location of housing growth: mostly in east of I-5 and north of I-205
 - 31% projected employment growth for 2035 (23,620 existing jobs to 31,040 jobs in 2035)
 - Location of employment growth: industrial area in Tualatin Rd and Herman Rd.
- Assumed Future 2035 Roadway Projects
 - Projects include:
 - Durham Rd: Widen to 5 lanes (outside Tualatin)
 - Herman Rd: Widen to 5 lanes
 - Tualatin-Sherwood Rd: Widen to 5 lanes
 - 124th Ave: Road extension
 - I-5 Auxiliary Lanes in each direction (just completed)
 - Tonquin Rd: Widen to 3 lanes
 - These projects are on a financially constrained list. They are not funded, but are reasonably likely to be funded based on funding sources. These projects are taken into account in doing the future forecast.
- PM Peak Period Motor Vehicle Trip Activity
 - How many trips start and end in the City of Tualatin
 - Existing: 12%
 - 2035: 9%
 - How many trips start/end in Tualatin and go outside of Tualatin
 - Existing: 61%
 - Future: 56%
 - How many trips go through Tualatin
 - Existing: 27%

- Future: 35%
- Existing PM Peak Intersection Operations and 2035 PM Peak Intersection Operations
 - Definitions:
 - Level of Service: means how well traffic flows on the road (free flowing versus stuck in traffic)
 - Volume to Capacity Ratio: indicates how “full” the roadway is of cars
 - Many intersections have high volume to capacity ratios and poor level of service
 - Begin to see chokepoints to access interchanges
- Working Groups will work on solutions to problems that have been identified through future conditions study.

Committee members discussed the future conditions analysis findings.

Discussion on Land Use Overview

- One member commented that the analysis seems to show a huge disparity between housing and employment, and wondered if it takes into account the possibility of multi-family homes.
- One member commented that the expected location of future housing growth does not seem to make sense.
- Aquilla Hurd-Ravich from the City of Tualatin clarified that there are a couple of vacant lots east of I-5 and north of I-205, which are both in the City of Tualatin UGB and zoned residential. This is where the expected residential development will occur. The land is currently owned by the hospital, but is a planning district for low-density residential, although this could change in the future.
- Alan Snook added that the future conditions analysis is based on the Metro regional planning model, but that things could change in the future.
- One member added that a piece of land east of Boones Ferry was brought into the UGB as industrial land. The City and Metro agreed that if a bypass is put in, there could be residential development up to that point in conjunction with Wilsonville. The changes with the Basalt Creek project could also change the projections.
 - Theresa Carr responded that the City, Metro, and consultants have had conversations about how the future conditions may be different from what is reflected in the latest version of Metro’s model. The future conditions analysis assumptions do take into account the Basalt Creek Study, the Tonkin Trail project, and other projects.
- Eryn summarized that members feel that some of the land use figures seem surprising, but that the future conditions might change based on other plans and projects.

Discussion on Existing and Future Peak Intersection Operations

- Many members commented that the existing intersection operations presented do not appear to match reality.
 - Alan responded that the level of service data is based on average delay. There may be particular movements at individual intersections that the project team should individually analyze apart from the average.
- Another member added that the intersection of Sagert Road and Borland Road is failing because there is a stop sign there instead of a stop light.

Working Group Sign-Up

Eryn directed members to Working Group handout in their meeting packet, which explains the various Working Groups. Theresa explained that the first round of Working Group meetings will be scheduled in the next week or so.

Theresa gave an overview of each of the Working Groups:

- *Major Corridors and Intersections*: This group will look at congestion, safety, and connectivity, especially at specific key intersections and corridors.
- *Neighborhoods and Livability*: This group will address issues of traffic congestion and safety of the collector street networks and neighborhoods, and connecting transportation to livability.
- *Transit*: This group will help identify projects, solutions and recommendations for transit within the Linking Tualatin project and the city as a whole, as well as looking at transit into Portland.
- *Bicycle and Pedestrian*: This group looks at recreational facilities, linking recreational facilities to city streets, and bike commuting.
- *Industrial and Freight*: This group looks at transportation needs from an employee standpoint and asks how employees get to work. It will look at freight trips and access to regional networks.
- *Downtown*: This group will focus on connectivity and making sure that it is easy to get around downtown.

Each Working Group will meet three times, except for the Transit Group, which will meet five times. Each meeting has a particular goal:

- *Goal of Meeting 1*: Identify potential ideas, projects, and programs. The meeting will begin with a summary of existing and future conditions.
- *Goal of Meeting 2*: The technical team will provide concepts in graphic form to the Working Group, and the Working Group will evaluate how well the concept meets goals and objectives.
- *Goal of Meeting 3*: Develop recommendations and get a sense of prioritization among projects.

Eryn noted that these meetings are open to anyone. Staff hopes that participants will want to attend all three meetings for each topic, since the conversation will be more effective that way. However, participants are free to just come to one meeting.

Eryn sent around a sign in sheet and asked that at least two TTF members sign up for each Working Group. The results are below:

Major Corridors and Intersections—Jan Guinta, Cheryl Dorman, Travis Evans, Joelle Davis, Charlie Benson, Alan, Aplin

Bicycle and Pedestrian—Jan Guinta, Bruce Andrus-Hughes, Nic Herriges

Neighborhood Livability—Jan Guinta, Joelle Davis, Charlie Benson, Candice Kelly

Industrial and Freight—Jan Guinta, Cheryl Dorman, Bruce Andrus-Hughes, Randy Thom

Transit—Jan Guinta, Cheryl Dorman, Joelle Davis, Charlie Benson

Downtown—Jan Guinta, Travis Evans, Candice Kelly

Discuss February 16 Open House

Eryn gave a brief overview of the upcoming February 16 open house. She listed the outreach for the open house and explained that the meeting will be used to recruit members of the public for the Working Groups. The open house will include a raffle and kids activities, and is drop-in style.

Communication from the Public

Kathy Newcomb made a public comment. She suggested that staff write up working group meeting summaries so that people can make comments without having to come to meetings. She explained that CIO 1 is hoping to designate 20 people to read and make comments. She added that the last TSP process occurred about 10 years ago, and she understands that the current TSP is a 10-year plan. She feels that 2035 is a bit far out. There will probably not be a lot of funding available in the next 5-8 years, so alternatives to building roads should be the main focus.

Next Meeting:

February 23, 2012

5-7pm

Meeting adjourned.

Transportation Task Force

4.

Meeting

Date:

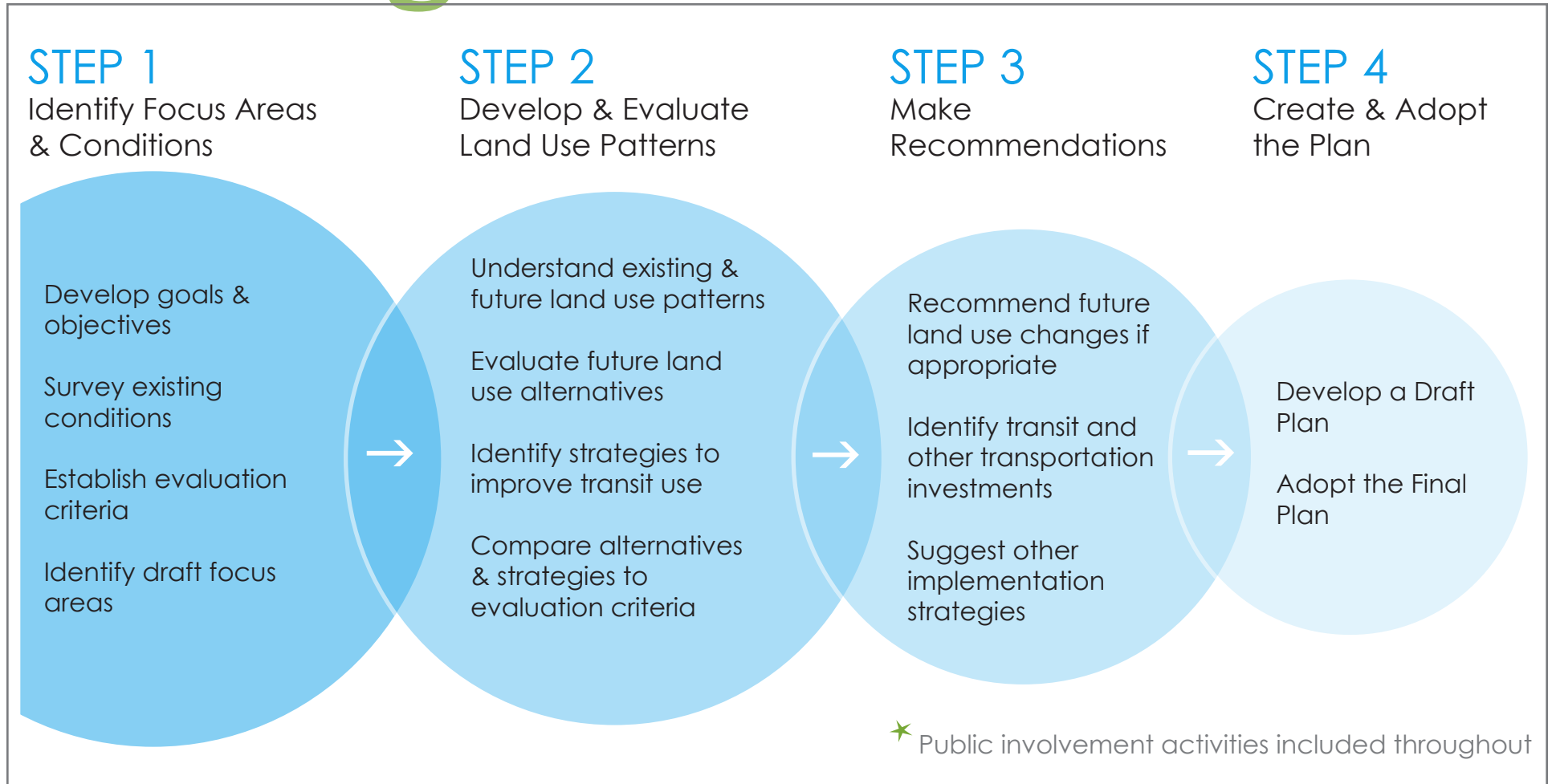
02/23/2012

Attachments

A - Process Graphic

Linking Tualatin

How today's work ends with a plan



Vision —————> Reality

Linking Tualatin will:

- Look at the relationships between land use, employment, and transit
- Help employees and residents increase transit use in the future
- Recommend future high capacity transit options, inside and outside of the city
- Connect “focus areas” of high employment, commercial, or residential use to transit



Transportation Task Force

5.

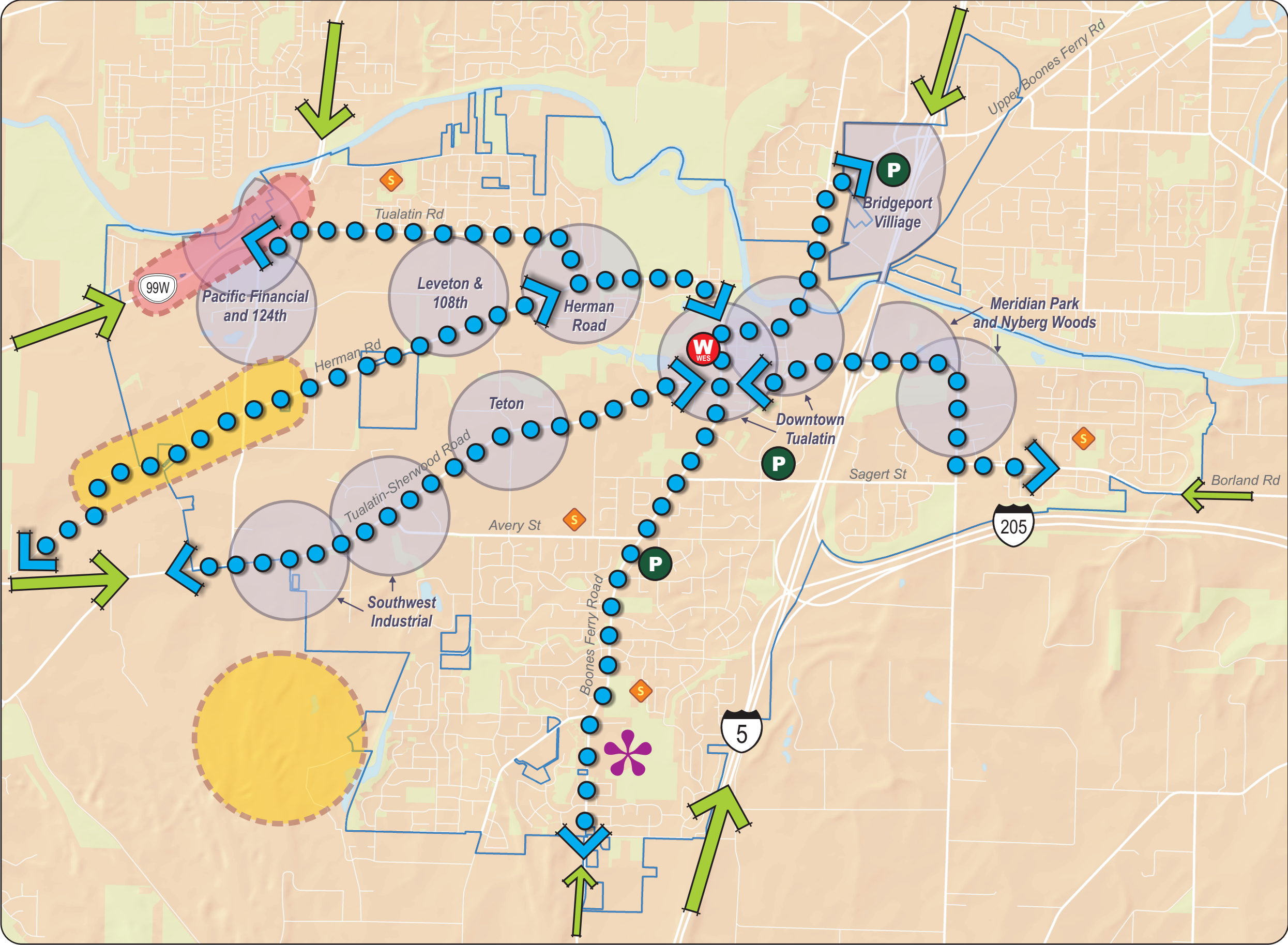
Meeting

Date:

02/23/2012

Attachments

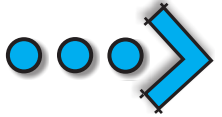
A - Linkages Map



LEGEND



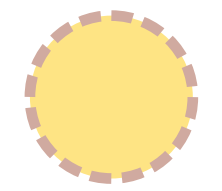
Major Existing Traffic Flow Portal



Potential Transit Linkages/Connections



Area Name



Previously Identified Focus Areas



Additional Areas of Interest



Additional Potential Park and Ride Interest



Existing WES Transit Station and Park and Ride



Existing Tualatin Park and Ride



Area of Interest for Employment and School



Additional School Locations

Transportation Task Force

6.

Meeting

Date: 02/23/2012

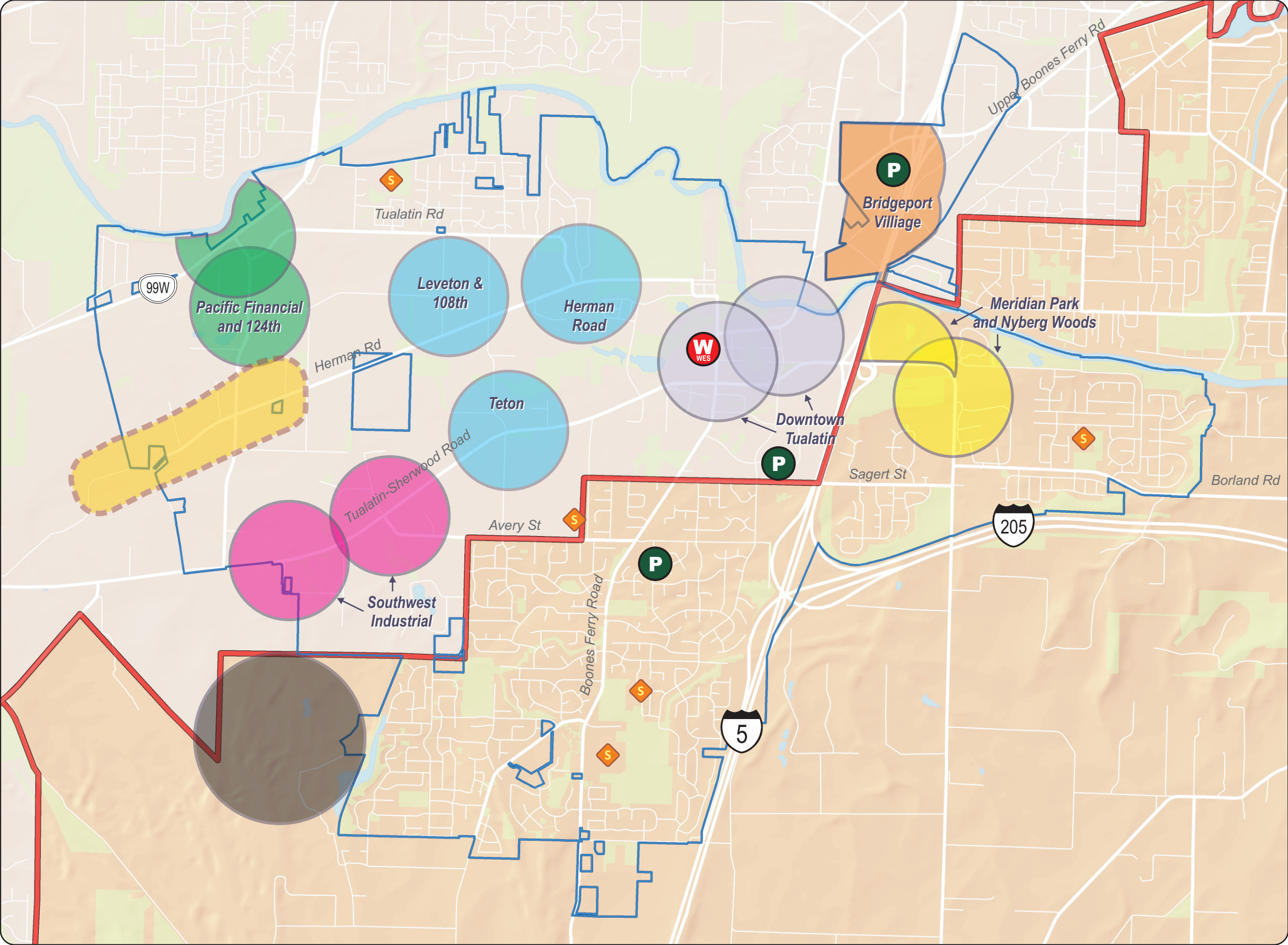
Attachments

A - Focus Area Map

B - Focus Area Summaries

LINKING TUALATIN

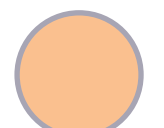
FOCUS AREAS AND OTHER AREAS OF INTEREST

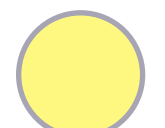


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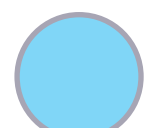
Previously Identified Focus Areas Combined for Existing Conditions

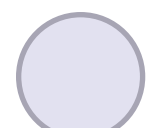

SW Tualatin Industrial


Bridgeport Villiage

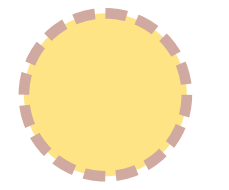

Meridian Park Nyberg Woods


Pacific Financial124th


Teton Leveton


Downtown Tualatin


SW Tualatin Concept Plan Arae


Additional Areas of Interest


Existing WES Transit Station and Park and Ride


Existing Tualatin Park and Ride


Tigard Tualatin School District Facilities


SW Corridor Data Collection Area Boundary

Focus Areas

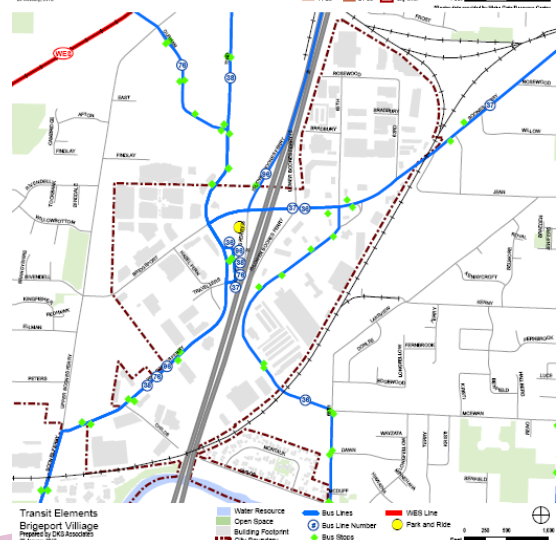
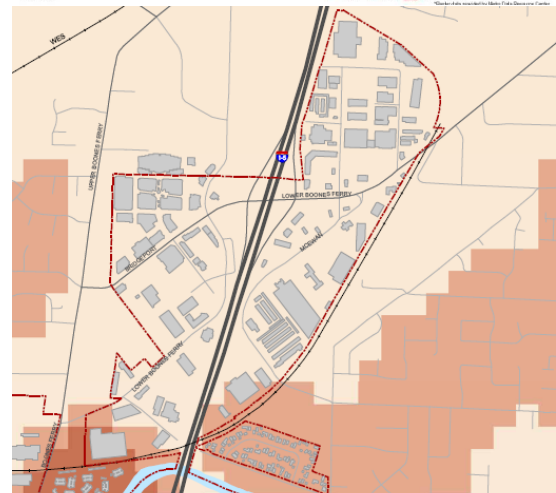
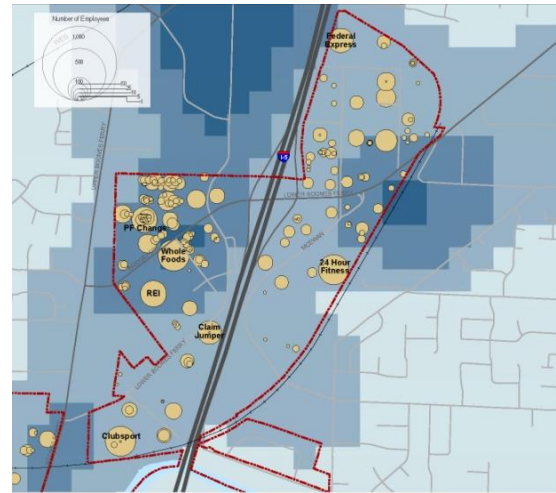
TELL US WHAT YOU THINK

- The “**focus areas**” below:
 - Have high levels of **employment**
 - Could be **connected to high-capacity transit** (bus rapid transit, light rail, etc.) in the future
 - Meridian Park & Nyberg Woods
 - Bridgeport Village
 - Teton & Leveton
 - Downtown
 - SW Industrial
 - Pacific Financial
 - SW Tualatin Concept Plan Area
- Do you have **any concerns** with these “focus areas”?
 - Are there **other areas** that should be connected to high-capacity transit in the future?

Focus Area 1

BRIDGEPORT VILLAGE

- Regional **commercial center/retail destination**, with national and smaller retail, as well as service businesses
- **General Commercial use**, smaller areas light/general manufacturing uses - little undeveloped land
- **Surrounded by residential** neighborhoods (in Durham and Lake Oswego)
 - Concentration of neighborhood amenities; shops, restaurants, and services
- Served by **transit** and **roadways**:
 - Interstate 5, Lower Boones Ferry Road, and Bridgeport Road
 - Served by TriMet buses (5); South Metro Area Regional Transit (SMART); Tualatin Park & Ride facility
- Most major roadways have **sidewalks** and planned **future multi-use path** to downtown. Major roads and **large block sizes** create challenges for pedestrians



Focus Area 1

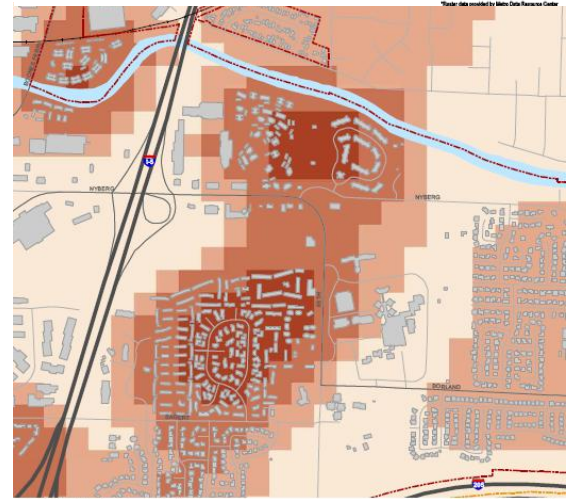
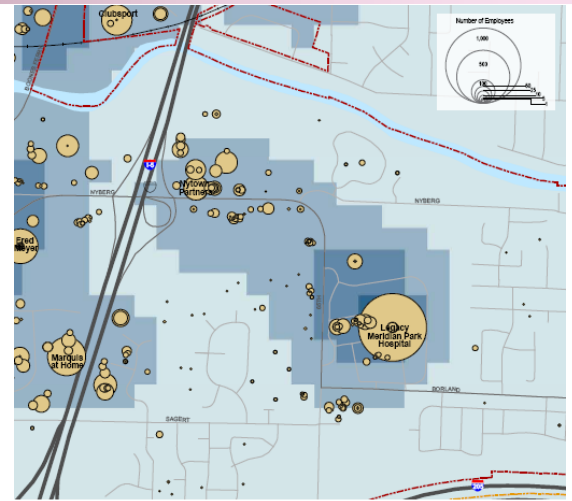
BRIDGEPORT VILLAGE



Focus Area 2

MERIDIAN PARK & NYBERG WOODS

- Mix of **multi-family residential, commercial/office, and institutional**
 - Several parks and natural resources (Tualatin River and broad floodplain/wetland)
 - Traditional single-family neighborhoods to the east
- Highest **employment** around **Legacy Meridian Park Hospital**
 - Neighborhood amenities clustered near I-5 / Nyberg Road interchange
- **Undeveloped land** scattered through the area
- Served by **transit** and **roadways**:
 - SW Nyberg/Sagert/Borland are east-west roads; SW 65th north-south road
 - Intersections along SW 65th are congested (Sagert and Borland)
 - Served by one TriMet bus, service varies (every 30-120 minutes)
- Fairly good **sidewalk coverage**, especially within the residential area; some **multi-use paths**
 - Some sidewalk gaps on major roads and discontinuous street network



Focus Area 2

MERIDIAN PARK & NYBERG WOODS



Meridian Park / Nyberg Woods

Prepared by SERA Architects
26 January, 2012

++ railroad / WES

park

city limit

ugb

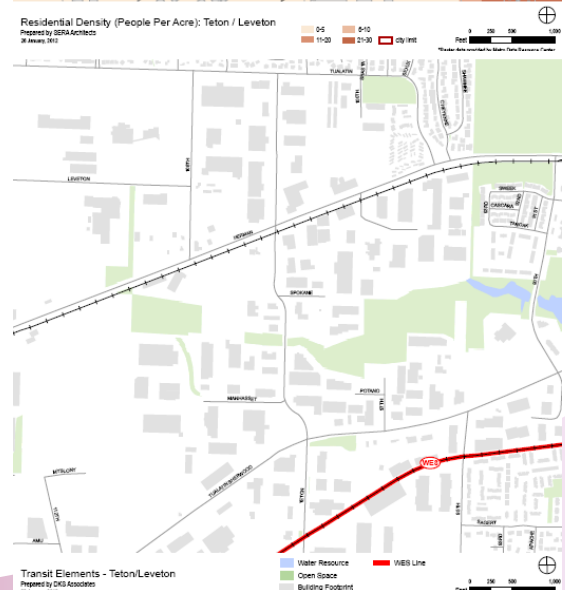
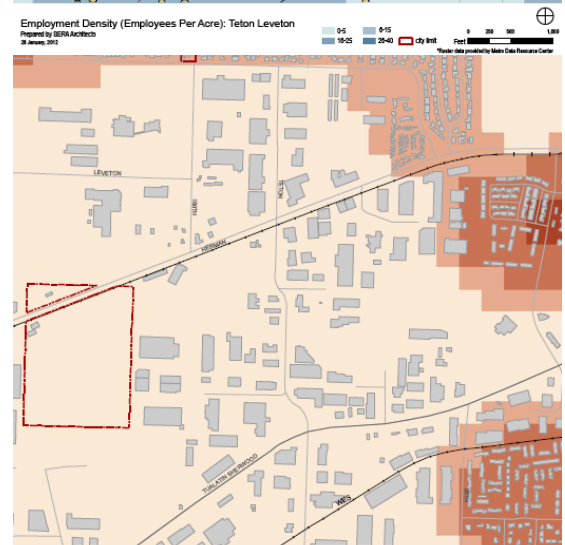
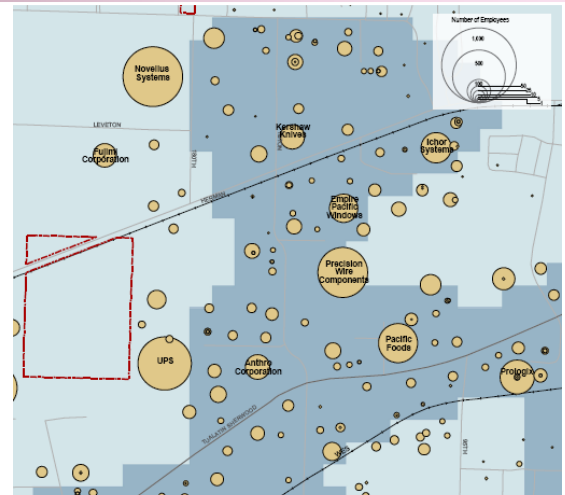
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Feet



Focus Area 3

TETON & LEVETON

- **Industrial and commercial businesses**
 - Wetland/floodplain runs through the middle of this area
 - Few residents in the area, higher concentrations of housing to the east
 - Few neighborhood amenities in the area
- Significant number of **large and small scale employers**
 - Low number of employees per acre due to land use patterns
- **Large developable parcels** for new businesses
- Served by **shuttles and roadways**:
 - 3 east-west roads, with SW Teton connecting north-south
 - Highly congested and high collision area (SW Tualatin-Sherwood/Teton)
 - No TriMet transit service; shuttles and vanpools operated by Chamber of Commerce
- **Sidewalks** on major roads
 - Very large block sizes, few off-street trails, and intersections/cross-walks spaced far apart



Focus Area 3

TETON & LEVETON



Teton / Leveton

Prepared by SERA Architects
26 January, 2012

++ railroad / WES

park

city limit

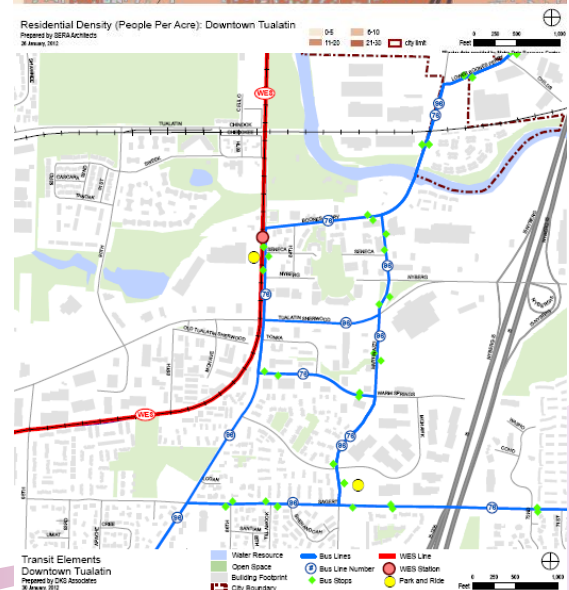
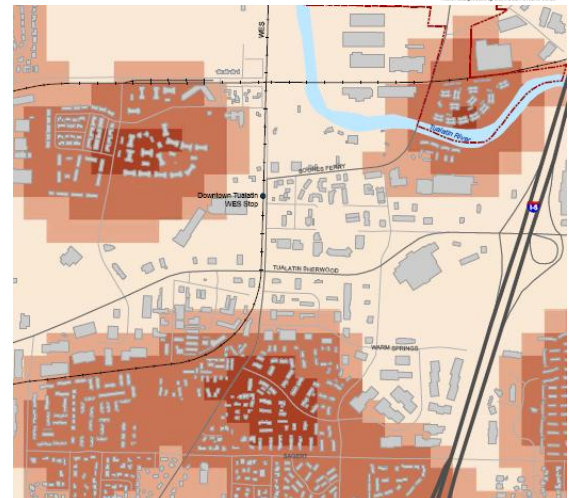
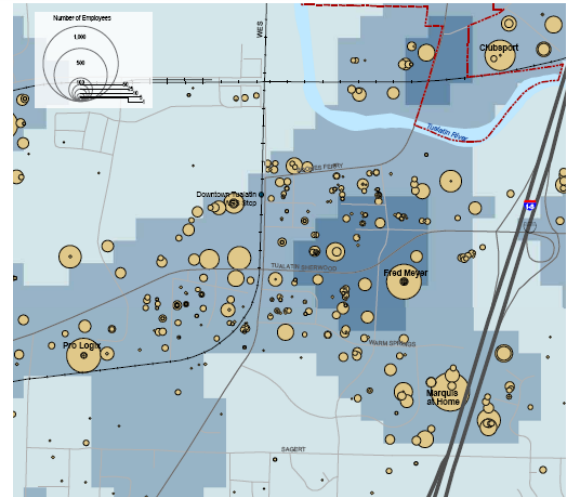
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0 250 500 1,000
Feet

Focus Area 4

DOWNTOWN TUALATIN

- **Commercial businesses, key civic institutions** (library and city hall)
 - Several parks and natural features (Tualatin Community Park, Lake at the Commons)
- Moderate to high **concentrations of residents nearby**
 - Neighborhood amenities in downtown core; some in nearby neighborhoods
- Concentration of **employment greatest downtown**; clusters located **along major roadways**
 - Major employers: Fred Meyer, Marquis at Home, and Pro Logix
- Served by **transit and roadways**:
 - Good access from a variety of streets; easily accessible, but somewhat isolated
 - Most major intersections considered congested and/or high collision locations
 - Served by TriMet buses (2) and by the Westside Express Service (WES)
 - Good network of sidewalks and multi-use paths; future trails will connect to other parts of the city



Focus Area 4

DOWNTOWN TUALATIN



Downtown Tualatin
Prepared by BERA Architects
26 January, 2012

++ railroad / WES

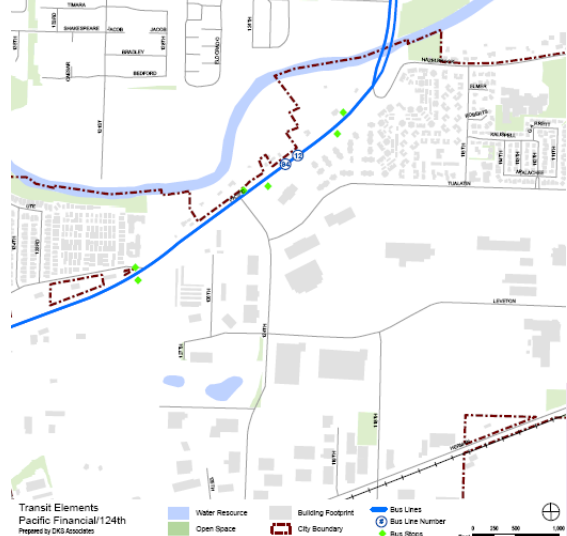
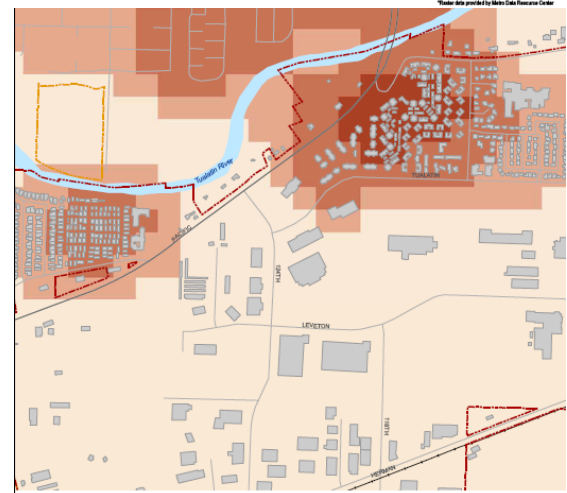
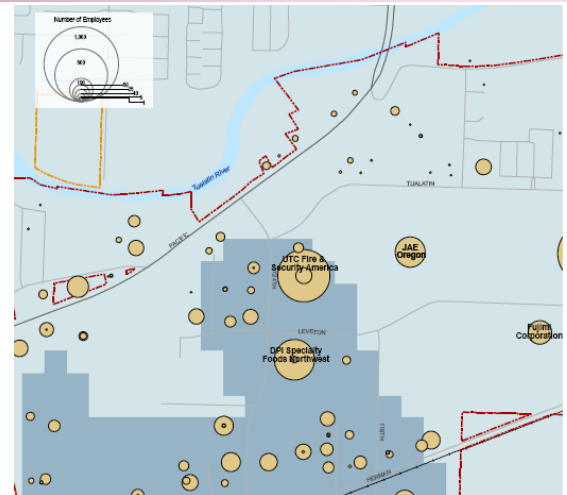
park city limit

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Feet

Focus Area 5

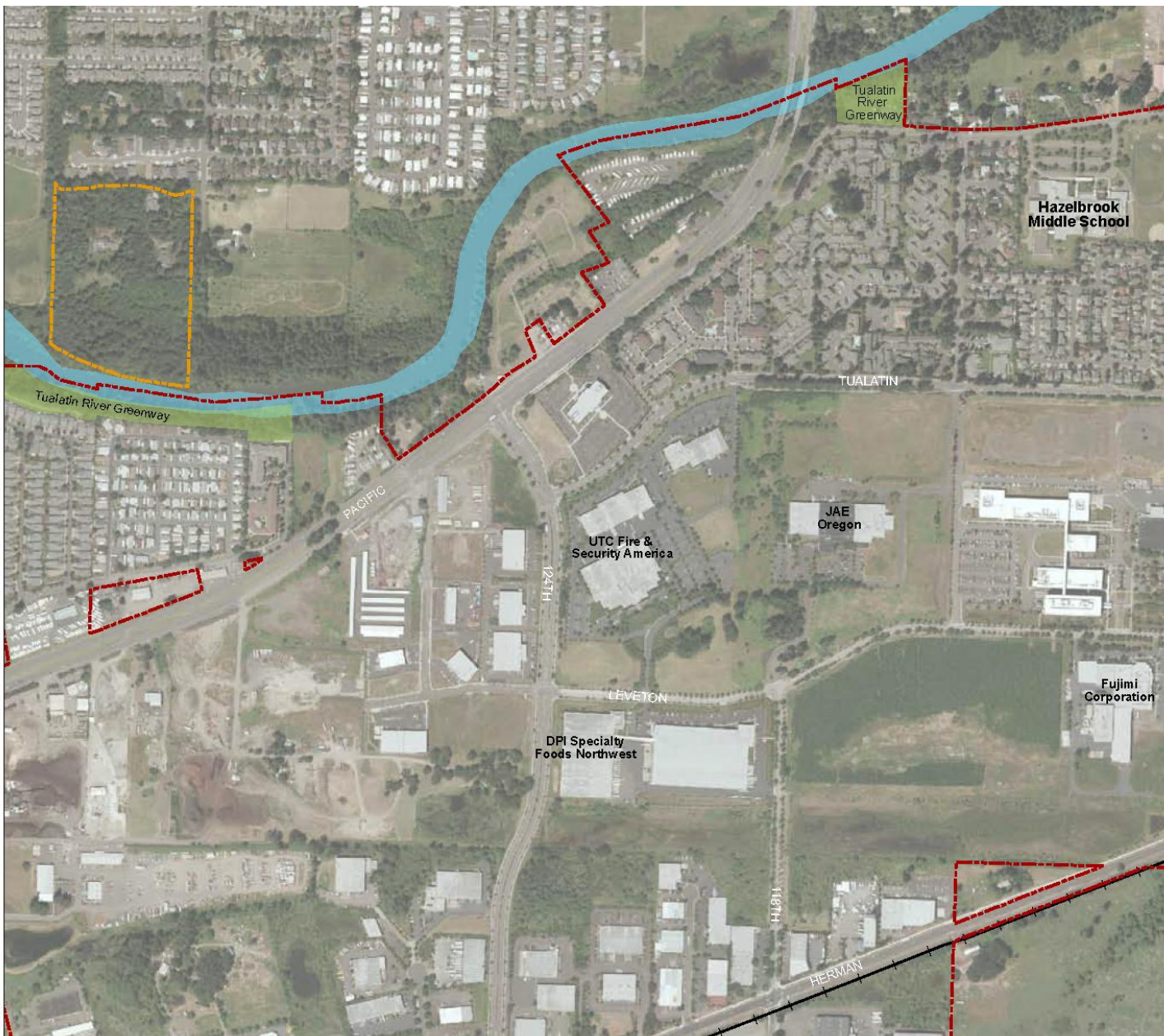
PACIFIC FINANCIAL

- Mix of **industrial, commercial businesses, and residential**
 - Wetland/stream corridor
 - Moderate to high density residential, surrounded by traditional single-family
 - Few neighborhood amenities
- Several **major** employers, plus **smaller** employers
 - Low number of employees per acre due to land use patterns
- **Large developable parcels**
 - South of Leveton Dr between Tualatin Rd and Leveton Dr
 - Part of Urban Renewal District
- Served by **transit, shuttles, and roadways**:
 - Served by TriMet buses (2) and by shuttle and vanpool services by the Chamber of Commerce
 - SW 124th Avenue main north-south road
- Significant **gaps** and **lack of sidewalks** on major roads
 - Large block sizes, few off-street trails or cross-walks, and intersections spaced quite far apart



Focus Area 5

PACIFIC FINANCIAL



Pacific Financial / 124th

Prepared by SERA Architects

26 January, 2012

++ railroad / WES

park

city limit

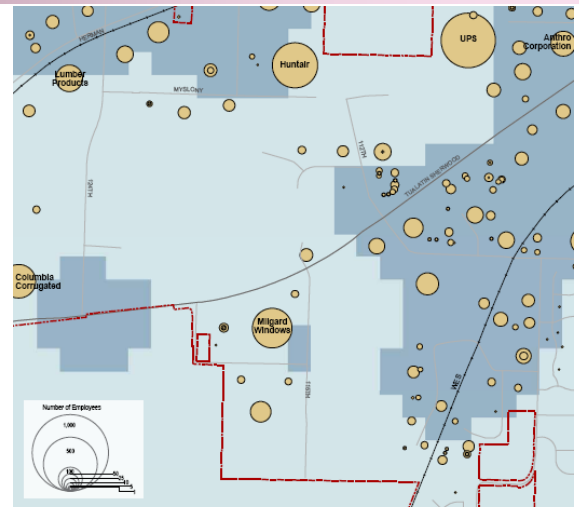
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Feet

Focus Area 6

SW INDUSTRIAL AREA

- **Industrial uses**, large amount of **vacant land**
 - Hedges Creek stream/wetland area
- Virtually **no residents**; single-family on southeastern edge
 - Few neighborhood amenities
- Some **major employers**, as well as many other **smaller** companies
 - Low number of employees per acre due to land use patterns
- Served by **roadways**:
 - SW Tualatin-Sherwood main east-west road, SW 124th connecting north to OR 99W
 - High collision areas at SW Tualatin-Sherwood /Avery and SW Tualatin-Sherwood Road/124th (also congested)
 - No TriMet service through the area; WES line runs through the area but there is no stop
- Major roads have **sidewalks on one/both sides**
 - Significant undeveloped land and planned future trails in the area will allow for improved sidewalk connectivity over time



Focus Area 6

SW INDUSTRIAL AREA



SW Tualatin Industrial

Prepared by SERA Architects
26 January, 2012

—+— railroad / WES

park

city limit

ugb

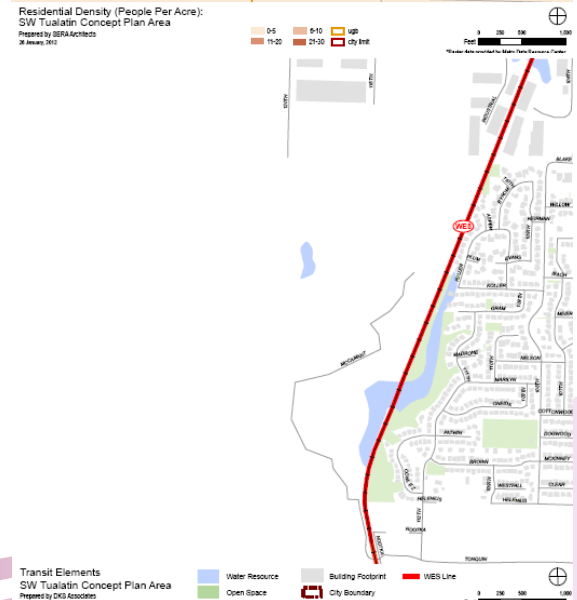
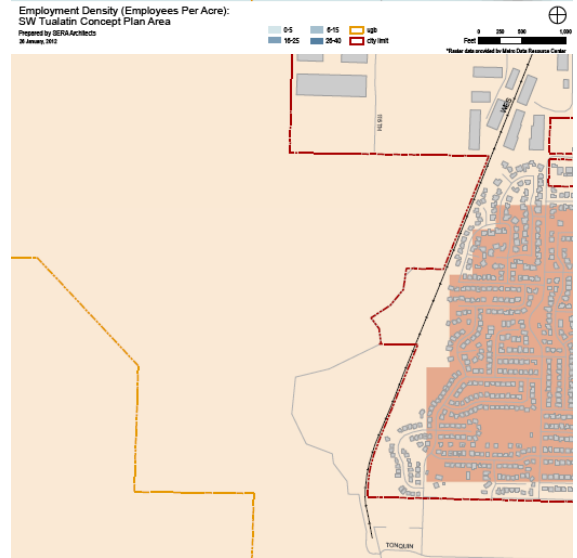
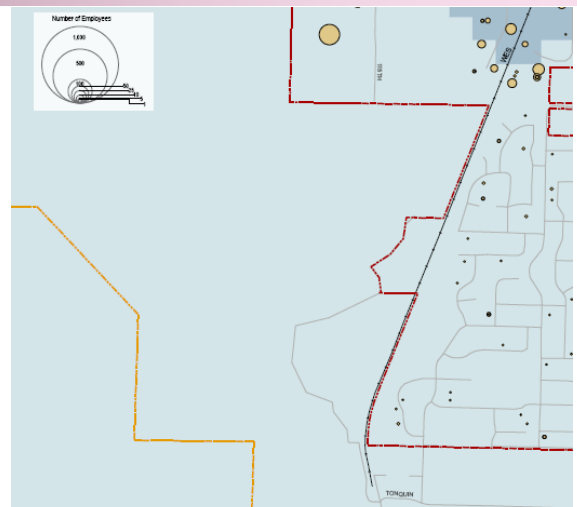
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Focus Area 7

SW TUALATIN CONCEPT PLAN AREA

- **Manufacturing/Industrial**
 - Wetlands and natural resources
- **No residents;** to the east one single-family neighborhood with small lots
 - No neighborhood amenities
- **Little employment** is currently located in this area
 - Potential for a significant amount of future employment
- Expected to **develop/redevelop slower**
 - Lack of infrastructure and existing mining uses
- Served by **minor roadways:**
 - SW 108th and SW Ibach connect to major roads in other areas
 - No transit service currently provided
 - No sidewalks in area; good sidewalk network in residential area



Focus Area 7

SW TUALATIN CONCEPT PLAN AREA



SW Tualatin Concept Plan Area

Prepared by BERA Architects
26 January 2012

++ railroad / WEB park city limit upb

0 250 500 1,000
Feet



Transportation Task Force

7.

Meeting

Date:

02/23/2012

Attachments

A - Goals and Objectives

Draft Project Goals and Objectives

Goal 1 – Community Involvement. Provide meaningful opportunities for citizens to be involved in the Linking Tualatin planning process, particularly including those most directly affected by the outcomes, as well as the community at large.

Objectives

- Involve major employers, other business owners, institutions and business groups that will benefit from enhanced transit linkages to employment areas.
- Inform and involve the city's Citizen Involvement Organizations and other established community groups.
- Provide a variety of tools to allow all citizens of Tualatin the opportunity to learn about and participate in the planning process, including at events or locations they already attend and through the project Task Force and Transit Working Group.
- Reach out to people and groups that have not traditionally been involved in local planning processes.

Goal 2 – Economy. Enhance transit connections for local employers and employees to strengthen Tualatin's economy.

Objectives

- Work with local employers, ~~and~~ business groups and institutions to identify transit-related improvements that enhance services to Tualatin's businesses, build the local economy, and save businesses, ~~and~~ employees and residents' time and money.
- Create transit connections that provide linkages to and support for other employers in the region and the regional economy.
- Recommend land use patterns that will result in higher levels of employment and efficiency for local businesses.

Goal 3 – Land Use. Develop land use plans for focus areas that support future use of transit as part of a multi-modal, convenient, safe, and well-connected transportation system and enhance community vitality and livability.

Objectives

- Create plans that support existing and planned future industrial/manufacturing, commercial, retail, institutional and other employment uses, including schools and medical facilities.
- Build on and incorporate objectives from existing community or neighborhood plans, including providing access to commercial and retail services and adequate community facilities and services for **residents** and workers.

- Create opportunities for a complementary or supportive mix of land uses in focus areas, where appropriate, while minimizing conflicts between uses.
- [Minimize land use impacts on established single-family residential areas while enhancing local transit service to them.](#)
- Foster types and patterns of development that will support future high capacity and other transit use and help create healthy, livable employment areas [and neighborhoods](#).
- Incorporate sustainable development and design practices in proposed land use planning recommendations for focus areas.

Goal 4 – Transportation ~~C~~hoice and ~~M~~obility. Provide a full range of safe, efficient transportation options within [and between](#) transit focus areas, [and to other parts of the city and region](#), particularly linkages between transit and other modes of transportation, including [bicycling, walking](#) and driving.

Objectives

- Implement transportation projects identified in the city's Transportation System Plan, particularly those that increase transit use and reduce travel times.
- [Improve transit connections and services between residential neighborhoods and focus areas, including east-west connections.](#)
- Strengthen Tualatin's linkages with the regional transit system (bus, rail, etc.), creating safe, reliable transit service and connections within the city and to other parts of the region for residents, ~~and~~ workers [and visitors](#).
- Improve the ability to access transit services by people [walking, bicycling](#) and driving.

Goal 5 – Consistency and ~~C~~oordination. Coordinate with regional partners to leverage regional resources, while building on and furthering local planning and other community objectives.

Objectives

- Incorporate regional goals and objectives, including those for the Southwest Corridor Plan, in Linking Tualatin.
- Ensure consistency between Linking Tualatin and other local plans and planning processes, including citywide and local area plans.
- Protect natural resources and promote sustainability, [livability](#) and social equity.

Goal 6 – Implementation. Develop common sense, cost-effective and efficient tools and strategies to ensure implementation of project recommendations.

Objectives

- Identify and prioritize needed public and private investments that will help enhance transit facilities and services and stimulate transit ridership in focus areas.

LINKING **Tualatin**



- Develop a phasing plan that provides for a realistic and timely approach to improving transit and related facilities and services.
- Revise or establish city plans, policies or regulations needed to allow for or encourage transit use and investment.