



MEETING AGENDA

TRANSPORTATION TASK FORCE WORKING GROUP: Downtown June 4, 2012, 6:00 p.m.

**Tualatin Police Department Training Room
8650 SW Tualatin Road**

1. **WELCOME AND CALL TO ORDER**
 - A. Introductions
 - B. Background: Where We Are in the Process
 - C. Purpose of the Meeting Today
 - 1) Review Initial Project Evaluation
 - 2) Suggest projects that should not move forward in the TSP
 - 3) Prioritize the most important projects
2. **PRESENTATION**
 - A. Evaluation Results
 - B. Questions
3. **SMALL GROUP DISCUSSION**
 - A. Discuss Evaluation Results
 - B. Projects to keep, let go, study further
 - C. Identify most beneficial projects, suggest projects to remove
4. **CLOSING**
 - A. Review Small Group Discussion Results
5. **NEXT MEETING**
 - A. Working Group: Transit - June 5 (included as part of the Community Workshop)
 - B. Working Group: Bicycle & Pedestrian - June 6
 - C. Working Group: Industrial & Freight - June 13
 - D. Working Group: Neighborhood Livability - June 13
 - E. Working Group: Major Corridors & Intersections - June 14

Transportation Task Force Working Group

2.

Meeting
Date: 06/04/2012

Information

Attachments

Prelim Eval Results

Tualatin Transportation System Plan, Preliminary Evaluation Results

PREPARED FOR: Tualatin Transportation Task Force

COPY TO: Kaaren Hofmann, City of Tualatin
Alice Rouyer, City of Tualatin
Dayna Webb, City of Tualatin

PREPARED BY: Terra Lingley, CH2M HILL
Theresa Carr, CH2M HILL
Darren Hippenstiel, CH2M HILL
Kate Lyman, CH2M HILL
Alan Snook, DKS Associates

DATE: May 25, 2012

This memorandum summarizes the preliminary evaluation results of the Tualatin Transportation System Plan (TSP)'s feasible project ideas. It presents both the methodology used to perform the evaluation and the evaluation summary at a project goal level. Maps identifying the location of each project idea and next steps are also included.

The TSP's technical team reviewed each of the projects identified as feasible against a set of evaluation criteria. The evaluation criteria, nested into each project objective, and further nested within each project goal category, are quantitative or qualitative measures that help the team identify how well the project idea is at meeting the TSP's goals and objectives. These goals and objectives were created by the Transportation Task Force (TTF) and reviewed by the community, and accepted by City Council. There are seven goal categories:

1. Access/Mobility
2. Safety
3. Vibrant Community
4. Economy
5. Health/Environment
6. Equity
7. Ability to be Implemented

Ratings

Each project was evaluated against all evaluation criteria by one or more members of the project team, and reviewed by the project management team as a group. The scale used for the evaluation is as follows:

Evaluation Results Rating Scale

Rating	Description
●	The project idea addresses the criterion and/or makes substantial improvements in the criteria category
◐	The project idea partially addresses the criterion and/or makes some improvements in the criteria category
○	The project idea does not support the intent of and/or negatively impacts the criteria category
N/A	The project idea neither meets nor does not meet intent of criterion. The project idea has no effect, or criterion does not apply

The results of the preliminary evaluation are included by Working Group topic, which are:

- Bicycle and Pedestrian
- Downtown
- Industrial and Freight
- Major Corridors and Intersections
- Neighborhood Livability
- Transit

Scores for each individual project idea are included at the end of this memo. Cells highlighted in yellow indicate that the team recommends further analysis of this concept as part of a larger corridor or interchange assessment. Many project ideas spanned more than one topic area. Although concepts were reviewed only once, the evaluation results are reported under each Working Group topic area.

How will this Information be Used?

The focus of the May 24th TTF meeting will be to review the preliminary evaluation results. These will also be used as a basis for the third round of Working Group meetings, held in the first half of June. This next round of Working Group meetings will discuss the evaluations, discuss how well project ideas address identified needs and deficiencies, and prepare preliminary recommendations for the TSP. These project ideas will be organized into three categories:

1. What projects completely make sense and should become part of the TSP?
2. What projects do not make sense, and should not become a part of the TSP?
3. What projects need to be considered more, either in relation to different alternatives to address one problem, or in the context of how a corridor or segment operates as a whole.

The June 21 TTF meeting will review the developments from this third round of Working Group meetings, and preliminary recommendations will be forwarded to the community as a whole for review over the summer months. At this time the third category of ideas will be refined in more detail, with additional traffic or engineering analysis, and discussed with staff, reviewing agencies, and the community.

Downtown Preliminary Project Evaluation

	ID	Project Idea	Access / Mobility	Safety	Vibrant Community	Economy	Health / Environment	Equity	Ability to be Implemented
Safety	A1	Upgrade bridge surface and improve illumination along path in back of Haggens	●	●	●	●	●	●	●
	A2	Consider raised intersections on Martinazzi for pedestrian safety	○	●	●	○	●	●	●
	A4	Reduce speeds near Bridgeport Village	○	●	○	○	●	N/A	○
	A5a	Redesign Fred Meyer / Kmart intersection	●	●	●	●	●	●	●
	A5b	Improve pedestrian crossing at Fred Meyer/Kmart intersection	●	●	●	●	●	●	●
	A6	Add roundabout at Boones Ferry and Lower Boones Ferry Road	●	○	○	●	●	●	○
	A7	Add pedestrian island on Martinazzi Ave north of Seneca	○	●	○	●	●	●	●
Congestion	B1	Improve circulation into and out of the Tualatin Community Park	●	●	●	●	●	●	●
	B3	Add an eastbound lane on Tualatin-Sherwood Rd from Martinazzi to I-5	●	●	○	●	○	●	●
	B7	Replace/widen Boones Ferry Road bridge over Tualatin River	●	●	●	●	●	●	●
	B9	Widen Boones Ferry Rd	●	●	●	●	○	●	○
	B10	Widen Tualatin-Sherwood Rd through downtown	●	●	○	●	○	●	○
Connectivity	C1	Build a trail from Boones Ferry to downtown core along river and extend to the greenway	●	●	●	●	●	●	●
	C2	Provide north-south connectivity over Tualatin River for vehicles	●	●	●	●	●	●	○
	C4	Create a grid system near the Kmart upon redevelopment with a connection to Seneca	●	●	●	●	●	●	●
	C5	Improve downtown core street connectivity	●	●	●	○	●	●	○

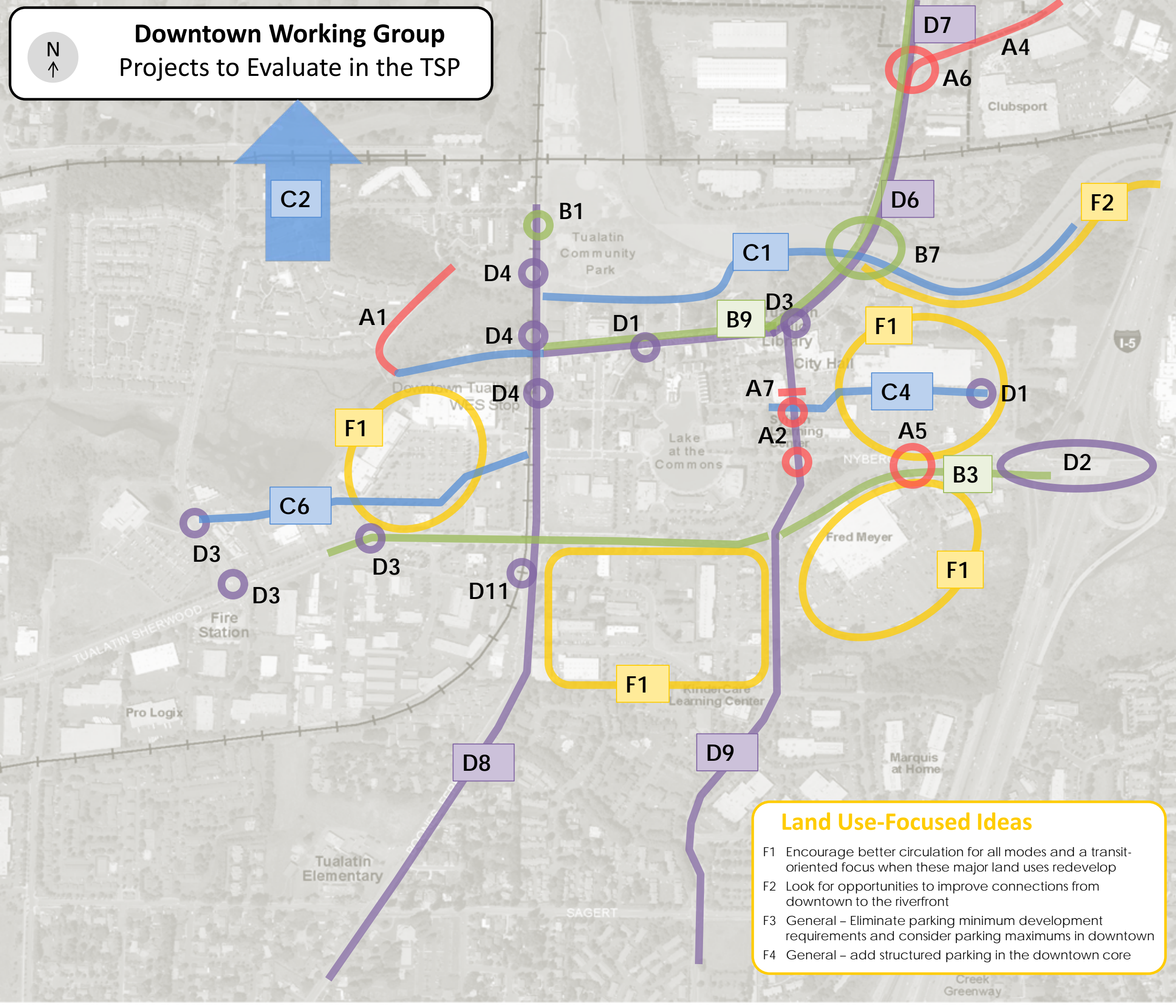
	ID	Project Idea	Access / Mobility	Safety	Vibrant Community	Economy	Health / Environment	Equity	Ability to be Implemented
	C6	Create road connections between Boones Ferry Rd and SW 90th Ave	☐	○	N/A	☐	○	☐	○
Bicycle/Pedestrian	D1	Redesign pedestrian crossings, consider flashing lights in the downtown core	○	●	☐	○	☐	☐	☐
	D2	Upgrade Nyberg interchange to improve the crossing experience for bicyclists	●	●	☐	○	☐	☐	○
	D3	Optimize intersections to reduce car/pedestrian conflicts along Boones Ferry and Tualatin Sherwood Roads	☐	●	☐	○	☐	☐	☐
	D4	Add pedestrian crossing at the WES stop (Seneca)	○	○	☐	○	☐	☐	○
	D6	Improve sidewalks and bicycle lane at Boones Ferry to Lower Boones Ferry.	●	●	☐	☐	●	☐	☐
	D7	Bike and pedestrian treatments near Bridgeport Village	☐	☐	☐	☐	☐	○	☐
	D8	Provide signage and/or other visual cues to motorists to accommodate bicycles	☐	☐	☐	☐	●	☐	☐
	D9	Add bicycle lane or "Share the Road" signs	☐	☐	☐	☐	●	☐	☐
	D10	Coordinate traffic signal timing to accommodate pedestrians.	○	N/A	●	○	○	☐	○
	D11	Add focused pedestrian crossing over Boones Ferry Road at Tonka	○	☐	☐	○	☐	☐	○
Land Use	F1	Encourage better multimodal circulation and transit-oriented redevelopment for major downtown uses	●	☐	●	☐	●	☐	☐
	F2	Look for opportunities to open downtown's connection to the riverfront	●	☐	●	☐	●	☐	☐
	F3	Eliminate parking minimums, consider parking maximums	N/A	☐	○	○	N/A	N/A	○
	F4	Add structured parking in downtown core	☐	N/A	○	N/A	N/A	N/A	☐

N

↑

Downtown Working Group

Projects to Evaluate in the TSP



- Safety-Focused Ideas

A1

Upgrade bridge surface and improve illumination along path near Hedges Creek

A2

Consider raised intersections for pedestrians at Seneca St and Nyberg St

A4

Reduce speeds near Bridgeport Village

A5

Redesign Fred Meyer & Kmart intersection – upgrade the pedestrian connection

A6

Add a roundabout at Lower Boones Ferry Rd and Boones Ferry Rd

A7

Add a pedestrian island on Martinazzi Ave north of Seneca St

- Congestion-Focused Ideas

B1

Improve circulation into and out of the park

B3

Add an eastbound lane on Tualatin-Sherwood Rd from Martinazzi Ave to I-5

B7

Replace/widen bridge on Boones Ferry Rd

B9

Widen Boones Ferry Rd to 5 lanes

B10

Widen Tualatin-Sherwood Rd through downtown

- Connectivity-Focused Ideas

C1

Build a trail from Boones Ferry Rd to the downtown core along the river to the Tualatin River Greenway

C2

Look for ways to provide north-south connectivity over Tualatin River for vehicles

C4

Create a grid system near the Kmart, connect to Seneca St

C5

General-improve street connectivity in downtown

C6

Create a public road between Boones Ferry Rd and SW 90th Ave

- Bicycle/Pedestrian-Focused Ideas

D1

Redesign pedestrian crossing, consider flashing lights

D2

Upgrade Nyberg interchange to improve the crossing experience for bicyclists

D3

Optimize intersections to reduce conflicts between cars and pedestrians (Tualatin-Sherwood Rd & Martinazzi Ave and Boones Ferry Rd)

D4

Add pedestrian crossings along Boones Ferry Rd

D6

Improve sidewalks and bicycle lanes Boones Ferry Rd

D7

Improve bicycle and pedestrian facilities near Bridgeport Village

D8

Provide signage and/or other visual cues to motorists to accommodate bicycles on Boones Ferry Rd

D9

Add bicycle lane or “Share the Road” signs on Martinazzi Ave

D10

General – coordinate traffic signal timing to accommodate pedestrians in downtown

D11

Focused pedestrian crossing on Boones Ferry Road at Tonka

- Land Use-Focused Ideas

F1

Encourage better circulation for all modes and a transit-oriented focus when these major land uses redevelop

F2

Look for opportunities to improve connections from downtown to the riverfront

F3

General – Eliminate parking minimum development requirements and consider parking maximums in downtown

F4

General – add structured parking in the downtown core