



## **MEETING AGENDA**

**TRANSPORTATION TASK FORCE  
WORKING GROUP: Major Corridors & Intersections  
June 14, 2012, 6:00 p.m.**

**Tualatin Police Dept 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 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 28

## Transportation Task Force Working Group

2.

**Meeting**  
**Date:** 06/14/2012

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### Information

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### Attachments

Prelim Eval Results

## Tualatin Transportation System Plan, Preliminary Evaluation Results

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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

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## 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 24<sup>th</sup> 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:

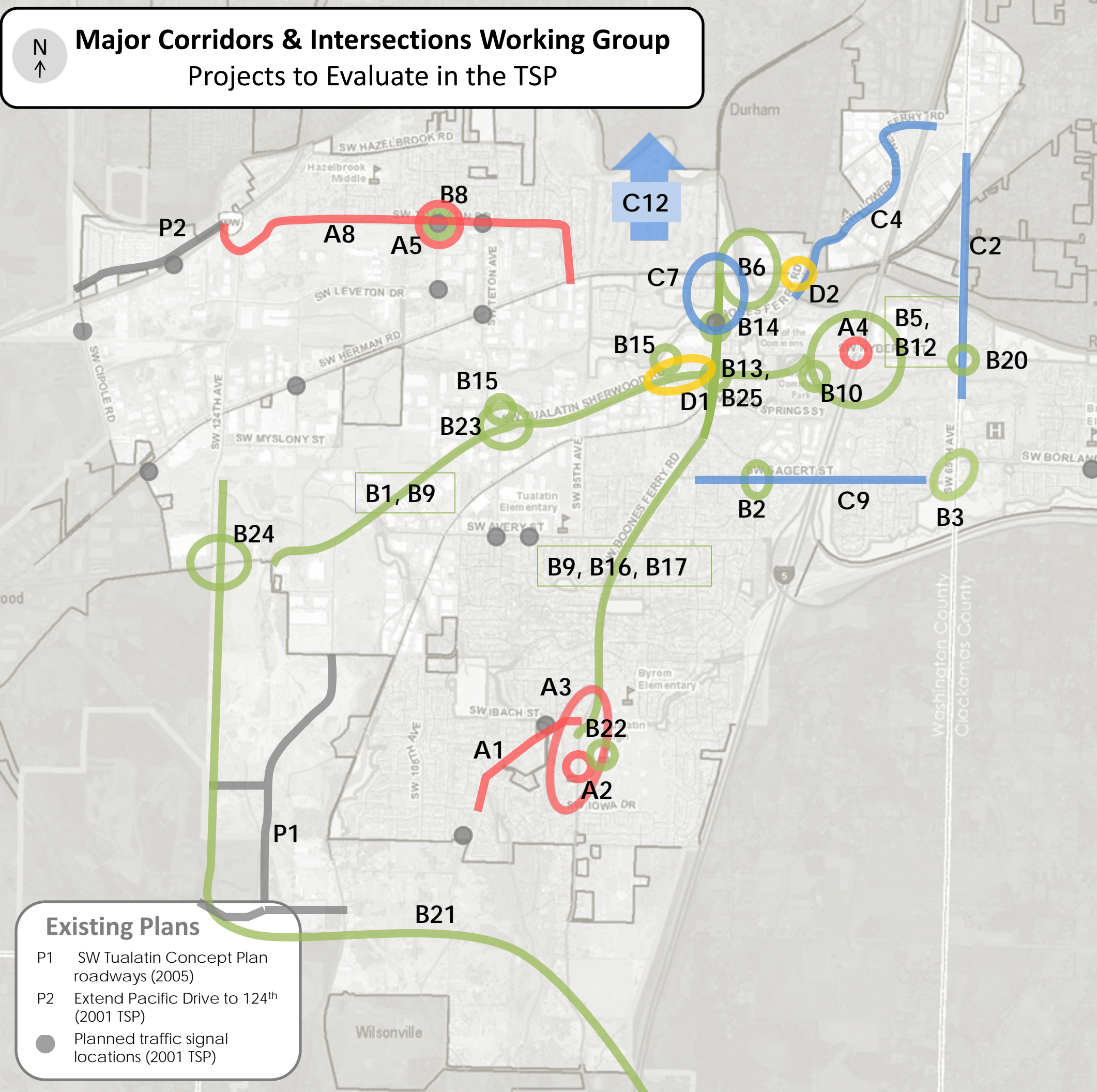
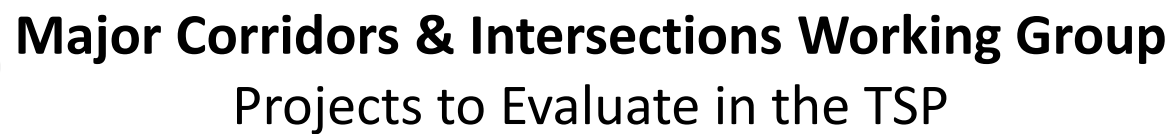
1. What projects completely make sense and should become part of the TSP?
2. What projects do not make sense, and should not become a part of the TSP?
3. What projects need to be considered more, either in relation to different alternatives to address one problem, or in the context of how a corridor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

## Major Corridors and Intersections Preliminary Project Evaluation

	ID	Project Idea	Access / Mobility	Safety	Vibrant Community	Economy	Health / Environment	Equity	Ability to be Implemented
Safety	A1	Reduce speeds, add guardrail and shoulders to section of Grahams Ferry	☐	●	●	N/A	☐	☐	☐
	<u>A2</u>	Add traffic signal at Tualatin HS	☐	☐	☐	N/A	☐	○	○
	A3	Consistent speed zones for Tualatin HS and Byrom Elementary	N/A	●	N/A	N/A	N/A	N/A	●
	<u>A4</u>	Improve sight distance at I-5 and Nyberg Rd interchange	N/A	●	N/A	☐	☐	☐	☐
	<u>A5</u>	Add traffic signal on Tualatin Rd at 108th	☐	☐	☐	☐	☐	☐	☐
	A6	Consistent use of yellow turn signals at traffic signals	☐	●	N/A	☐	N/A	N/A	●
	<u>A8</u>	Discourage through and truck traffic along Tualatin Rd while encouraging through and truck traffic along Herman	●	☐	●	☐	☐	☐	○
	<u>B1</u>	Widen Tualatin-Sherwood Rd	●	☐	○	●	○	●	○
Congestion	B2	Signal or roundabout at Sagert and Martinazzi	●	☐	☐	●	☐	○	☐
	B3	Realign Sagert /Borland to one intersection	●	☐	○	○	○	○	○
	<u>B5</u>	Restrict right turn on red at Nyberg Interchange	○	●	N/A	○	☐	●	○
	B6	Rethink access in vicinity of Tualatin Community Park	☐	☐	●	N/A	☐	●	☐
	<u>B8</u>	Prohibit left turns out of 108th Ave or remove trees in the southwest corner	○	☐	○	☐	☐	○	☐
	B9	Coordinate signal timing on Boones Ferry	●	●	N/A	●	N/A	☐	●
	B10	Redesign Nyberg/Fred Meyer intersection and improve pedestrian crossing	☐	●	☐	●	☐	☐	☐
	<u>B12</u>	Make two right turn lanes from I-5 north onto Nyberg Rd	●	☐	N/A	☐	○	●	☐

	ID	Project Idea	Access / Mobility	Safety	Vibrant Community	Economy	Health / Environment	Equity	Ability to be Implemented
Congestion, Cont'd	<u>B13</u>	Extend NB left turn and create SB right turn lane on Boones Ferry at Tualatin-Sherwood to reduce backup from WES train	●	●	●	●	●	●	●
	<u>B14</u>	Reconfigure Boones Ferry at Tualatin	●	●	○	●	○	●	○
	B15	Add a 4-way stop by 90th Ave at Kaiser	○	●	●	○	●	●	●
	<u>B16</u>	Add bus pullouts on Boones Ferry Rd	●	●	○	●	○	●	●
	<u>B17</u>	Widen Boones Ferry at south end of City	●	●	●	●	○	●	○
	B20	Roundabout at Nyberg and 65 <sup>th</sup> intersection	●	N/A	○	○	○	○	○
	B21	Extend 124th Ave to south	●	●	●	●	●	●	●
	B22	Address congestion caused by high school	●	●	●	●	●	○	●
	B23	Add a dedicated right turn lane on Teton at Tualatin-Sherwood	●	●	N/A	●	●	●	●
	<u>B24</u>	Add right turn lane on Tualatin-Sherwood at 124th	●	●	N/A	●	●	○	●
Connectivity	C2	Extend 65th Ave to the north	●	●	○	●	○	●	○
	C4	Improve traffic flow on Lower Boones Ferry Rd between Bridgeport Village and downtown	●	●	●	●	●	●	●
	C7	Revise connection between Tualatin and Boones Ferry near the railroad tracks	●	●	○	●	○	●	○
	C9	Widen Sagert to 2-lanes each way	●	●	○	●	○	○	○
	<u>C12</u>	Look for ways to provide north-south connectivity over Tualatin River for vehicles	●	●	●	●	●	●	○
Other	D1	Add lane on Tualatin-Sherwood Rd to Fred Meyer, better lane signage for I-5. Install traffic camera for signal violations.	●	●	○	●	○	●	●
	D2	Better signs needed to direct traffic to correct street	N/A	N/A	N/A	N/A	N/A	N/A	○



- A1 Reduce speeds, add guardrail and shoulders to this section of  
Grahams Ferry Rd
- A2 Add traffic signal at Tualatin High School
- A3 Consistent speed zones for both Tualatin High School & Byrom  
Elementary School
- A4 Improve the sight distance at the I-5-Nyberg Rd interchange
- A5 Add traffic signal on Tualatin Rd at 108<sup>th</sup> Ave
- A6 *General* – consistent use of yellow turn signals on all traffic signals
- A8 Discourage through and truck traffic along Tualatin Rd while  
encouraging through and truck traffic along Herman Rd. Make  
residential access easier.

- B1 Widen Tualatin-Sherwood Rd
- B2 Signal or roundabout at Sagert St and Martinazzi Ave
- B3 Realign Sagert St/Borland Rd intersection
- B5 Restrict right turn on red at Nyberg Interchange
- B6 Rethink access in vicinity of Tualatin Community Park
- B8 Prohibit left turns out of 108<sup>th</sup> Ave or remove trees in the southwest corner
- B9 Coordinate signal timing on Boones Ferry Rd and Tualatin-Sherwood Rd; widen Boones Ferry Rd
- B10 Redesign the intersection at the Fred Meyer (from Nyberg Rd)
- B12 Make two right turn lanes from I-5 north onto Nyberg Rd
- B13 Extend the northbound left turn lane and create a southbound right turn lane on Boones Ferry Rd at Tualatin-Sherwood Rd to reduce backup from WES train; add red light cameras
- B14 Reconfigure Boones Ferry Rd at Tualatin Rd
- B15 Add a 4-way stop by 90<sup>th</sup> Ave at Kaiser
- B16 Add bus pullouts on Boones Ferry Rd
- B17 Widen Boones Ferry Rd
- B20 Roundabout or signal intersection at Nyberg Rd/65<sup>th</sup> Ave; keep Nyberg Rd 2 lanes
- B21 Extend 124<sup>th</sup> Ave and connect to I-5 and Tonquin Rd
- B22 Address congestion caused by high school
- B23 Add a dedicated right turn lane on Teton Ave at Tualatin-Sherwood Rd
- B24 Add right turn lane on Tualatin-Sherwood Rd at 124<sup>th</sup> Ave

- C2 Extend 65th Ave north
- C4 Improve traffic flow on Lower Boones Ferry Rd near Bridgeport Village into downtown Tualatin
- C7 Revise connection between Tualatin Rd and Boones Ferry Rd near the railroad tracks
- C9 Widen Sagert to 2 lanes in each direction
- C12 Provide north-south connectivity over Tualatin River for vehicles

D1	Add lane on Tualatin-Sherwood Rd to Fred Meyer, better lane signage for I-5. Install traffic camera for signal violations.
D2	Better signs needed to direct traffic to correct street

## Existing Plans

- P1 SW Tualatin Concept Plan roadways (2005)
- P2 Extend Pacific Drive to 124<sup>th</sup> (2001 TSP)
- Planned traffic signal locations (2001 TSP)