

Transit Working Group - Meeting #4 Summary

Date: 6/27/2012

Location: Tualatin Public Library, Community Room (18878 S.W. Martinazzi Ave., Tualatin)

Attendees: *City of Tualatin:* Cindy Hahn, Alice Rouyer, Colin Cortes

Consultants: Matt Hastie, Brandy Steffen, Kate Lyman, Theresa Carr

Purpose

The purpose of this meeting was to review the results of the Linking Tualatin community workshop results so far and to collect comments from the Working Group on post-it notes. The second purpose of the meeting was to review the preliminary evaluation results from the Transportation System Plan with the group and collect their comments.

Approximately 15 people attended the event, including several members of the Transportation Task Force. The following is a summary of comments received during the phases of the meeting.

Welcome and Introductions

Brandy welcomed the group and reviewed the agenda for the evening. Cindy then introduced the City and Consultant staff in attendance. The meeting attendees introduced themselves.

Presentation

Matt reviewed the results of the Linking Tualatin community workshop, including the efforts made to identify strategies and options on the maps around the room. The Working Group was provided with comment forms to fill out about the maps and would have the opportunity to comment on the maps or provide ideas for the Pacific Financial/124th area during the next phase of the meeting.

Theresa then presented the preliminary evaluation results of the transit projects, many of which were proposed during the previous meetings. Theresa reviewed what the TSP (Transportation System Plan) is and what the project team has done since the previous Working Group meeting. She reviewed the project ideas and put them into three categories, including those that meet the project goals and should be included in the TSP, those that don't meet the goals and should not be included, or those that needed more refinement.

Here are some questions that were raised during the presentations:

- **Question:** When will there be an opportunity to comment on the dropped options?
 - **Answer:** There will be outreach to the community in July/August about proposals
- **Question:** Need origin/destination information for transit riders
 - **Answer:** TriMet will have (and distribute) WES ridership information in October, additionally, Bus lines 12/94/96 information should be available by end of year, maybe have a draft by September
- **Question:** Why does the Loop bus perform poorly? I disagree.
 - **Answer:** Not enough riders are anticipated to support the service
- **Question:** SMART has been extremely successful, within 10 years we need that type of service
 - **Answer:** Leaving the TriMet service area concept was screened out because we wanted to do short term recommendations/improve existing service before considering leaving the service area. The SW Corridor project will do a HCT (high capacity transit) analysis.
- **Question:** Do we need money from TriMet to run our own service/loop to do on call? How do we get money for that?

- **Answer:** We have the chamber shuttle, could we expand the shuttle to accomplish the “loop” idea – expand the shuttle, inter-city bus system
- **Question:** Need to know where people on the bus are going now. The information we have now is not complete because low ridership numbers may not reflect those interested in riding the bus but don’t ride because of poor service

Group Work

Brandy had the group walk around the room to review the boards developed during the Linking Tualatin Community Workshop, adding their comments to post-it notes and to their comment forms.

After this time, the group reconnected as two small groups, each of which had a staff person to help facilitate the small group discussions. The groups were asked to ask questions regarding the TSP evaluation results, using the evaluation table and the project idea maps at the tables. After a few minutes the group was asked to take 5 red and 5 green dots to select those project ideas that are most important for inclusion in the TSP (green) and those that should not be included (red). Below are some of the issues that were raised during the small group discussions:

- One bus on Herman Road does not equal good transit, need 24/7 service
- The Portland model doesn’t work for Tualatin
- If you have a local circulator/expanded shuttle service, then you will have solved most of the problems
- Need to connect to SMART.
- A loop – route zigzag to allow expansion
- Don’t need to decide a bus loop route
- Need to figure out TriMet’s interest/willingness to have Tualatin drive the transit discussion.
- Need more east-west transit service
- Need additional analysis for river crossing, if that is selected as a project/alternative
- Need link to east Tualatin, 94-→96

After everyone had placed their dots, Brandy reviewed the results with the group (see table below).

ID	Project Idea	Green Dots	Red Dots
A1	Provide bus transit service on Herman Road		
A2	Provide bus transit service on 124th Street		1
A3	Provide bus transit service on Avery Street		
A4	Provide bus transit service on Tualatin Road between downtown and 99W 4A – Concerned that this service would go over the park, support this concept if it doesn’t go over park Oppose if over the park	2	
A5	Extend bus service to east Tualatin Foodpak limited service	2	
A6	Provide express bus service between Tualatin and Salem		3
A7	Provide a shuttle or trolley service between Bridgeport Village and Commons area, especially for weekend service		2
A8	Provide a loop bus route around the city	11	

ID	Project Idea	Green Dots	Red Dots
A10	Create an on-call shuttle for industrial and manufacturing workers during the day – consider charging fares Expand, not create	3	
A12	General –extend service hours for all transit	2	1
A13	General – use more energy efficient buses Planning to do it anyway		4
A14	Coordinate TriMet and SMART bus schedules with WES schedule		3
A16	Add stops on higher volume bus routes		2
B1	Add more bicycle storage at the WES station		6
B2	Provide rail or high capacity bus transit service on Tualatin-Sherwood Road In context of SW Corridor Plan, transit may not go down Tualatin-Sherwood, may be 99W C10 loop bus where does it go – only HCT didn't need to be on Tualatin-Sherwood, just anywhere, voting for 2 things, Tualatin-Sherwood might not be right area. East-west on 99W is the weakest link This services needs to be somewhere, but not necessarily on Tualatin-Sherwood	10	1
B4	Build an elevated pedestrian bridge to connect the Tualatin park-and-ride with shopping at Bridgeport Village	1	8
C1	Make the WES station a central focus of downtown and the main transit center. Improve pedestrian connectivity, transit-oriented development opportunities, and local transit connections Buses need to go to that stop for the whole point – to be the center A: May fit into short/med/long term to make small to large improvements	4	2
D1	Look for potential park-and-ride locations in west Tualatin	7	
D2	Look for potential park-and-ride locations in south Tualatin	3	
D3	Add parking capacity at Tualatin Park-and-Ride - Potential structure Try to encourage riders from Newberg etc to use 99W	6	1
D4	Look for opportunities to reduce size of or relinquish underutilized park-and-ride lots and transfer spaces to higher utilized areas		
D5	Add a park-and-ride in east Tualatin	1	2

Wrap-Up

Brandy thanked the group for attending and encouraged them to attend the next Transit Working Group in July, as well as the Tualatin Farmers Market on July 13 when the TSP will have a booth to review the draft plan with the public.