



City of Tualatin

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TUALATIN PARK ADVISORY COMMITTEE

MEETING NOTICE

DATE: **Thursday, September 6, 2012**

TIME: **6:00 PM**

PLACE: **Juanita Pohl Center
8513 SW Tualatin Road
Tualatin, Oregon 97062**

AGENDA

- A. Call to Order
- B. Approval of Minutes: August 9, 2012
- C. Communications
 - 1. Public
 - 2. Chairperson
 - 3. Staff
 - a. Oregon Recreation and Parks Awards
 - b. Trail User Counts – volunteers needed!
- D. Old Business
 - 1. Transportation System Plan (<http://www.tualatintsp.org>) – Kaaren Hofmann, Engineering Manager
 - a. TPARK will review and discuss the Transportation System Plan refinement area recommendations.
 - b. Separated grade bicycle/pedestrian facility across Highway 99W
 - c. Consideration of a new street cross-section.
 - 2. Transportation Task Force Update (<http://www.tualatinoregon.gov/planning/linking-tualatin>)
Aquilla Hurd-Ravich, Planning Manager and Cindy Hahn, Associate Planner
 - a. TPARK will review the draft Linking Tualatin Conceptual Plan, the proposed implementation actions, and consider making a recommendation.

Project Status Updates

- 3. Tonquin Trail Master Plan
 - i. Next steps:
 - 1. PSC to review draft of master plan first week of September

2. Plan out for public review mid-August thru mid September
3. Seek TPARK recommendation in early October
4. Seek Council approval of the master Plan in late October/early November

4. Helenius Greenway Master Plan.

- a. Staff is still working on incorporating the Master Plan into the Park and Recreation Master Plan and the Tualatin Development Code. At a future meeting TPARK will review the proposed changes.

E. New Business

- a. Lafky Park Playground Replacement

F. Future Agenda Items

G. Communications from TPARK Committee members (All)

H. Adjournment



OFFICIAL (DRAFT)

TUALATIN PARK ADVISORY COMMITTEE MINUTES – August 9, 2012

MEMBERS PRESENT: Connie Ledbetter, Kay Dix, Bruce Andrus-Hughes, Dennis Wells, Dana Paulino

MEMBERS ABSENT: Valerie Pratt, Stephen Ricker

STAFF PRESENT: Carl Switzer, Parks and Recreation Manager

PUBLIC PRESENT: Dolores Hurtado

OTHER: Dayna Webb, Project Engineer, City of Tualatin

A. CALL TO ORDER

Meeting called to order at 6:08 p.m.

B. APPROVAL OF MINUTES

July 10, 2012 minutes unanimously approved.

C. COMMUNICATIONS

C.1 Public – None

C.2 Chairperson – None

C.3 Staff - TPARK received an update on the recruitment of the new Juanita Pohl Center Supervisor and invited to check out TualaFest at the Crawfish Festival.

D. OLD BUSINESS

D.1 Transportation System Plan Update – Dayna Webb

TPARK reviewed and discussed 1) the Transportation System Plan refinement area concepts 2) a separated grade bicycle/pedestrian facility across Highway 99W, and 3) considered recommendation of a new street cross-section.

TPARK made three recommendations related to the TSP. All motions passed unanimously.

- 1) TPARK recommended that Option 1 in the “North/South Connectivity West of I-5 Refinement Area”, a bridge across the Tualatin River immediately adjacent to Tualatin Community Park, be eliminated from further consideration immediately and permanently. This project would have major impacts to neighborhood livability, major traffic impacts to Tualatin Community Park, and because of the air, noise, light, and sound pollution impacts the park, park users, and wildlife would suffer, and because the few tranquil public open spaces in Tualatin should be protected.
- 2) TPARK recommended that Project B18 in the bicycle and pedestrian project list be included in the Transportation System Plan. This separated grade bicycle and pedestrian crossing of Highway 99W is a vital safety component of the Tonquin Trail. Furthermore, TPARK recommended that the Transportation Task Force add this project back to their recommended list for inclusion in the Transportation System Plan.
- 3) TPARK recommended that the Transportation System Plan include a new cross-section of a transportation facility where a multi-use path is included inside the road right-of-way.

Project Status Updates

D.2 Transportation Task Force Update
An update of the process was discussed.

D.3 Tonquin Trail Master Plan
TPARK was updated on the schedule for completing the Master Plan.

D.4 Helenius Greenway

Council has accepted the Helenius Greenway Master Plan. Staff is working on incorporating the Master Plan into the Park and Recreation Master Plan and the Tualatin Development Code. At an upcoming meeting TPARK will review the proposed changes and make a recommendation.

E. NEW BUSINESS

None.

F. FUTURE AGENDA ITEMS

F.1 Enabling Ordinance review

G. COMMUNICATION FROM TPARK MEMBERS (All)

None

H. ADJOURNMENT

The meeting was adjourned at 8:16 p.m.



MEMORANDUM

CITY OF TUALATIN

DATE: August 29, 2012

TO: Tualatin Parks Advisory Committee

THROUGH: Carl Switzer, Parks & Recreation Manager

FROM: Dayna Webb, Project Engineer

SUBJECT: TSP: DISCUSSION OF REFINEMENT AREAS #2

ISSUE BEFORE TPARK:

Does the Parks Advisory Committee agree with the Task Force recommendations on the refinement areas? Are there other questions on the refinement areas that need to be addressed?

RECOMMENDATION:

Staff recommends that the Parks Advisory Committee weigh in on forwarding options within the Refinement Areas to the Summit for further public discussion.

EXECUTIVE SUMMARY:

The Transportation System Plan (TSP) is in the preliminary recommendation stage. In June, the Task Force, Planning Commission and Parks Advisory Committee accepted a list of projects to go forward for more public comment through the online forum.

There were seven refinement areas that needed more information prior to accepting projects and moving forward.

Those areas are:

1. Nyberg Interchange
2. 65th Avenue
3. North to South Connectivity
4. Herman Road and Tualatin Road
5. Tualatin-Sherwood Road
6. Boones Ferry Road
7. Tualatin's Downtown Circulation

At their July 19th meeting, the Task Force discussed three of the refinement areas. At their August 16th & 23rd meetings, the Task Force discussed the four remaining refinement areas, as well as revisited two that they had requested more information on. For most of the areas they were able to reach consensus and made recommendations. On one refinement area they were not able to reach consensus. See Attachment A for a complete description of the refinement areas and options. Their conclusions were:

- **North to South Connectivity**
 - Task Force did not reach consensus on the Hybrid Option for this refinement area
 -
- **Tualatin-Sherwood Road**
 - Forward the 5-lane option from Teton Avenue to Cipole Road
- **Boones Ferry Road**
 - North of Martinazzi Avenue: 5-lanes
 - Downtown (between Martinazzi Avenue & Warm Springs Avenue): 3-lanes with added improvements to Martinazzi intersection
 - South of Warm Springs Avenue: 3-lanes with added bus pull-outs
- **Tualatin's Downtown Circulation**
 - Don't forward Bicycle & Pedestrian Bridge over lake (14 no votes, 1 yellow)
 - Forward right turn lane at Boones Ferry Road and Tualatin-Sherwood Road
- **65th Avenue**
 - Forward both a 3-lane & 5-lane option North of Sagert Street
- **Herman Road & Tualatin Road**
 - Forward Refined Solution with a signal located at Teton Avenue

The Planning Commission reviewed and commented on the remaining refinement areas at their September 4th meeting. The Tualatin City Council will review and comment on the final refinement areas at their September 10th meeting. There will be several more opportunities to comment on this plan, including at the Community Summit on September 20th. The full schedule is attached

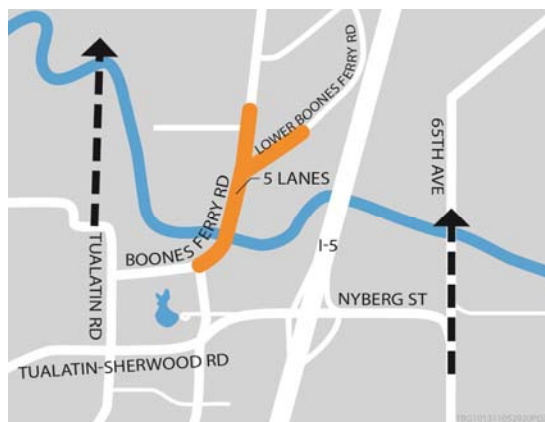
Attachments: A. Refinement Areas
B. Task Force Meeting Summary Draft
C. Schedule/Flow Chart
D. PowerPoint
E. Summit Announcement

Refinement Area #3: North/South Connectivity

Option 3: Hybrid. Two-lane local road connecting to Hall Boulevard, extending 65th Avenue across the Tualatin River, and Widening Boones Ferry Road.

Goal Statement

This option improves connectivity in the north-south direction west of I-5. Connections in Tualatin west of I-5 are limited to Boones Ferry Road and 99W in the north-south direction, and Tualatin Road and Herman Road in the east-west direction. In the 2001 Tualatin TSP, there was a project to extend Tualatin Road to the north to connect with Hall Boulevard in Tigard.



Potential Solution

- An extension west of the railroad tracks, in the general vicinity of SW 86th Avenue east of the Country Club
- Road would extend northward in the vicinity of SW Celilo Road and connect with SW 85th Avenue north of the Tualatin River
- Combine extending to Hall Boulevard with widening Boones Ferry Road, and extending SW 65th Avenue north over the River

Consideration Area	Comments	Score
How would this solution affect traffic locally?	<ul style="list-style-type: none"> • New extension allows connectivity north/south across the Tualatin River • New two lane local roadway could carry up to 800-900 vehicles in each direction during the 2035 PM peak hour • Will increase traffic on Boones Ferry Road in front of Tualatin Community Park – uncertain whether signal warrant would be met • Tualatin-Sherwood Rd and Boones Ferry Rd V/C deteriorates slightly from 1.30, LOS F to 1.37, LOS F • Connections would increase PM Peak hour intersection volume by 400 vehicles, primarily north/south through vehicles. 	

Consideration Area	Comments	Score
How would this solution affect traffic city-wide?	<ul style="list-style-type: none"> Tualatin, Herman, 99W, and Boones Ferry Road (north of the Tualatin River) experience a moderate decrease in traffic Boones Ferry Road immediately south of Celilo Road has an increase in traffic leading up to the extension 	●
Design Constraints / Considerations	<ul style="list-style-type: none"> Does not physically impact Tualatin Community Park At least one, if not two railroad crossings would need crossing improvements and would require coordination with the Railroad and ODOT Rail. North improvements to alignment would extend along the west edge of the tracks and tie into 85th Ave on the north side of the river 	◐
Environmental / Policy Considerations	<ul style="list-style-type: none"> An extension of Hall Boulevard into Tualatin is included in the Tigard TSP (long-term not fiscally constrained project list) and in the Washington County TSP Potential impacts (likely temporary) to the Tualatin River and adjacent natural resources. Potential impacts to wetlands/sensitive areas west of the existing railroad tracks north of Tualatin Road. 	○

Refinement Area #5: Tualatin-Sherwood Road

Option 1: Five-Lane Section Teton to Cipole

Goal Statement



Relieve congestion and improve safety for all modes along Tualatin-Sherwood Road within the City of Tualatin.



Tualatin-Sherwood Road serves as the major east-west arterial through Tualatin. It connects residents, employees, and visitors to the I-5 freeway system, to the community of Sherwood, and areas west. Tualatin-Sherwood Road is owned and maintained by Washington County. West of 124th Avenue average daily traffic volumes are higher than 26,000 vehicles.

Though there are continuous sidewalks and bicycle lanes throughout the corridor, including a buffered bicycle lane west of downtown, the team has heard from the community that the traffic volumes still make this corridor feel unsafe from the vantage point of a bicyclist. Crossing this arterial at key intersections can be difficult for a pedestrian.

Potential Solution

Widen Tualatin-Sherwood Road to five lanes, retaining continuous buffered bicycle lanes and sidewalks between Teton to the east and Cipole to the west.

Consideration Area	Comments	Score
How would this solution affect traffic locally?	<ul style="list-style-type: none"> Serves future demand that is beginning to be seen today Minor to moderate increases in traffic seen on Avery Street, 124th Avenue, and new connection between 112th and Myslony Widening Tualatin-Sherwood Road from 3 to 5 lanes changes V/C and LOS at the following intersections: <ul style="list-style-type: none"> Improves 124th Ave: from 1.33, LOS F to 0.92, LOS C Improves Avery St: from 0.99, LOS E to 0.92, LOS D Teton Ave deteriorates slightly: from 0.95, LOS E to 1.03, LOS E 	
How would this solution affect traffic city-wide?	<ul style="list-style-type: none"> Draws traffic away from Hwy 99W, Tualatin Road, Herman Road, and the Cipole Rd extension New traffic on Tualatin-Sherwood Road forecasted to be approximately 200-350 vehicles in each direction during afternoon rush hour 	




Consideration Area	Comments	Score
Design Constraints / Considerations	<ul style="list-style-type: none"> Right-of-way setbacks likely allow widening with minor impacts to properties from Teton west to Cipole Some drainage/water quality basins that would likely need to be relocated Major design complications not anticipated 	
Environmental / Policy Considerations	<ul style="list-style-type: none"> Most widening impacts would be to landscaping Project is included in Washington County TSP Any widening west of Cipole would require coordination with Sherwood. 	



Refinement Area #5: Tualatin-Sherwood Road

Option 2: Transportation System Management

Goal Statement	<p>Relieve congestion and improve safety for all modes along Tualatin-Sherwood Road within the City of Tualatin.</p> <p>Tualatin-Sherwood Road serves as the major east-west arterial through Tualatin. It connects residents, employees, and visitors to the I-5 freeway system, to the community of Sherwood, and areas west. Tualatin-Sherwood Road is owned and maintained by Washington County. West of 124th Avenue average daily traffic volumes are higher than 26,000 vehicles. The intersection of Tualatin-Sherwood Road and Boones Ferry Road is the most congested intersection in the community of Tualatin, and serves as a activity hub, with the WES Commuter Rail station and commercial businesses on all four corners. Crossing this arterial at key intersections can be difficult for a pedestrian.</p>
Potential Solution	<p>The team explored keeping Tualatin-Sherwood Road as a three-lane section west of Teton, improving travel conditions via coordinated signal timing and intersection-specific treatments that would reduce overall conflicts and delay.</p>

Consideration Area	Comments	Score
How would this solution affect traffic locally?	<ul style="list-style-type: none"> There could be a modest shift of traffic to utilize Tualatin-Sherwood Road if TSM type enhancements occur and make the corridor more efficient. Likely shift in traffic would come from Herman Road, Tualatin Road, and Avery Street. 	
How would this solution affect traffic city-wide?	<ul style="list-style-type: none"> Most impacts would be local with little city-wide effect. 	
Design Constraints / Considerations	<ul style="list-style-type: none"> N/A. 	N/A
Environmental / Policy Considerations	<ul style="list-style-type: none"> None 	

Refinement Area #5: Tualatin-Sherwood Road

Drilling Down on the Tualatin-Sherwood Road / Boones Ferry Road Intersection

Goal Statement

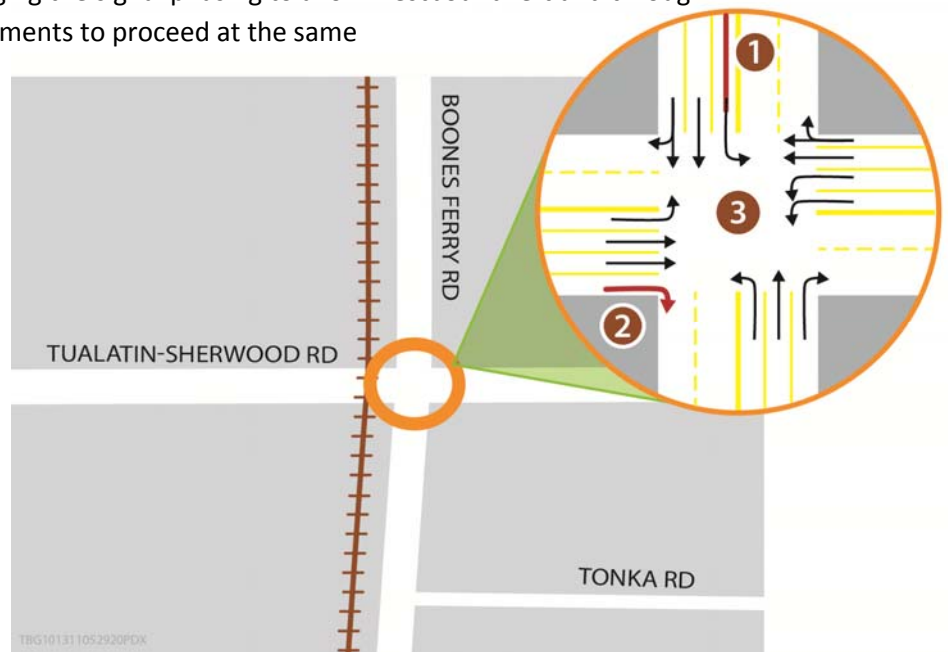
The intersection of Tualatin-Sherwood Road and Boones Ferry Road is one of the busiest in the City. It is the junction of two major arterials, serves traffic moving north-south and east-west, has commercial businesses on all four corners, and is the location of WES commuter rail service. The intersection is already wide and intimidating to pedestrians. Right-of-way is limited for further widening.





Potential Solution

The team looked into several treatments that would improve conditions at this intersection while minimizing further widening.

These include:

1. Lengthening the southbound left turn pocket on Boones Ferry Road
2. Adding a right turn pocket on Tualatin-Sherwood Road
3. Changing the signal phasing to allow westbound left and through movements to proceed at the same time.



Consideration Area	Comments	Score
How would this solution affect traffic locally?	<ul style="list-style-type: none"> Overall intersection operation improvements allow for better east/west traffic flow. Capacity improvements on side streets could allow for a signal timing shift on Tualatin-Sherwood Road. The intersection is still likely to be over capacity by 2035 (PM peak hour). 	
How would this solution affect traffic city-wide?	<ul style="list-style-type: none"> Most impacts would be local with little city-wide effect. 	
Design Constraints / Considerations	<ul style="list-style-type: none"> Lengthening the southbound left turn pocket would have impacts to the northbound turn pocket at Nyberg Street and the Hagens parking lot. Adding a right turn pocket on Tualatin-Sherwood Road would require improvements to the signal and railroad crossing and sidewalk/planter on Tualatin-Sherwood Road and available right-of-way width would need to be reviewed for adequacy. 	
Environmental / Policy Considerations	<ul style="list-style-type: none"> Drainage ditch impacts from the right turn pocket on eastbound Tualatin-Sherwood Rd. Adding a turn pocket would move Tualatin-Sherwood Road closer to the business at that corner. 	

Refinement Area #6: Boones Ferry Road

Five-lane option North of Martinazzi Avenue





Goal Statement

Boones Ferry Road serves as the main north-south arterial in Tualatin west of I-5. It connects Tualatin with Wilsonville to the south and Durham and Tigard to the north. Because of its length, Boones Ferry Road serves different needs – to the south it serves the many residents of south Tualatin, and the Byrom Elementary and Tualatin High Schools. Between Warm Springs and the Tualatin River, Boones Ferry Road is one of the major streets serving the core of downtown.

North of the river it transitions to Upper Boones Ferry Road to Durham and Tigard, and Lower Boones Ferry Road to serve the Bridgeport Village Regional Center. Our team's analysis has found the intersection of Boones Ferry Road and Lower Boones Ferry Road is one of the more congested intersections in the City. Overall the corridor has seen four reported crashes involving bicyclists, and two involving pedestrians, in the last three years.

Solution

The team explored widening Boones Ferry Road between the intersection of Lower Boones Ferry Road to the north and Martinazzi to the south, as well as keeping that section three-lanes. Assumes replacement of the Tualatin River bridge.

Consideration Area	Comments	Score
How would this solution affect traffic locally?	<ul style="list-style-type: none"> Could potentially shift traffic from Tualatin-Sherwood Road (east of Boones Ferry Road) and away from the Nyberg interchange. 	
How would this solution affect traffic city-wide?	<ul style="list-style-type: none"> Would shift traffic from Hwy 99W/Durham Road, and from Interstate 5 between the Boones Ferry Road and Nyberg interchanges onto Boones Ferry Road 	
Design Constraints / Considerations	<ul style="list-style-type: none"> Would have minor (likely temporary) impacts on natural resources. Would require little, if any right-of-way. However accesses would be affected and would need to be reconstructed. The railroad crossing between the bridge and Lower Boones Ferry Road would require coordination with ODOT Rail and the Railroad. 	
Environmental / Policy Considerations	<ul style="list-style-type: none"> Widening Boones Ferry Road would not impact any structures, mainly landscaping adjacent to the roadway. 	



Refinement Area #6: Boones Ferry Road

Options between Martinazzi Avenue and Warm Springs Avenue

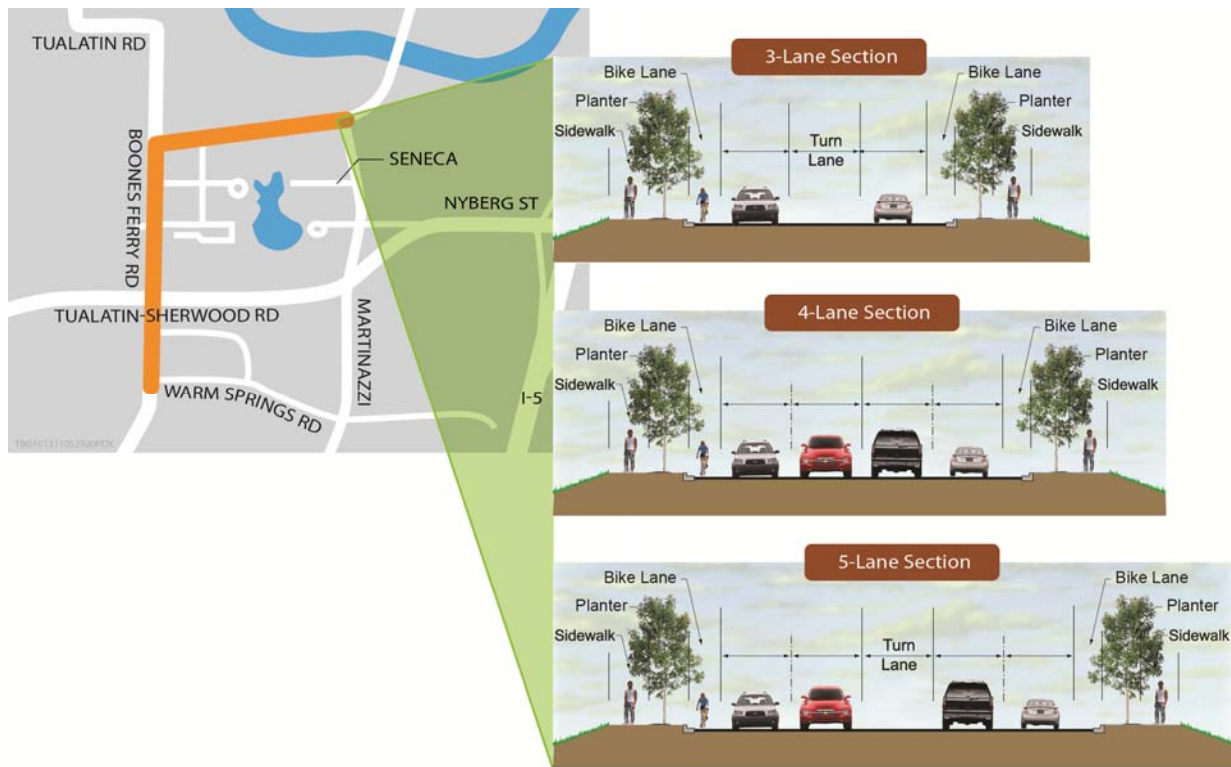
Goal Statement













Boones Ferry Road serves as the main north-south arterial in Tualatin west of I-5. It connects Tualatin with Wilsonville to the south and Durham and Tigard to the north. Because of its length, Boones Ferry Road serves different needs – to the south it serves the many residents of south Tualatin, and the Byrom Elementary and Tualatin High Schools. Between Warm Springs and the Tualatin River, Boones Ferry Road is one of the major streets serving the core of downtown. The intersection of Tualatin-Sherwood and Boones Ferry Roads is one of the most congested intersections in the city. The intersection of Tualatin-Sherwood Road and Boones Ferry road is also the site of 50 crashes in the last five years and has been flagged by Washington County as a location of safety concern. Overall the corridor has seen four reported crashes involving bicyclists, and two involving pedestrians, in the last three years.

Potential Solution

The team explored three options between Martinazzi and Warm Springs:

- Retaining a three-lane section with intersection improvements and coordinated signal timing;
- Widening to four lanes, limiting turning pockets to intersections; and
- Widening to five lanes, with two travel lanes in each direction and a center-turn lane transitioning to a turn pocket at intersections.



Consideration Area	Three-Lane Section with Intersection Improvements and Signal Timing		Four-Lane Section with Turn Pockets at Intersection		Five-lane Section with Center Turn lane	
How would this solution affect traffic locally?	<ul style="list-style-type: none"> Signal timing improvements alone have a minor improvement, but there would still be intersection deficiencies. 		<ul style="list-style-type: none"> Would improve operations along the corridor to better meet demand, while shifting traffic from Interstate 5 and away from the Nyberg interchange. Could add delay on the corridor due to turning vehicles in the travel lane 		<ul style="list-style-type: none"> Would improve operations along the corridor to better meet demand, while shifting traffic from Interstate 5 and away from the Nyberg interchange. 	
How would this solution affect traffic city-wide?	<ul style="list-style-type: none"> Effects are mostly local with signal timing improvements. 		<ul style="list-style-type: none"> The effects are mostly local Shifts traffic away from I-5 and the Nyberg Interchange 		<ul style="list-style-type: none"> The biggest effect is the shift from traffic away from Interstate 5 and the Nyberg interchange. 	
Design Constraints / Considerations	<ul style="list-style-type: none"> Would not impact natural resources. Minor impacts associated with intersection improvements. 		<ul style="list-style-type: none"> Would have minor (likely temporary) impacts on natural resources. Would require right-of-way, and would impact accesses. 		<ul style="list-style-type: none"> Would have minor impacts on natural resources. Would require additional right-of-way and reconstructed accesses. 	
Environmental / Policy Considerations	<ul style="list-style-type: none"> Few impacts – maintains the existing cross-section 		<ul style="list-style-type: none"> Would impact businesses and parking between Martinazzi and Warm Springs Would make it more difficult for turning vehicles to access driveways in this section. 		<ul style="list-style-type: none"> Would impact businesses and parking between Martinazzi and Warm Springs. 	

Refinement Area #6: Boones Ferry Road

Options South of Warm Springs

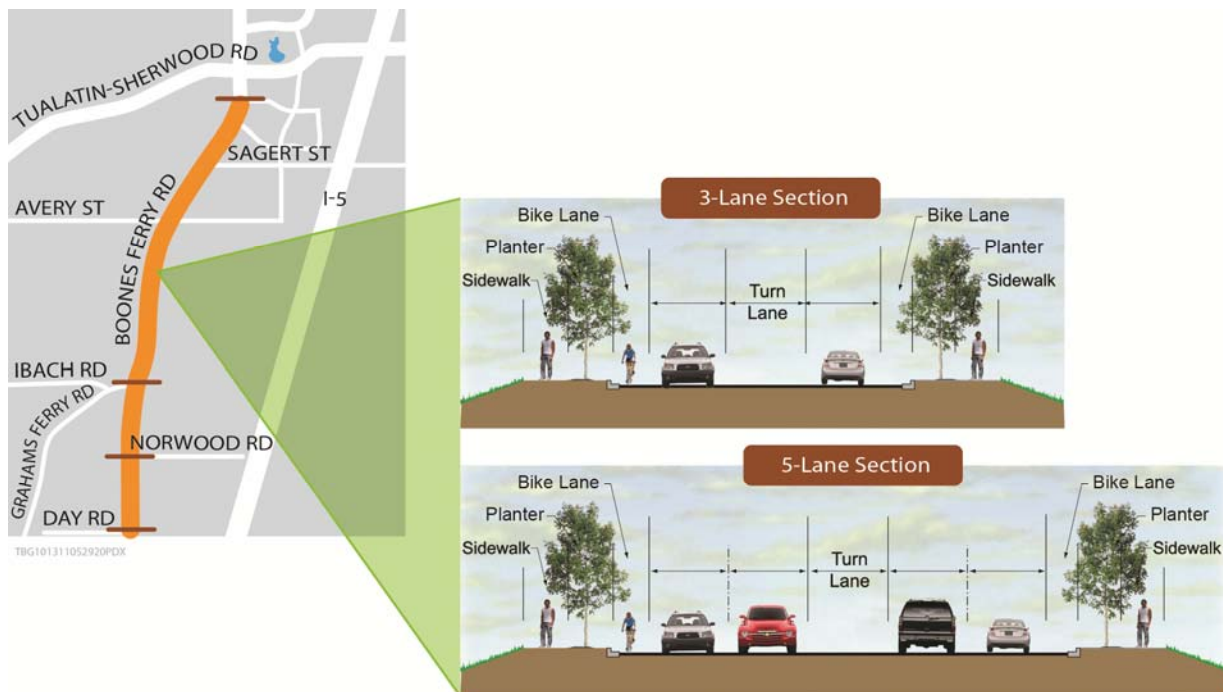
Goal Statement









Boones Ferry Road serves as the main north-south arterial in Tualatin west of I-5. It connects Tualatin with Wilsonville to the south and Durham and Tigard to the north. Because of its length, Boones Ferry Road serves different needs – to the south it serves the many residents of south Tualatin, and the Byrom Elementary and Tualatin High Schools. Overall the corridor has seen four reported crashes involving bicyclists, and two involving pedestrians, in the last three years.

Potential Solution

The team explored widening Boones Ferry Road to five lanes between Warm Springs and Ibach, and between Ibach and Norwood. Between Norwood and Day Boones Ferry Road will be expanded to three lanes (this latter project is planned for construction by Washington County).

The other option is to keep Boones Ferry Road at three lanes and improve signal timing and make targeted improvements at intersections.



Consideration Area	Three Lane Cross Section		Five Lane Cross Section	
How would this solution affect traffic locally?	<ul style="list-style-type: none"> The three lane section would slightly improve intersection operations Would not add additional vehicles on the roadway 		<ul style="list-style-type: none"> The 5 lane option would address 2035 PM peak hour capacity and operational deficiencies along Boones Ferry Road. Widening would add approximately 200-300 vehicles in each direction along Boones Ferry Road. Widening Boones Ferry Road from 3 to 5 lanes changes V/C and LOS at the following intersections: <ul style="list-style-type: none"> Improves Sagert St: from 1.11, LOS E to 0.84, LOS C Improves Avery St: from 1.15, LOS F to 0.96, LOS D Improves Ibach St: from 0.98, LOS D to 0.88, LOS C 	
How would this solution affect traffic city-wide?	<ul style="list-style-type: none"> Would have little effect on city-wide traffic 		<ul style="list-style-type: none"> Moderate levels of traffic would shift from the new 124th Avenue extension, 65th Avenue, and 105th Avenue/Blake Street (a local roadway) to Boones Ferry Road. 	
Design Constraints / Considerations	<ul style="list-style-type: none"> Would have few impacts on right-of-way as the roadway is already 3 lanes wide. Intersection improvements could require additional room to add turn lanes, etc, though few impacts are anticipated 		<ul style="list-style-type: none"> Widening to 5-lanes is relatively straight forward from Warm Springs to Norwood. There may be some opportunities to improve vertical profiles and horizontal curves for sight distance. Right of way varies throughout the corridor with some newer developments having full width for 5-lanes, while other areas have structures up to the ROW line. 	
Environmental / Policy Considerations	<ul style="list-style-type: none"> None 		<ul style="list-style-type: none"> Some houses are very close to Boones Ferry Road between Warm Springs and Norwood. Widening Boones Ferry Road in this area would impact setbacks and landscaping; though no houses would be impacted. Widening the roadway could have some small impacts to Little Woodrose Nature Park, depending on the design of the widening. There are no other environmental concerns as the area is already built-up residential. 	

Refinement Area #7: Downtown Connectivity

Connections for Nyberg and Seneca

Goal Statement

Connectivity within the downtown core is limited by the Lake at the Commons, the railroad line, and high traffic volumes along the Boones Ferry Road and Tualatin-Sherwood Road corridors.

Potential Solution

Connect both sides of Seneca Street via a pedestrian and bicycle bridge over the lake. Connect to existing path around the lake, providing a connection for through east-west bicycle and pedestrian traffic.



Consideration Area	Comments	Score
How would this solution affect traffic locally?	<ul style="list-style-type: none"> No effects on local traffic 	N/A
How would this solution affect traffic city-wide?	<ul style="list-style-type: none"> No effects on city-wide traffic 	N/A
Design Constraints / Considerations	<ul style="list-style-type: none"> Impacts to lake are temporary and minor 	●
Environmental / Policy Considerations	<ul style="list-style-type: none"> Tualatin Commons and Tualatin Commons Park are City-owned parks The lake is human-made and a bridge and is not expected to impact habitat 	●



City of Tualatin

**Tualatin Transportation Task Force
DRAFT Meeting #14 Summary
August 23, 2012, 5:00-8:00pm
Tualatin Police Department
8650 SW Tualatin Road
Tualatin, OR 97062**

Committee Members Present

Alan Aplin – *TPAC Rep.*
Allen Goodall – *Business Rep.*
Bill Beers – *TPAC Rep.*
Bruce Andrus-Hughes – *Parks Advisory*
Candice Kelly – *Alt. Tualatin Tomorrow Rep.*
Charlie Benson – *Citizen Rep.*
Cheryl Dorman – *Tualatin Chamber of Commerce*
Joelle Davis – *City Councilor*
Jan Guinta – *CIO Rep.*
Karen Buehrig – *Clackamas County*
Lidwien Rahman – *ODOT*
Monique Beikman – *City Councilor*

Nic Herriges – *Alt. Citizen Rep.*
Nancy Kraushaar – *Citizen Rep.*
Travis Evans – *Citizen Rep.*
Ray Phelps – *Business Rep.*

Committee Members Absent

Amanda Hoffman – *City of Wilsonville*
Brian Barker – *TVF&R*
Bethany Wurtz – *Tualatin Tomorrow Rep.*
Deena Platman – *Metro*
Gail Hardinger – *Alt. Business Rep.*
Kelly Betteridge – *TriMet*
John Howorth – *Alt. Citizen Rep.*

Julia Hajduk – *City of Sherwood*
Judith Gray – *City of Tigard*
Mike Riley – *CIO Rep.*
Ryan Boyle – *Citizen Rep.*
Steve L. Kelley – *Washington County*
Wade Brooksby – *City Councilor*

Public in Attendance

June Bennett
Jack Browne
Steve Titus
Tom and Kathy Re
Kathy Newcomb
Joan Batten
Kevin Ferrasci O'Malley
Warren Brown
Dolores Hurtado

Christopher Nelson
Mark Fryburg
Randy Pitchore
Joe Lipscomb
John and Carol Lemiti
Brian Wegener
Chris Stiddles
Nancy Breton

Staff, Project Team and Special Guests

Ben Bryant – *City of Tualatin*
Kaaren Hofmann – *City of Tualatin*
Dayna Webb – *City of Tualatin*

Theresa Carr – *CH2M Hill*
Alan Snook – *DKS Associates*
Eryn Kehe – *JLA Public Involvement*
Sam Beresky – *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 the meeting will be to decide which refinement area projects to advance to the Transportation Summit on September 20th. She mentioned that the Summit will combine an Open House-Town Hall type discussion with the Task Force meeting at the end to help set the direction for the TSP. After the summit, there will be one more Task Force meeting on October 4th.

Eryn let the group know that the goal of the Task Force is consensus, which will be the Task Force agreeing on the best options for the group, even if the option goes isn't exactly what the individual wants. If consensus is not reached, the team will record the votes of the Task Force and the decision to include the refinement area at the September Summit will be decided by the City Council.

COMMUNICATION FROM THE PUBLIC

Randy Pitchore let the group know that he has lived in Tualatin for 20 years and has been following the North/South connection topic. He agrees that something needs to be done with the Boones Ferry Bridge but he isn't sure that the communities on the other side of the river are even aware of the project. He pointed out that 25 years ago, there were mostly orchards and farms in the area. Those farms and orchards are now subdivisions. He also expressed doubt that the projected traffic numbers of either new proposed bridge (65th Avenue extension and the N/S connection) justify the expense of those bridges.

Christopher Nelson said that as of 3pm the "Extension East of Country Club and West of the Railroad Track" project on the Online Forum was not only the lowest approval rated project discussed at an average of 1.2 stars, but had the greatest number of votes at 52. Not only that but the generic idea of "Look for ways to provide north-south connectivity over the Tualatin River for vehicles" was the second most voted on item at 49 votes and only had a 1.6 approval rating making it the 3rd least popular project. He noted that it is clear that the item is another unwanted attempt of a north-south connectivity that is met with clear opposition from the public in Tualatin. He noted that the roadway would have a negative impact on Tualatin in the following ways:

- It will bring industrial traffic further east than it already does causing issues from traffic to pollution.
- Old growth timbers, a buffer to the golf course, line the Westside of the proposed connection, which would surely be lost. A true travesty to the "Tree-friendly" city.
- Flood plains to the eastside of the proposed connection, home to many migrating species of birds, deer and other wildlife, would be encroached upon, disturbed and possibly even lost.
- Increased through traffic, congestion and pollution would be drawn closer to our parks, wildlife, bird refuges and the Tualatin Country Club, a long-standing pillar of our community.
- The current tri-parks area of Cook, Durham and Tualatin connect at a beautiful wildlife refuge that the proposed extension would surely obliterate. Not to mention the building of a roadway to carry an estimated 800 to 900 cars through a once pristine habitat that would now be subject to a very large motorway dividing the parks and the people of the surrounding communities.
- This path not only would bring greater traffic, pollution, noise, disruption to the gold course, destruction of wild life areas, more intersections, railroad crossings and bridges but the removal of long standing homes and businesses.

Mr. Nelson also mentioned that at the last meeting of the City Council, Mayor Ogden touted just how nature-friendly Tualatin is and how there is a large amount of community involvement when it comes to the award winning parks and trees. For these reasons, he urged the members of the Task Force to take the time to realize what the people of Tualatin have told you: that they don't want this connection at any cost, they don't want traffic funneled into the heart of the already busy town, and they don't want a north-south connector. He said that the people of Tualatin had a chance to vote, and they did by having an active voice in the Working Groups, online votes, TSP meetings and the City Council. He said that the citizens do not want it and asked that the Task Force listen.

Dolores Hurtado thanked the Task Force for coming and participating in the process. She said that she seconds the previous comments and concerns expressed about the north-south connection over the Tualatin River. She said that there are so many reasons to not continue with that project and hoped that the Task Force will remove the project from moving forward. She mentioned that the leading causes of air quality issues are car emissions and woodstoves. She said that spending money to put a new route through the wetlands would add to air quality issues and deplete the quality of life in Tualatin. Even if it is only a placeholder, it should be removed, as we need to cut our reliance on cars and expand our reliance cheaper and non-polluting modes. More initiative should be placed on a loop bus that connects commuters and residents in a less expensive way.

Mark Fryburg said that there are a lot of really good ideas on the Online Forum but that it is easy to get lost in all of the details. PGE is planning on an increase in employment in Tualatin and will want the employment to improve the quality of life in Tualatin. Overall though, he mentioned that he can't be too optimistic because of the east/west bottleneck in the city. He asked the Task Force to not get lost in the details, to look at the big picture and to only approve a plan that will significantly solve the east-west bottleneck problem.

Kevin Ferrasci-O'Malley thanked the Task Force for their work. He mentioned that transportation has been an issue for 30 years. He asked the Task Force to revisit the goals of the project, specifically the Access and Mobility goal: "Maintain and enhance the transportation system to reduce travel times, provide travel time reliability, provide a functional and smooth transportation system, and promote access for all users." He asked the Task Force to go back to the core of "access and mobility" when making decisions.

Joe Lipscomb mentioned that there are better options for sidewalks in Refinement Area #6 than what are shown in the graphics.

Kathy Newcomb said that the PGE building LEED certification almost didn't happen primarily because there is inadequate transit in the area. She mentioned that it is important to get transit. She thanked Councilor Davis for help in focusing on transit improvements.

GENERAL ITEMS

Accept Meeting #13 Summary

- Nancy Kraushaar wanted to make sure that her statement of "using rail where appropriate" was included in the summary (page 6).
- *The summary was approved by all green signs of those who chose to vote.*

Announcements

Bruce Andrus-Hughes proposed to return a trail overpass project to consideration at the Transportation Summit. He mentioned that the bike/ped bridge over 99W was originally removed because of the lack of funding but he said that the Parks Department might have funding for the

project. In addition, Theresa said that the crossing was originally discussed as separate from the Tonquin Trail but when considered as part of the Tonquin Trail and the regional trail network, the demand for the project improves. Eryn mentioned that the Task Force did not specifically discuss the project before it was removed.

Voting: All green signs to move the pedestrian crossing on 99W to the Transportation Summit.

TRANSPORTATION SYSTEM PLAN REFINEMENT AREA DISCUSSIONS

Theresa gave a short overview PowerPoint presentation that included:

- Goal of Tonight's Discussion
- Discuss final refinement areas:
 - North-South Connectivity
 - Tualatin-Sherwood Road
 - Boones Ferry Road
 - Downtown Connectivity
- Recommend what projects move forward for packaging and discussion at the Transportation Summit
- At Last Week's Meeting we heard a few things from you
 - Provide more details about our analysis - this helps you weigh the tradeoffs
 - Be creative - think outside the box
 - Be sensitive - to parks, homes/businesses, and historic properties
- Your Team's Goals for Tonight:
 1. Provide as many details as we can
 2. Put forward some ideas that address the challenges
 3. Be sensitive to the constraints that exist
- A Reminder of our Goals and Objectives
 1. Access and Mobility
 2. Safety
 3. Vibrant Community
 4. Equity
 5. Economy
 6. Health/Environment
 7. Ability to be implemented

Revisit 65th Avenue Refinement Area #3:

Theresa explained the cost estimates for the 65th Avenue (\$39 million), widening of Boones Ferry Road north of Martinazzi (\$17 million), and of the North-South Connector hybrid option (\$34 million) (handout). She said that they are planning level estimates that involve no engineering analysis so they are very rough estimates. Theresa let the Task Force know that the project team has met with River Grove about the potential of the project and will meet with Lake Oswego in the coming week. She also noted that the proposal would be for a 5-lane road from Sagert Road to Nyberg, with a multiuse path on one side of the road. The bridge would only be four lanes.

The question was posed to the Task Force: Should 65th Avenue Refinement Area be advanced for further review at the Transportation Summit on September 20th?

General Discussion Included:

- Some task force members expressed concern about the high cost of the project with some expressing concern that the estimate was too low.

- Some task force members expressed concern about the willingness of the communities north of the river to accept and support the project. Some members were apprehensive to support the project until they know more about River Grove and Lake Oswego's support of the project.
- The lower estimate of \$24 million for a three-lane road and two-lane bridge was discussed. It was expressed that both options should be forwarded to the Transportation Summit.
- There was some concern that it would serve more of a regional function rather than serve the local citizens of Tualatin.
 - Alan Snook noted that much of the projected traffic would be local trips diverted from Boones Ferry Road and I-5.

Voting: 17 green signs to advance both 3-lane and 5-lane options, with phasing options, for further review at the Transportation Summit.

Refinement Area #3: North to South Connectivity

- Goal Statement: Improve north-south connectivity west of I-5
- From our July Meeting, the technical team was asked to look at a hybrid option that:
 - Constructs a two-lane road connecting from Tualatin Road to Hall Boulevard north of the river, instead of a wider road
 - Widens Boones Ferry Road to five lanes between Martinazzi and Lower Boones Ferry
 - Assumes extension of 65th Avenue
- Level of Service at intersections and traffic volumes on facilities (map/graph)
- Traffic, Design, and Environmental/Policy benefits and impacts (chart)
- Technical Team Does NOT Offer a Recommendation: Ultimately, this needs to be a community decision

General Discussion Included:

- Bruce Andrus-Hughes let the group know that TPARC recommended that the Task Force NOT move the North to South side of the hybrid connectivity project forward to the summit, as it would have a very negative impact to the park.
- A member expressed concern that the high cost of the project would not improve the Tualatin-Sherwood Road/Boones Ferry intersection.
- There was concern that overall the project would do nothing for the overall traffic in Tualatin but would just be shifting traffic onto different roads.
 - Alan Snook said that the traffic shifts would be to a more appropriate facility (i.e. move a local trip to a local road rather than a regional facility).
- Members expressed that all of the projects should be analyzed together, to see how they work, or don't work with each other. Others expressed interest in advancing the project to see how they all interact together and that something needs to be done to improve traffic in Tualatin.
- A member noted that the project is included in Tigard's TSP as a placeholder for 2040 at a cost of \$60 million. Tualatin's cost estimates are low in comparison. The project should not include an at-grade crossing of railroad tracks due to the projected increase of rail traffic and should not disturb the large public investment in WES.
 - Theresa noted that Tigard's cost estimate is for a wider facility.

Voting: 7 green (including one agency vote), 7 red, and 1 yellow

Explanations of some Red signs:

- It doesn't help the city's worst intersection
- Cost estimates are too low
- Majority of cost will be on Tualatin's citizens and will add too much traffic to Tualatin's streets
- It is an unrealistic project and if it is advanced, it will become part of the mix of projects analyzed, influencing other projects
- No support for any project that will negatively affect Tualatin Sherwood Road

Explanation of Yellow sign:

- Have concerns about the project but it needs to be looked at in the context of the other projects

There was a concern raised that Agency representatives should not vote as it should be a local decision. The one agency vote was noted. Eryn asked Task Force members to send further feedback about the project, positive and negative, to Kaaren. Minority reports will be accepted and can also be sent to Kaaren.

Refinement Area #5: Tualatin-Sherwood Road

- Goal Statement: Relieve congestion and improve safety for all modes
- Option #1: Complete Five Lane Section between Teton and Cipole (map)
- Option #2: Retain Three Lane Section
 - One travel lane in each direction
 - Center turn lane
 - Retains shoulder bicycle lanes and sidewalks
 - Coordinated signal timing
 - Spot improvements at key intersections
- Traffic impacts (map)
- What are the other Benefits to Tualatin? (chart)
- Design Constraints
- Environmental/Policy
- Technical Team recommendation: move five-lane option forward to summit

General Discussion Included:

- It was noted that the analysis assumes the completion of the 124th Avenue project. Most of the improvements to traffic would be to the west of Teton.
- It was noted that if this is advanced to the Summit, the different numbers would be analyzed in context of the other projects.
- Is Sherwood planning on increasing their section to 5 lanes?
 - Alan said that he was not sure but can find out to see if that project is included on the RTP financially constrained list. He also noted that the regional travel model would be accessible at the Transportation Summit to test different scenarios. It was also noted that if this refinement area is not forwarded to the Summit, improvements to individual intersections will still be analyzed.
- There was some discouragement expressed that this was the only proposal to improve Tualatin's busiest road but that it doesn't appear to make large improvements.
 - Theresa noted that there are other projects that could improve traffic flow along Tualatin-Sherwood Road (part of Boones-Ferry and Downtown Refinement Areas). She did note that there is no "silver bullet" project though.

- There was concern expressed that the Task Force needs to see how the project performs in the context of the other projects proposed.
- Mayor Ogden asked about the access to 124th from Tualatin-Sherwood Road.
 - Alan noted that the choke point does push traffic to 124th but access is not restricted to 124th.
- It was noted that the project is in the Washington County transportation plan (TSP). If that section remains at 3-lanes, it will be a bottleneck for all traffic, including freight.
- Pedestrian crossings should be included in any 5-lane expansion.

Voting: 15 green signs to move Option #1 forward to the Transportation Summit

Refinement Area #6: Boones Ferry Road

- Goal Statement: Reduce congestion and improve safety on Boones Ferry Road throughout Tualatin
- Three Segments of Boones Ferry Road (map)
- Segment A: North of Martinazzi
 - Widen to five lanes from intersection with Lower Boones Ferry to bridge
 - Replace current bridge, widen to four lanes with bike lanes and sidewalks
 - Transition to three lanes south of bridge with transition at Martinazzi (left turn lane)
- Segment B: Through Downtown
 - Option 1: Retain 3-lane section
 - Option 2: Widen to 4-lanes - 2 lanes in each direction (center turn lane goes away)
 - Option 3: Widen to 5-lanes - 2 lanes in each direction with center turn lane
- Segment C: South of Warm Springs
 - Option 1: 3-lane section with widening at key intersections, coordinated signal timing
 - Option 2: 5-lane section (2 travel lanes in each direction with center turn lane)
- Boones Ferry Road Traffic: All Options (graph)
- What are the Benefits for Tualatin? (graph)
- Design Constraints
- Environmental/Policy
- Technical team recommendation, move forward with:
 - Segment A: Five lanes
 - Segment B: Three lanes
 - Segment C: Three lanes

General Discussion Included:

- Lidwien Rahman let the group know that the Boones Ferry Bridge is not on ODOT's list of bridges that need replacement. The Bridge Management System is a purely technical rating and the Boones Ferry Bridge is not on the list. She also mentioned that she does not see many benefits to the project as Martinazzi gets worse and many areas are the same as a no build.
 - Theresa mentioned that there is a lot of traffic north of the river and there is expected development between downtown and Bridgeport Village that could add to that traffic. She also noted that they hope to improve the capacity and flow at Martinazzi.
- A member asked if the bridge is replaced, would ODOT require the city to assume ownership?

- Kaaren responded that it could happen as it has happened in the past with other facilities but that any transfer of ownership would be negotiated.
- There was mixed discussion of the 3 versus 5 lane proposals in the southern areas of Boones Ferry. Some members expressed the need to keep 3 lanes for pedestrian safety and to not further divide the neighborhoods from the schools while other members expressed the need to expand to 5 lanes, as traffic is already bad in that area.
 - Theresa noted that improving traffic is only one goal of the Transportation System Plan.

Preliminary vote: 11 green and 5 yellow

- There was a discussion about the need to model all of the options, in the context of the other projects, to see how they perform with each other.
- There was a request for bus pullouts to be modeled on all options.
- Members expressed the need to see all data and how projects interact with each other in order to make a decision.
- Mayor Ogden suggested adding language to add “improvements to Martinazzi intersection with bus pullouts in segment C.”

Voting: All green votes except for one yellow 9 (Travis Evans voted yellow as he felt that Segment C, south of Warm Springs, should be 5 lanes)

Revisiting Refinement Area #4: Herman Road and Tualatin Road

- Refined Solution:
 - A. Reclassify Herman to a minor arterial
 - B. Upgrade section of Herman to 2 lanes
 - C. Lower speeds on Tualatin
 - D. Eliminate free right turn at Tualatin/Herman intersection, consider roundabout
 - E. Add signals at the east and west ends of Tualatin
 - F. Remove trees at Tualatin and 108th
 - G. Modify channelization of 124th and Tualatin, consider roundabout
 - H. Signage to indicate that Tualatin is for local traffic
- Purpose: Reduce non-neighborhood traffic on Tualatin Road and move it to Herman Road.
- Level of Service and traffic numbers (map)

General Discussion Included:

- Teton is a LOS 1.44, the worst intersection in the city and is a failed intersection. It was expressed that putting signals at either end would not be beneficial, but a signal at Teton would be beneficial for those at Jurgens. Other members thought that a signal at Teton would be beneficial to the area.
- Some Task Force Members expressed that they felt the reduction of the speed limit is not necessary and would not be acceptable to the neighborhood.
- What is the purpose of the reclassification of Herman road?
 - Theresa responded and said that the reclassification allows for flexibility in design standards for Herman that will accommodate trucks and cars rather than just cars. Tualatin Road would also be reclassified as a neighborhood street.
- Mayor Ogden said that he fully supports the goal of making Tualatin Road less used by truck traffic but asked if this could be done by making Herman Road more attractive rather than making Tualatin less attractive.
 - Theresa noted that improvements to Herman Road, west of Tualatin are proposed,

to make Herman Road more attractive.

- There was a general discussion about the need to improve Teton as a way to improve Herman Road.
- There was a general discussion about the trees at 108th, with the hope that none or very few would be removed.
- A task force member expressed concern about the truck traffic on the east end of the area and suggested better signage in the area to reduce confusion.
 - Theresa mentioned that they did look at how to improve the east end of the area in context of the North-South Connectivity project.
- A task force member noted that there seems to be two major philosophies; one that will allow more traffic through the city as a way to move more traffic and a second philosophy that was prominent at many Working Group meetings: move traffic around the downtown, not through it. She expressed a hesitancy to vote green on this project as it will lead to more traffic on the east end of Tualatin and Herman Roads that could eventually lead to a renewed interest in North-South connector at Hall.
 - Theresa mentioned that the suite of projects includes a dedicated turn lane on Teton to Tualatin-Sherwood Road, upgrading Teton south of Herman and some minor intersection improvements at Avery.

Preliminary vote: 11 green, 1 yellow, 3 red

- Yellow vote said that she could vote green if a signal at Teton was included, due to an already very dangerous intersection.
- A member that voted red said that he is interested in voting on outcomes but not specifics. He wants to see the best package for reducing non-neighborhood traffic on Tualatin Road and increasing capacity on Herman.
 - The technical team expressed that they felt that the package was the best combination to meet those goals.

Voting: 15 green votes with an included signal at Tualatin and Herman (but with noted concerns about the east end of the area)

Refinement Area #7: Downtown Connectivity

- Tualatin-Sherwood Road/Boones Ferry Road Intersection (graphs)
- Connectivity in the Downtown Core
 - Bridge over the lake was screened out
 - Tunnel under the lake was screened out
 - Improve connectivity for bicyclists and pedestrians

General Discussion about the Bike/Ped Bridge Included:

- A member said that the Commons is the living room of Tualatin and a bike/ped bridge over the lake would ruin the amenity by taking away foot traffic from the small businesses and farmers market. And the bridge would only save a minute or two.
- Mayor Ogden thought that bridge could be a pretty amenity but does not want bikes in this area because they could disturb the pedestrian environment.
- Doubt was expressed about the local businesses and residents supporting the bridge.

Voting: 14 red votes and 1 yellow (Nancy Kraushaar explained that she voted yellow to voice her opinion that bikes should be allowed around the lake)

General Discussion about Tualatin-Sherwood Road/Boones Ferry Road Intersection:

- A member expressed a concern about bike/ped safety. He mentioned that the intersection is already unsafe for everyone and nothing should be done to make it worse for the safety of bikes and pedestrians.
 - Alan responded that the team considered the safety of pedestrians and bicycles in this recommendation, even if it wasn't entirely clear from the presentation.

Voting: 15 green votes to advance it to the Transportation Summit

COMMUNICATION FROM THE PUBLIC

Steve Titus let the group know that it seems that they are increasing passenger traffic through Tualatin. The planning does not seem to be about Tualatin residents; rather it is about moving traffic through Tualatin.

Kathy Newcomb said that she agreed with Steve's comment. She also mentioned that she has concerns with the east-end of Tualatin Road. She said that there are large numbers of employees leaving in single-occupancy-vehicles at 5pm. She expressed hope that improvements in transit service will help, including WES.

NEXT MEETING:

September 20, 2012 – Transportation Summit + Transportation Task Force Meeting

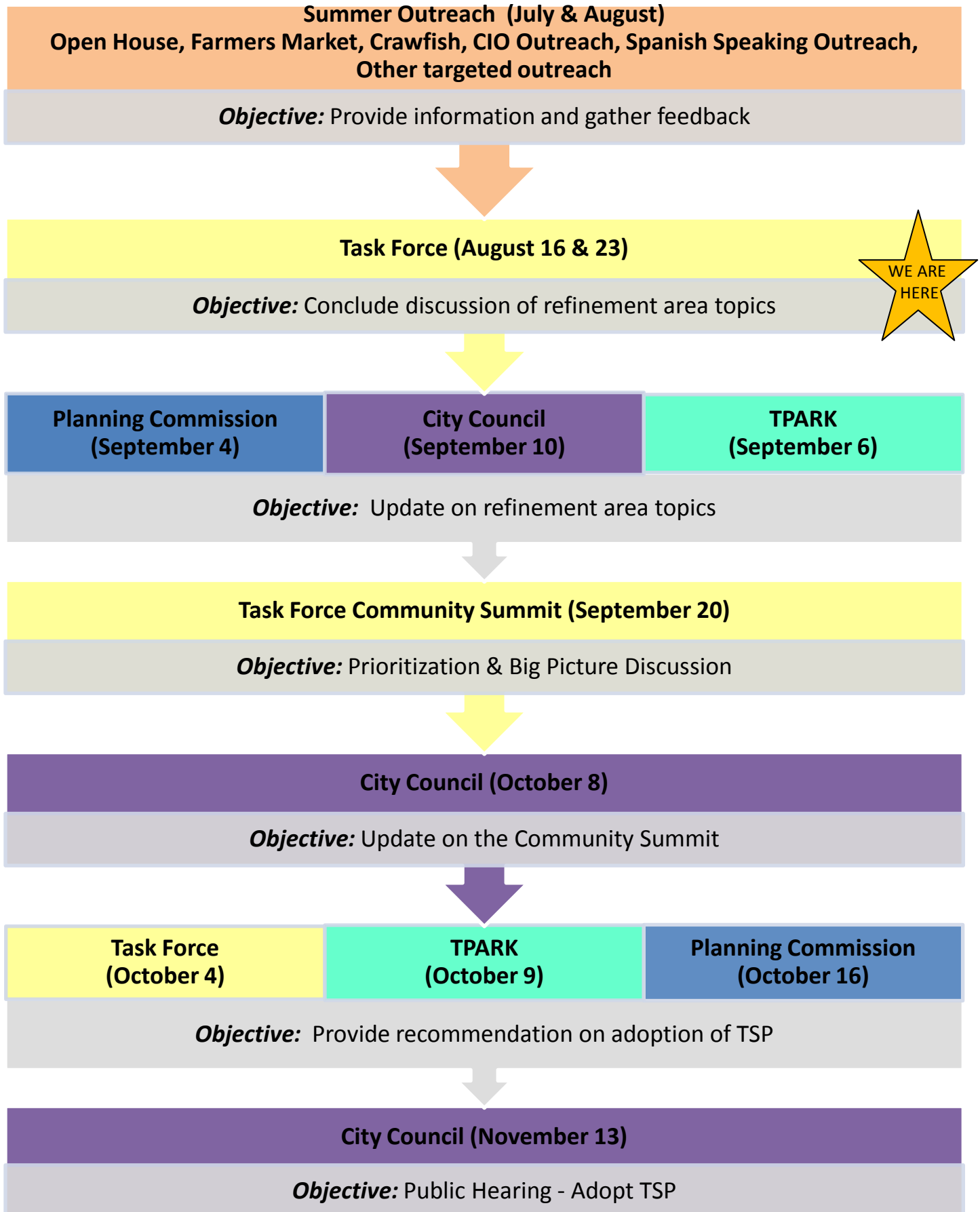
October 4, 2012 – Last Transportation Task Force Meeting

Charlie Benson said that the freight representatives know where the problem spots are and asked them to propose some ideas that would improve freight movement around the city. Mayor Ogden agreed.

Meeting adjourned.

Tualatin Transportation System Plan

Developing the Recommended List of Projects for the TSP





City of Tualatin

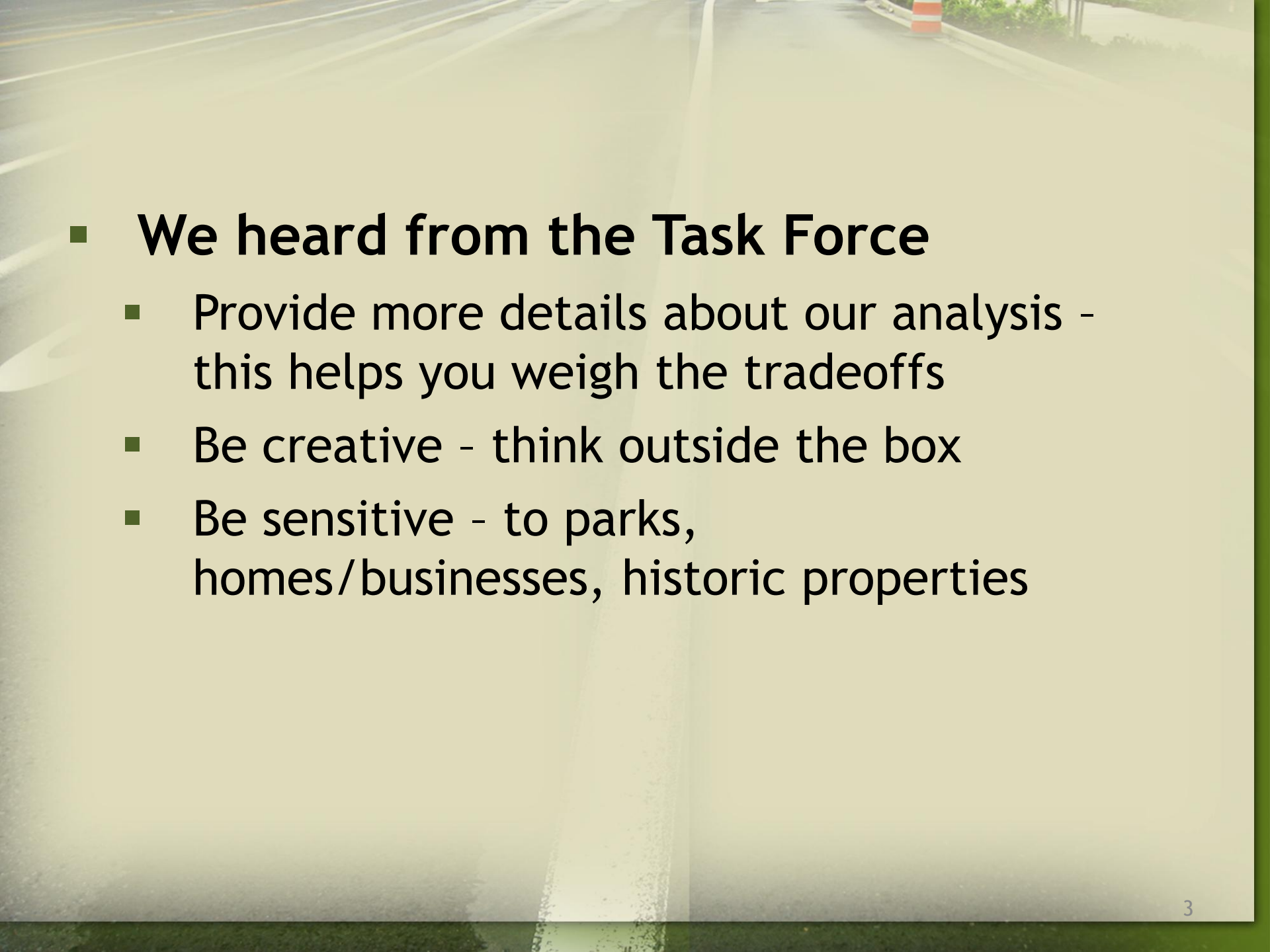
Refinement Areas (Part 2)

Tualatin TSP

Presentation to
Tualatin Parks Advisory Committee
September 6, 2012

Goal of Tonight's Discussion

- **Discuss final refinement areas**
 - North-south connectivity
 - Tualatin-Sherwood Road
 - Boones Ferry Road
 - Downtown connectivity
 - Herman/Tualatin Road
- **Recommend what projects move forward for packaging and discussion at Transportation Summit**

- 
- **We heard from the Task Force**
 - Provide more details about our analysis - this helps you weigh the tradeoffs
 - Be creative - think outside the box
 - Be sensitive - to parks, homes/businesses, historic properties

A perspective view of a road with a white center line and a red and white striped traffic cone on the right side.

This presents
a challenge...



A Reminder of our Goals and Objectives

No.	Goal	Representative Criteria
1.	Access and Mobility	Provide efficient and quick travel between point A and B, Provide connectivity within the City between popular destinations and residential areas
2.	Safety	Address known safety locations, address geometric deficiencies
3.	Vibrant Community	Support a livable community with family-friendly neighborhoods, maintain a small town feel
4.	Equity	Promote a fair distribution of benefits and burdens, consider access to transit for all users
5.	Economy	Support a vibrant City Center and community, Consider positive and negative effects of alternatives on adjacent residential and business areas
6.	Health/Environment	Provide interconnected networks for bicyclists and pedestrians, protect park land and create an environmentally sustainable community
7.	Ability to be Implemented	Promote fiscal responsibility, strive for broad community and political support

Responding to Questions on Cost

No.	Question	Response
1.	What is the cost of the 65 th extension project?	\$39 million
2.	What is the cost of widening Boones Ferry Road north of Martinazzi?	\$17 million
3.	What is the cost of the north/south connectivity project?	\$34 million

No engineering work has been done on the TSP to date. All costs are planning-level estimates, based on known data about right-of-way And constraints. They are largely unit cost information reliant on length and width of facility. All cost information is provided in 2012 dollars.

Refinement Area #3:

North to South Connectivity





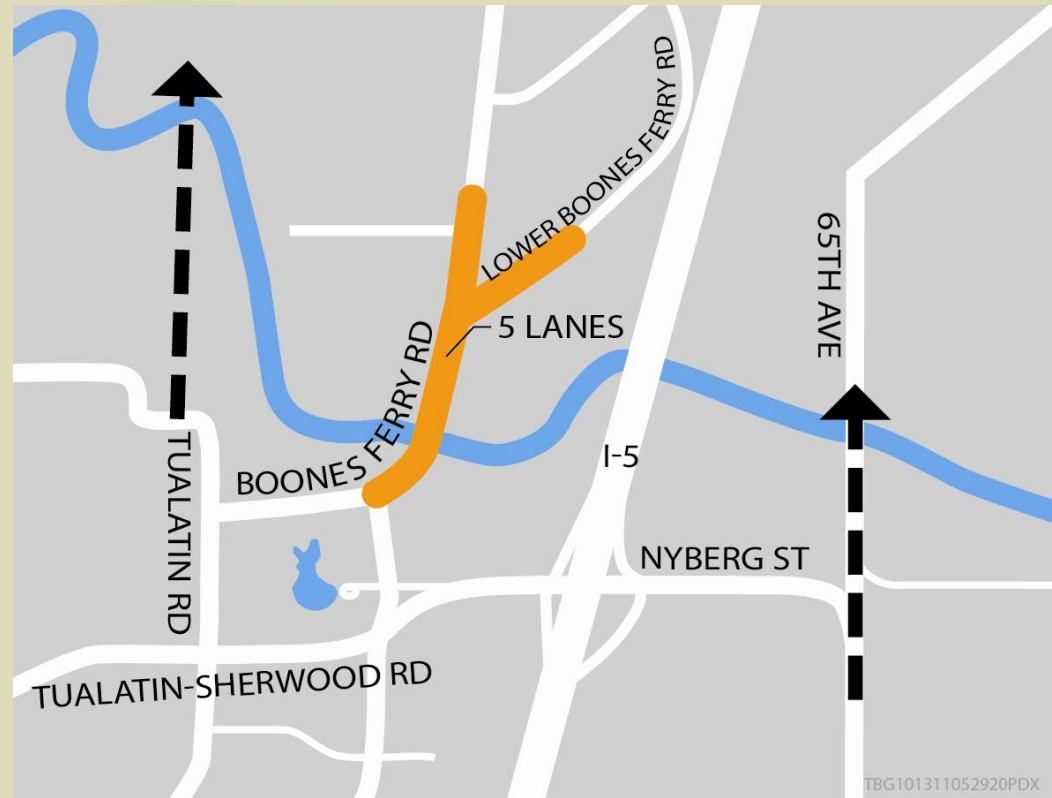
Goal Statement

Improve north-south
connectivity west of I-5

From our July Meeting...

Look at a hybrid option that:

- Constructs a two-lane road connecting from Tualatin Road to Hall Boulevard north of the river
- Widens Boones Ferry Road to five lanes between Martinazzi and Lower Boones Ferry
- Assumes extension of 65th Avenue





SW Celilo St

SW Chinook St

SW 86th Ave

SW Tualatin Rd

© 2012 Google

Imagery Date: 8/20/2011

45° 23' 12.72" N 122° 45' 46.68" W elev 127 ft



2035 PM Peak hour
No-build Operations

LOS
V/C

What Does This Do For Tualatin?

Area	Benefits	Impacts
Traffic	<ul style="list-style-type: none">• Decreases traffic on 99W, Boones Ferry Road (east of Tualatin Road), I-5• Decreases traffic on Herman and Tualatin Roads	<ul style="list-style-type: none">• Increases traffic into downtown and onto Tualatin-Sherwood Road
Design	<ul style="list-style-type: none">• Removes one 90 degree turn on Tualatin Road	<ul style="list-style-type: none">• Requires significant right of way• Additional at-grade crossing of RR tracks might be difficult
Environmental / Policy	<ul style="list-style-type: none">• Extension included in Tigard and Washington County TSPs• Does NOT impact Sweek House• If local connection is made at Tualatin Community Park, helps circulation into park	<ul style="list-style-type: none">• Additional environmental analysis would be needed related to river crossing, crossing of trail(s), and noise and air quality assessments



Discussion

Technical Team Does NOT Offer a Recommendation:

Ultimately, this needs to be a Community Decision

Task Force Recommendation:

Green - 7 (1 agency)

Red - 7

Yellow - 1

Planning Commission recommendation:

TBD

Refinement Area #5: Tualatin-Sherwood Road

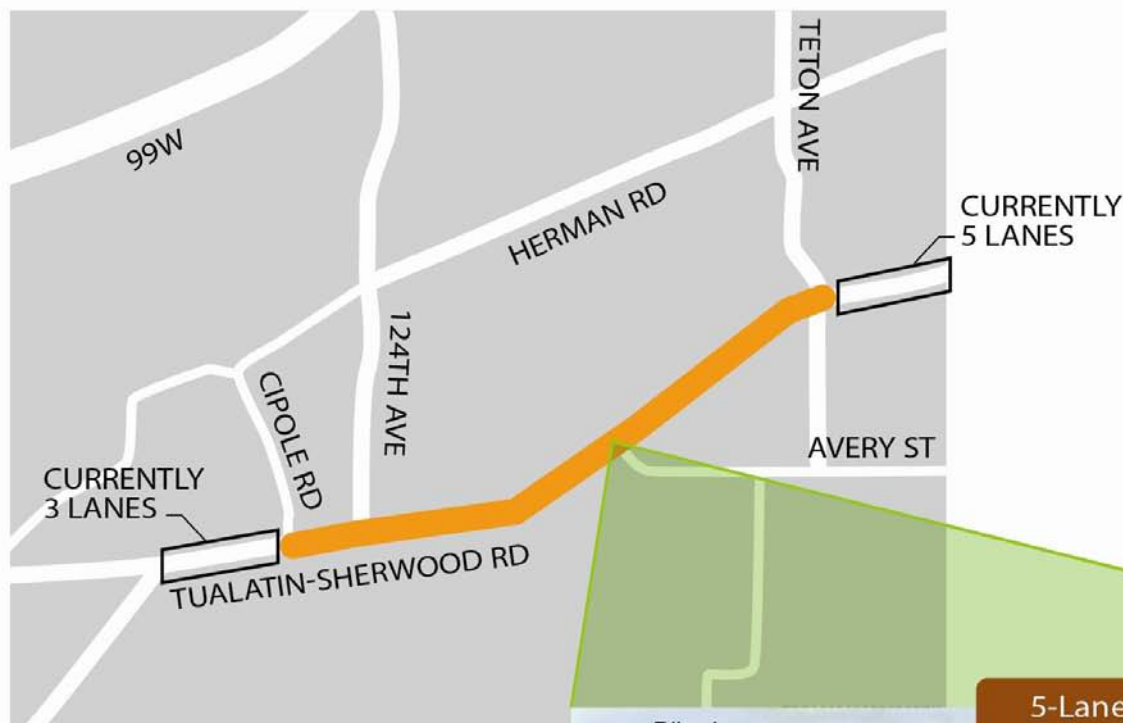




Goal Statement

Relieve congestion and improve
safety for all modes

Option #1: Complete Five Lane Section



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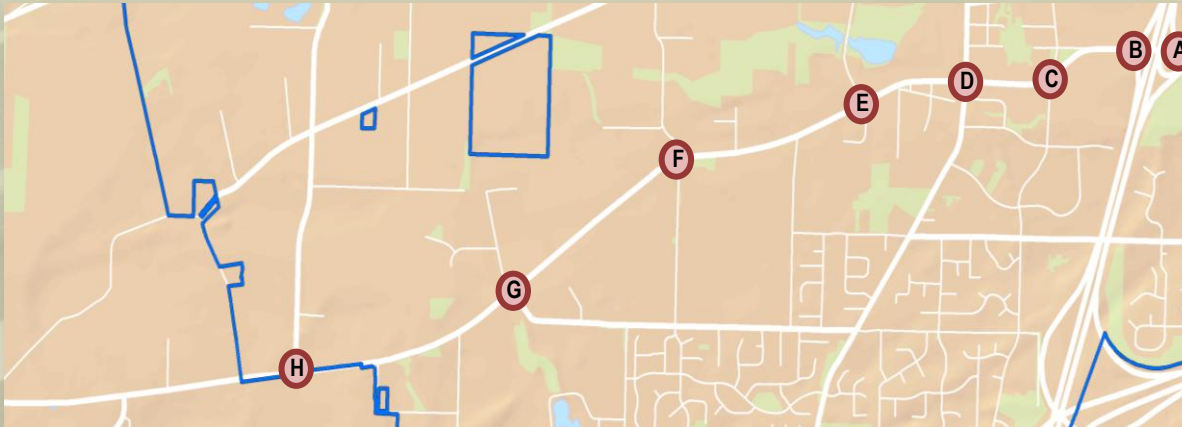
- Widens Tualatin-Sherwood Road to five lanes between Teton and Cipole
- Road is currently five lanes east of Teton



Option #2: Retain Three Lane Section

- One travel lane in each direction
- Center turn lane
- Retains shoulder bicycle lanes and sidewalks
- Coordinated signal timing
- Spot improvements at key intersections

What Do These Options Do For Traffic?



PM Peak Hour Operations

Tualatin-Sherwood Road &	2011 Existing	Retain Three Lane Cross Section	Widen to Full Five-Lane Cross Section
A I-5 Northbound	0.68 (B)	0.78 (B)	0.78 (B)
B I-5 Southbound	0.79 (D)	0.90 (D)	0.90 (D)
C Martinazzi Ave	0.94 (D)	1.02 (E)	1.02 (E)
D Boones Ferry Road	0.93 (D)	1.31 (F)	1.31 (F)
E 90 th Avenue	0.60 (C)	0.78 (C)	0.78 (C)
F Teton Avenue	0.79 (D)	0.95 (E)	0.95 (E)
G Avery St	0.71 (B)	0.99 (E)	0.92 (D)
H 124 th Avenue	0.60 (C)	1.33 (F)	0.92 (C)

V/C ratio (Level-of-Service)

Other Connectivity Options

Option	West of Boones Ferry Rd	East of Boones Ferry Road
65 th Extension	+ 50 vehicles	+180 vehicles
North/South Connection	+ 170 vehicles	-50 vehicles
Hybrid (both 65 th and North/South)	+130 vehicles	+80 vehicles
TSM Option	Negligible	Negligible

What are the Other Benefits to Tualatin?

Area	Five-Lane	Three-Lane
Design Constraints	<ul style="list-style-type: none">• Setbacks appear to allow widening with minor impacts to properties• Some drainage/water quality basins may require relocation	<ul style="list-style-type: none">• None – this largely retains existing cross section. Widening at key intersections could be accommodated with no major design concerns
Environmental / Policy	<ul style="list-style-type: none">• Project is included in Washington County TSP	<ul style="list-style-type: none">• This option is not consistent with the Washington County TSP



Discussion

Technical team
recommendation:

Move five-lane option forward to
summit

Task Force recommendation:

Move five-lane option forward to
summit

Planning Commission
recommendation:

TBD

Refinement Area #6: Boones Ferry Road





Goal Statement

Reduce congestion and improve safety on
Boones Ferry Road throughout
Tualatin

Three Segments of Boones Ferry Road

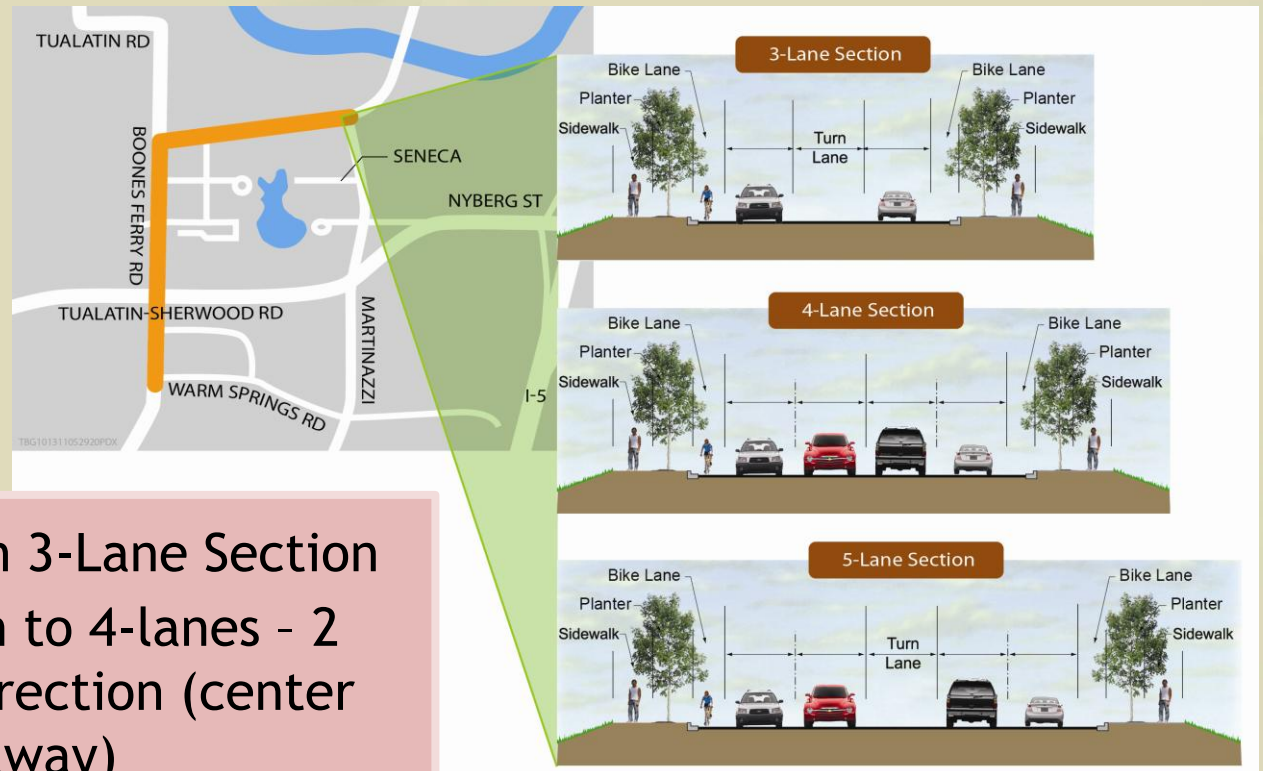


Segment A: North of Martinazzi

- Widen to five lanes from intersection with Lower Boones Ferry to bridge
- Replace current bridge, widen to four lanes with bike lanes and sidewalks
- Transition to three lanes south of bridge with transition at Martinazzi (left turn lane)

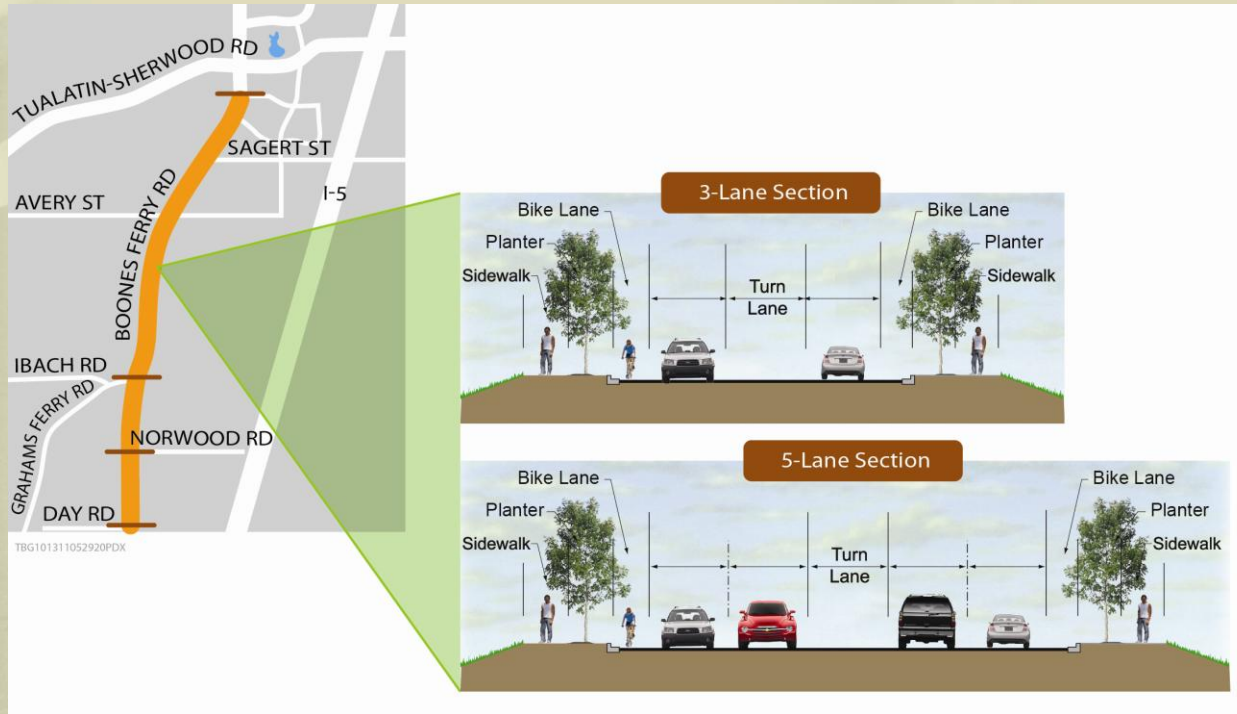


Segment B: Through Downtown



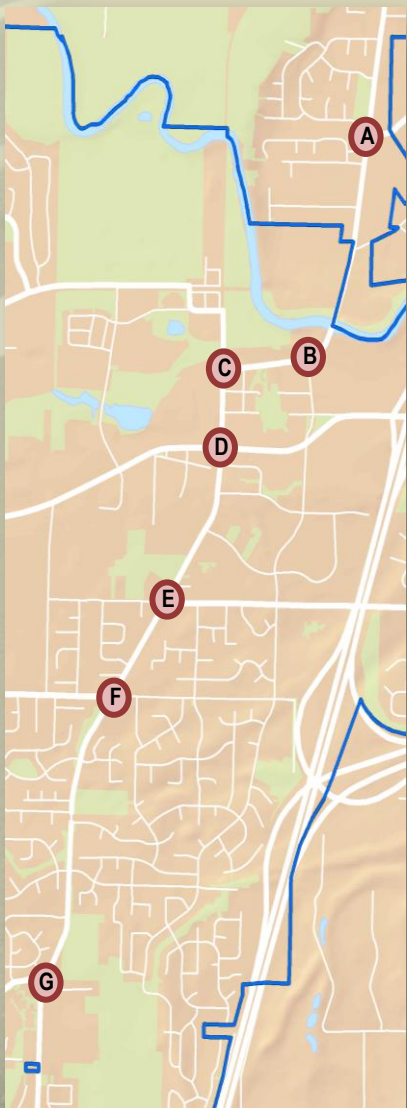
- Option 1: Retain 3-Lane Section
- Option 2: Widen to 4-lanes - 2 lanes in each direction (center turn lane goes away)
- Option 3: Widen to 5-lanes - 2 lanes in each direction with center turn lane

Segment C: South of Warm Springs



- Option 1: 3-lane section with widening at key intersections, coordinated signal timing
- Option 2: 5-lane section (2 travel lanes in each direction with center turn lane)

Boones Ferry Road Traffic: All Options



PM Peak Hour Operations

Boones Ferry Road & A	2011 Existing	2035 No-Build	Widen South of Tualatin-Sherwood Rd to Norwood	Widen North of Martinazzi to Lower Boones
B Lower Boones Ferry	0.76 (C)	1.11 (E)	1.11 (E)	0.89 (C)
C Martinazzi Ave	0.89 (D)	1.26 (F)	1.26 (F)	1.33 (F)
D Tualatin Road	0.62 (B)	0.86 (C)	0.86 (C)	0.92 (C)
E Tualatin-Sherwood Rd	0.93 (D)	1.31 (F)	1.30 (F)	1.31 (F)
F Sagert St	0.75 (C)	1.11 (E)	0.84 (C)	1.11 (E)
G Avery St	0.87 (C)	1.15 (F)	0.96 (D)	1.15 (F)
Ibach St	0.70 (B)	0.98 (D)	0.88 (C)	0.98 (D)

V/C ratio (Level-of-Service)

Other Connectivity Options

Option	South of Tualatin-Sherwood Rd	TSR to Martinazzi Rd	North of Martinazzi
65 th Extension	- 70 vehicles	-180 vehicles	-440 vehicles
North/South Connection	+ 520 vehicles	-270 vehicles	-570 vehicles
Hybrid (both 65 th and North/South)	+220 vehicles	-500 vehicles	-890 vehicles

What are the Benefits for Tualatin?

Area		Segment A	Segment B	Segment C
Design	3-lane	<ul style="list-style-type: none"> No impacts 	<ul style="list-style-type: none"> No impacts 	<ul style="list-style-type: none"> No impacts
	4-lane	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Would require ROW Access impacts 	<ul style="list-style-type: none"> N/A
	5-lane	<ul style="list-style-type: none"> Minor impacts Little ROW needed Railroad coordination needed 	<ul style="list-style-type: none"> Would require additional ROW Would require reconstructed accesses 	<ul style="list-style-type: none"> Could improve curves and grade for sight distance improvements Some structures close to ROW line
Environmental/ Policy	3-lane	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None 	<ul style="list-style-type: none"> None
	4-lane	<ul style="list-style-type: none"> N/A 	<ul style="list-style-type: none"> Business impacts Difficult turning movements 	<ul style="list-style-type: none"> N/A
	5-lane	<ul style="list-style-type: none"> Some landscaping impacts adjacent to road 	<ul style="list-style-type: none"> Impacts businesses in this segment 	<ul style="list-style-type: none"> Impacts setbacks and landscaping (no houses) Near Woodrose Nature Park

Discussion

Technical team recommendation:

Move forward with

Segment A: Five lanes

Segment B: Three lanes

Segment C: Three lanes

To the summit

Task Force recommendation:

Forward to Summit:

Segment A : 5-lanes

Segment B: 3-lanes with added
improvements to Martinazzi intersection
Segment C: 3-lanes with added bus pull-
outs

Planning Commission
recommendation:

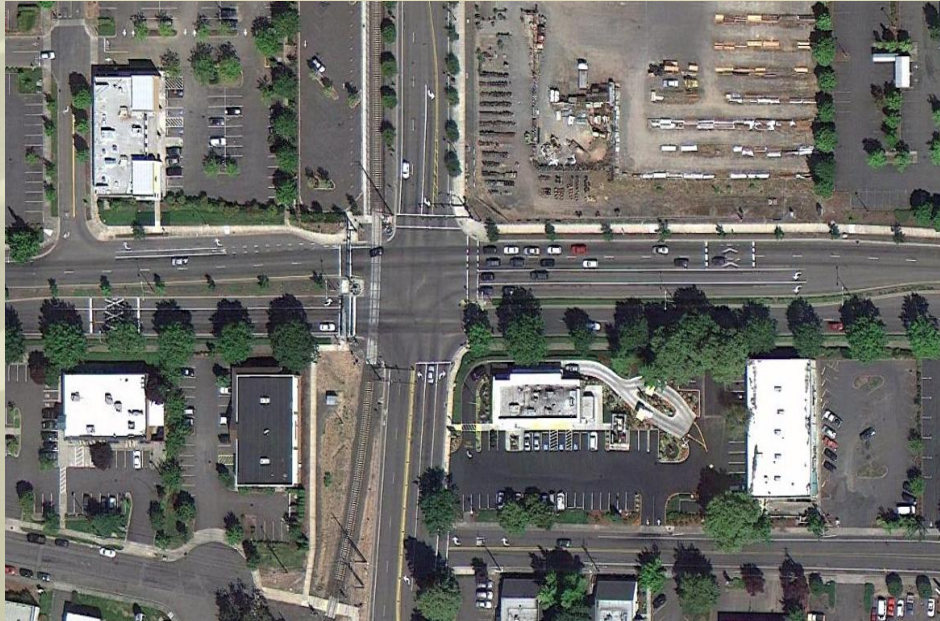
TBD



Refinement Area #7: Downtown Connectivity



Tualatin-Sherwood Road/Boones Ferry Road Intersection



Notes:

- Signal timing is already optimized at this intersection, but other phasing/timing/coordination alternatives may be tested
- Changing the signal timing to 120 seconds could improve the V/C ratio from 1.30 (F) to 1.22 (F)
- Intersection is well over capacity, even a test of 140 second signal cycle with right turns on every approach yields a V/C of 1.06 (E)

PM Peak Hour Operations

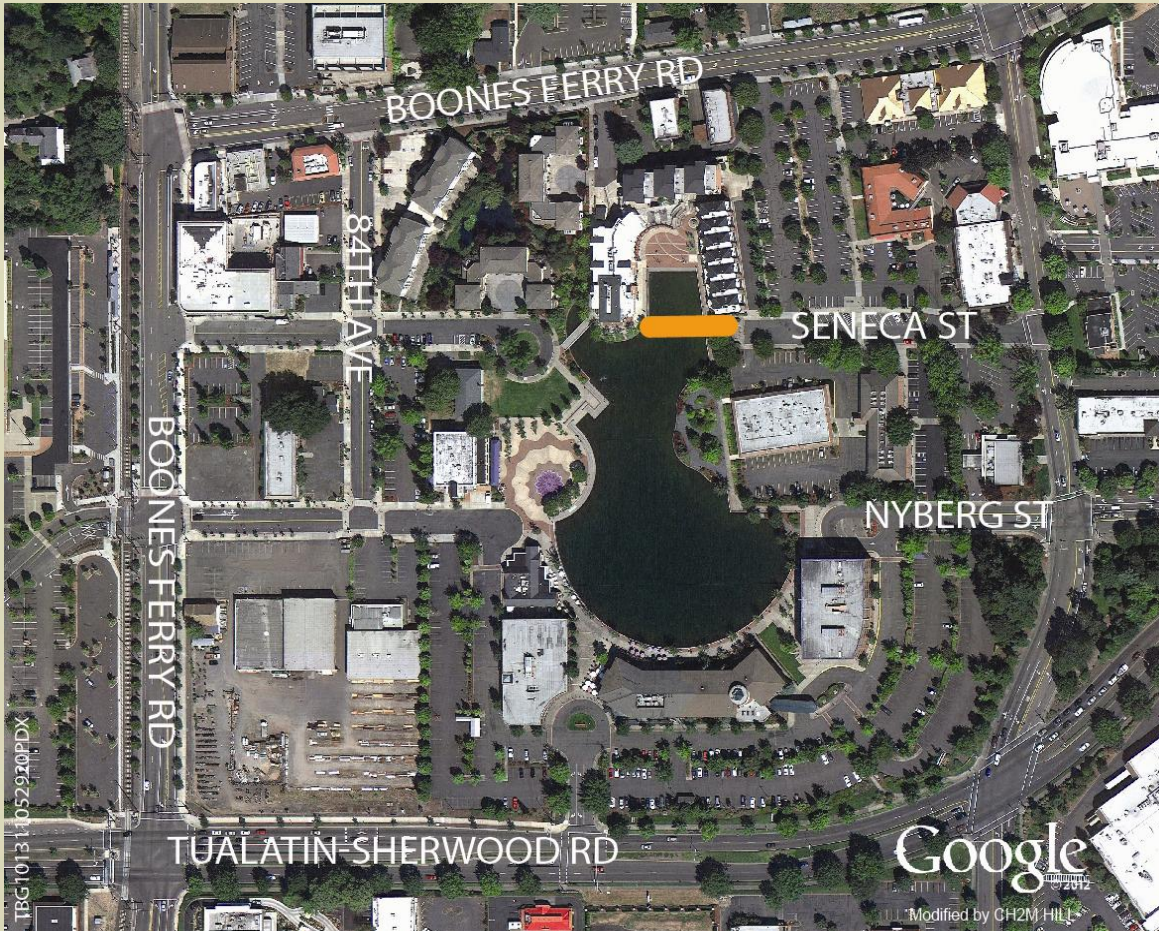
	Tualatin-Sherwood Road/Boones Ferry Road
Existing Conditions	0.93 (D)
2035 No-Build	1.31 (F)
Added Eastbound Right Turn Pocket	1.18 (E)
Added Westbound Right Turn Pocket	1.31 (F)
Added Southbound Right Turn Pocket	1.18 (E)

V/C ratio (Level-of-Service)

Other Connectivity Options

Option	West of Boones Ferry Rd	East of Boones Ferry Road	North of TSR	South of TSR
65 th Extension	+ 50 vehicles ↑	+180 vehicles ↑	-60 vehicles ↓	- 70 vehicles ↓
North/South Connection	+ 170 vehicles ↑	-50 vehicles ↑	+420 vehicles ↑	+ 520 vehicles ↑
Hybrid (both 65 th and North/South)	+130 vehicles ↑	+80 vehicles ↑	+280 vehicles ↑	+220 vehicles ↑
TSM Option	Negligible	Negligible	Negligible	Negligible

Connectivity in the Downtown Core



- Auto bridge over the lake was screened out
- Auto tunnel under the lake was screened out
- At least we can improve connectivity for bicyclists and pedestrians



Discussion

Task Force recommendation:

Forward to Summit:

Intersection Improvements at
Tualatin-Sherwood Road and
Boones Ferry Road

Remove: Ped/Bike Bridge over the
Lake


Planning Commission
recommendation:

TBD

Revisiting Refinement Area #4: Herman Road and Tualatin Road

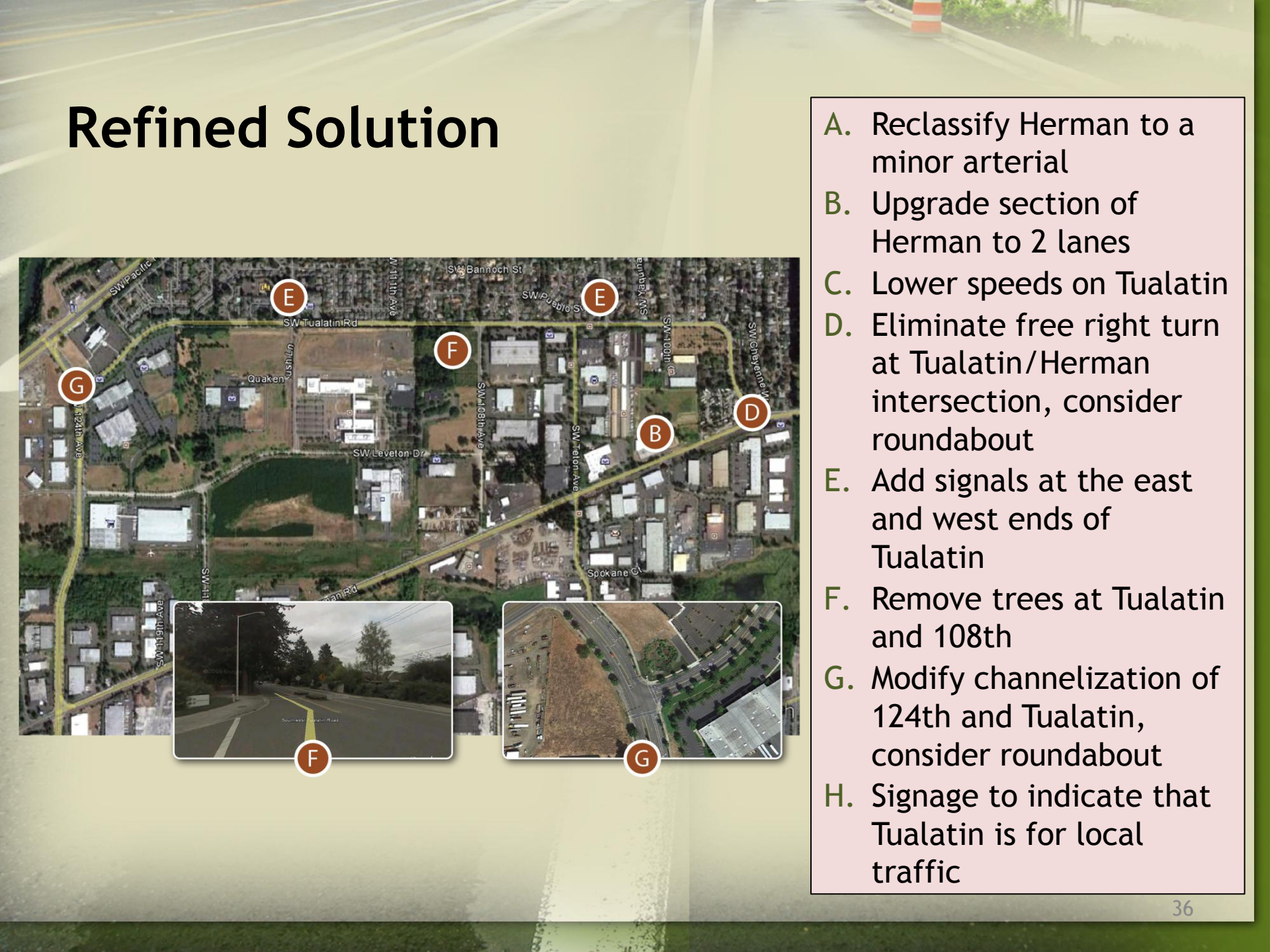


Refined Solution



- A. Reclassify Herman to a minor arterial
- B. Upgrade section of Herman to 2 lanes
- C. Lower speeds on Tualatin
- D. Eliminate free right turn at Tualatin/Herman intersection, consider roundabout
- E. Add signals at the east and west ends of Tualatin
- F. Remove trees at Tualatin and 108th
- G. Modify channelization of 124th and Tualatin, consider roundabout
- H. Signage to indicate that Tualatin is for local traffic

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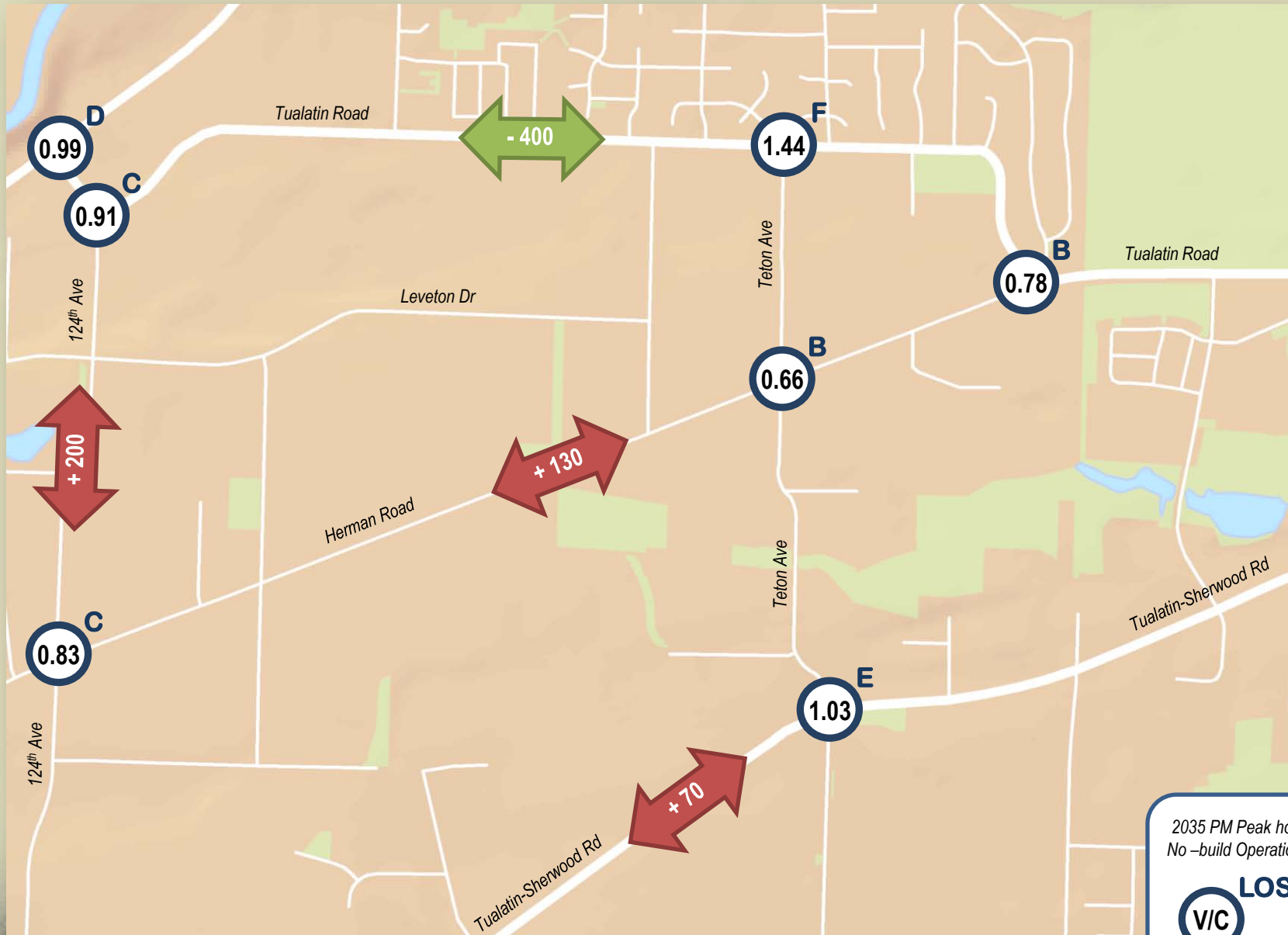


- A. Reclassify Herman to a minor arterial
- B. Upgrade section of Herman to 2 lanes
- C. Lower speeds on Tualatin
- D. Eliminate free right turn at Tualatin/Herman intersection, consider roundabout
- E. Add signals at the east and west ends of Tualatin
- F. Remove trees at Tualatin and 108th
- G. Modify channelization of 124th and Tualatin, consider roundabout
- H. Signage to indicate that Tualatin is for local traffic

Responses to Questions

No.	Question	Response
1.	Can you look at keeping Herman at 2-lanes between Teton and Tualatin?	Yes. There are limited driveways that would warrant a center-turn lane. Modified recommendation to upgrade Herman to 2-lanes with bicycle lanes and sidewalks
2.	Can you look at retaining current speeds on Tualatin?	Yes, but fewer cars move off of Tualatin as a result. Speeds would decrease as a result of signals
3.	What would the roundabout look like at the east end?	There appears to be sufficient room for a single-lane roundabout at this location, allowing Cheyenne to access it, would shift intersection slightly to north to avoid railroad tracks
4.	What happens to the signal on Tualatin and Teton?	This signal stays above the mobility threshold but we can look at minor modifications to the intersection and the timing to improve flow
5.	How many vehicles move from Tualatin to Herman?	See next slide – approx. 400 with suite of projects
6.	What about the 45-degree angles east of where you're looking?	See earlier discussion. There are modifications that could be done, or other ways to encourage traffic to turn on Teton or 124 th to move south

A Closer Look at Traffic...



2035 PM Peak hour
No-build Operations

LOS
V/C



Discussion

Task Force recommendation:

Forward to Summit:

Refined Solution which includes
a signal at Tualatin/Teton &
improvements to Teton
Avenue(center turn lanes,
improvements to TSR/Teton
Avenue) but does not include
lowering the speed limit

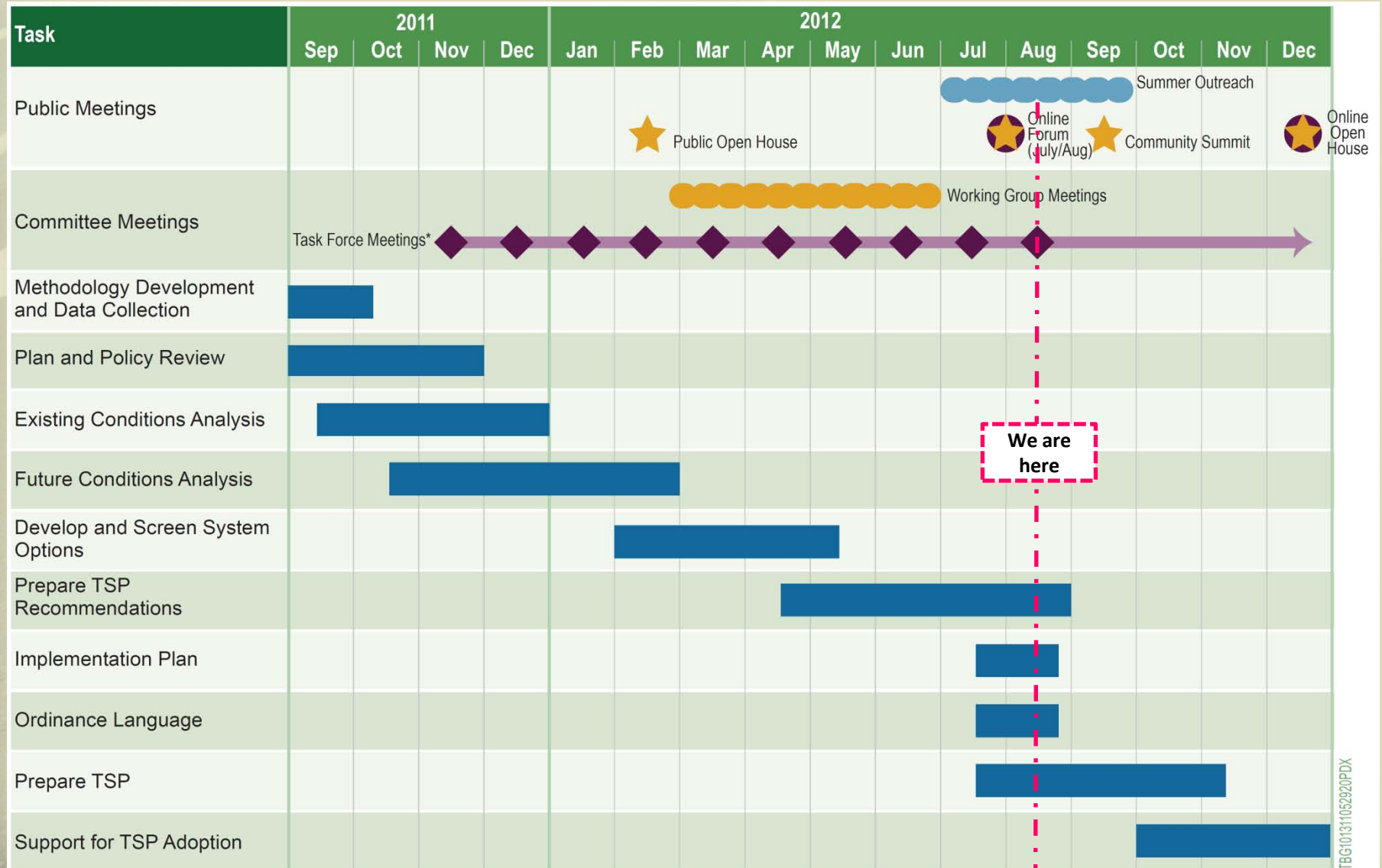
Planning Commission
recommendation:

TBD

Thank You! What Happens Next?

- Package all the recommendations
- Traffic analysis of the system together
 - Does it work?
 - What are we benefits to Tualatin?
 - What are the benefits to the region?
 - What are the costs?
- Transportation Community Summit in September (September 20th)

Transportation System Plan Timeline





Thank you!

Save the Date!

Tualatin Transportation Summit September 20, 2012

Does the Transportation System Plan work for you?

This summit is an opportunity for the people of Tualatin to give their input before the final Transportation System Plan is developed. This your chance to review all of the transportation improvement ideas, see how suggested projects impact travel through the City, and suggest changes.

Don't miss your opportunity to be part of the decision!

Doors at 5:00 pm

Presentation at 5:30 pm

Tualatin Police Department
8650 SW Tualatin Road

www.TualatinTSP.org



For more Information: 503-691-3049 or transportation@ci.tualatin.or.us



MEMORANDUM

CITY OF TUALATIN

DATE: September 6, 2012

TO: Tualatin Parks Advisory Committee

THROUGH: Carl Switzer, Parks & Recreation Manager

FROM: Aquilla Hurd-Ravich, Planning Manager
Cindy Hahn, Associate Planner

SUBJECT: **Linking Tualatin:** Overview of Draft Plan, Review and Provide Comment on Implementation Actions, and Formulate a Message about Transit and the SW Corridor

ISSUE BEFORE TPARK:

The purpose of tonight's meeting is to:

1. Present the draft Linking Tualatin Conceptual Plan and any comments received
2. Review and comment on the implementation actions with modifications proposed by the Task Force; and
3. Make a statement about linking public transit in Tualatin to the rest of the region.

RECOMMENDATION:

Staff recommends the Tualatin Parks Advisory Committee provide comment on the implementation actions proposed for the Linking Tualatin project, as well as formulate a message about transit and the Southwest Corridor. Staff will present TPARK's comments to City Council as a verbal update at their September 10 Work Session.

EXECUTIVE SUMMARY:

The draft Linking Tualatin Conceptual Plan includes the following major sections:

- Introduction & background
- Transit ready places overview
- Transit ready places recommendations
- Relationship to Southwest Corridor Plan
- Implementation actions and next steps

Additions and refinements that staff is aware need to be made include:

- Reflect Task Force, Planning Commission, TPARK, Council, community feedback

MEMORANDUM: LINKING TUALATIN UPDATE

September 6, 2012

Page 2 of 2

- Add list of transportation improvements
- Create phasing plan
- Clarify adoption approach

The Plan was presented to the Transportation Task Force at the August 16 meeting. Comments received to date are included in a public comment log attached to this staff report (Attachment A).

The Transit Working Group reviewed the implementation actions at their meeting on July 10, 2012, and the Task Force made comments at their meeting on August 16, 2012. Attachment B is the most current description of implementation actions, which includes changes recommended by the Transit Working Group and Task Force.

At the August 16 meeting, the Task Force members each expressed their thoughts about linking public transit in Tualatin with the rest of the region. The Linking Tualatin team recorded the messages and summarized them for inclusion in the refined Linking Tualatin Conceptual Plan. Some key points of the Task Force's message include:

- Better east west connections, not all travel is to and from Portland
- Respect riders time, make transit convenient and reliable
- It is imperative to Tualatin's economy and livability to improve transit in Tualatin.
- Define a transit hub in Tualatin that connects the City
- Improve WES, consider rail where appropriate but focus on providing bus service

Attachment C, the Task Force meeting summary from August 16, includes a more detailed accounting of the statements made by individual members of the group.

Next Steps

The City Council will receive the draft Linking Tualatin Conceptual Plan at the September 10 Work Session, as well as a briefing on the comments on implementation actions and messages formulated by the Task Force, Planning Commission and TPARK. City Council action at the September 10 Work Session will focus on discussion and direction on adoption options for the Linking Tualatin Plan.

Staff is accepting comments on the draft Plan through September 15 and will present a refined plan to TPARK on October 9.

Attachments: A - Public Comment Log August 23, 2012
 B - DRAFT Implementation Actions August 16, 2012
 C - DRAFT Taskforce Meeting Summary August 16, 2012
 D - PowerPoint Presentation



Conceptual Linking Tualatin Plan Comment Log
As of 8/23/12

	Date	Name	Comment
1.	August 20, 2012	Candice Kelly Via email	<p>Hi Cindy</p> <p>I am only reading some of this as I don't have time for a complete 153 page read and so chose things that I felt were important to see and that I maybe wasn't involved in as I was with much of this. SO see below:</p> <p>Pages 49 thru 51 has a couple of graphs in white rather than green, yellow or pink with no explanation.</p> <p>Pge 69 is Figure 33 which is NOT listed in the table of contents with the other Figures.</p> <p>Pge 79 has a typo Bullet under "Notification" ... "businessse" should be "business"</p> <p>Pge 80 top bullet point typo "what" should be "want"</p> <p>Starting on Pge 99 anyway the answers can be in red consistent with the others above it?</p> <p>Thanks, Cindy. hope this is helpful and not just an irritant for you today.</p> <p>See you thursday night!</p> <p>Candice</p>



Linking Tualatin Preliminary Recommendations

Implementation Actions and Next Steps

Overview

This document provides a summary of potential strategies and actions that may be used by the city to implement the recommendations from the Linking Tualatin project. These strategies were identified during the Linking Tualatin multi-day workshop and subsequently expanded and refined based on review by the Linking Tualatin Task Force and Transit Working Group. Implementation strategies include elements related to land use, transit service and facilities, other transportation facilities, and agency coordination. This is a preliminary assessment of strategies that may be useful to the city; further evaluation and expansion of implementation approaches will be done in subsequent phases of the Linking Tualatin process and will be included with draft and final versions of the Linking Tualatin Plan. Implementation strategies are organized by the following categories:

- **Adoption of the Linking Tualatin Conceptual Plan.** The Plan may be adopted by reference as an ancillary or supporting document of the City's Comprehensive Plan. Alternatively, it may be "accepted" by the City Council, rather than formally adopted. In either case, the Plan will help provide guidance for the city as it makes decisions and takes action related to land use planning and development, as well as transit and other related transportation improvements.
- **Development Code amendments.** A number of amendments to the city's Development Code are recommended to help implement the land use and transportation proposals in the Plan. The majority of these amendments will not be adopted as part of the Linking Tualatin process but will be deferred until a later date. This approach is recommended because many of the proposed code provisions will require more time and community conversation than is feasible within the Linking Tualatin project timeframe.
- **Other land use and development strategies.** These strategies would be undertaken as development in transit ready places proceeds over time. Some of them (e.g., implementation of specific funding strategies) may require additional community conversation and/or separate planning processes to implement.
- **Transit facilities and services.** These recommendations are generally oriented to providing a certain level of local transit to support Tualatin's businesses, workers and residents. Some also may be linked to or more specifically support potential future high capacity transit service to Tualatin. All of them will require or entail more detailed planning and analysis, as well as coordination with a variety of local and regional stakeholders.
- **Other transportation recommendations.** These include possible improvements to local streets, bicycle or pedestrian facilities to support future transit use and associated land use recommendations. These will need to be evaluated further in conjunction with the city's Transportation System Planning effort.

Development Code Amendments

A number of recommendations in this Plan would require changes to the city's Development Code, including allowing for or encouraging development of small scale retail or personal service uses in

LINKING Tualatin

selected areas and creating mixed use developments in other areas. Many of these recommendations would support provision of future local transit service in Tualatin. They also would support potential future high capacity transit service but could be implemented and beneficial to the community, with or without high capacity transit. These recommendations could be implemented as part of the adoption of the Linking Tualatin Conceptual Plan or at a later date after more detailed planning, evaluation and community conversation.

- Expand the city's Mixed Use Commercial Overlay District to other areas, including in the vicinity of the Bridgeport Village lifestyle center and/or in the Downtown area. This overlay district allows a mix of uses including commercial, retail, office and residential. It also contains design standards intended to create a pedestrian-friendly environment and enhance compatibility between residential and other uses.
- Refine the city's Industrial Business Park Overlay Planning District to allow for more types of businesses and provide greater flexibility in development and design. This overlay can be applied in the manufacturing districts (ML and MG zones) and is intended to emphasize industrial uses but allow a broader mix of retail and office uses to support industrial businesses.
- Use the city's Manufacturing Business Park Commercial Services Overlay in existing manufacturing areas to allow for small shops, restaurants or other services. The city also could consider revising this overlay to allow for health and fitness studios.
- Relax current restrictions on commercial uses in manufacturing districts along arterials roads, while maintaining environmental restrictions and provisions to reduce the number of curb cuts. Currently, the manufacturing districts (MG and ML) require a special setback of 300-350 feet for commercial uses along certain arterials (Tualatin-Sherwood Road, SW 124th Avenue and Highway 99W). The setback creates a potential barrier to developing commercial uses in these districts. Amendments to this language could remove the barrier but still limit access from arterials and continue to preserve mobility in these corridors.
- Redesignate specific properties to allow for shops, restaurants and services for workers and nearby residents or to expand the types of developments allowed. The Linking Tualatin Plan includes changes to existing land use designations in some areas, which requires a Plan Map amendment. A Plan Map amendment can be initiated by a property owner (quasi-judicial process) or by the city (legislative process). The procedure for an amendment requires public notice, a neighborhood meeting, a recommendation from the Planning Commission and a public hearing before the City Council. It is assumed that any recommended Map Amendments would be implemented as part of a separate planning process, conducted after the Linking Tualatin process is completed.
- Allow for higher employment densities to help create opportunities for transit-supportive development if there is road or transit capacity. Specific strategies for increasing densities could include:
 - Consider potential revisions to parking or landscaping requirements to allow for higher development densities
 - Allow for and/or increase opportunities for density bonuses or density transfers
 - Permit higher density in the transit area, as an incentive
- Adopt Planned Unit Development (PUD) provisions into city's Development Code. PUD provisions can be applied in any district and are useful for providing maximum flexibility to develop projects. PUD provisions are typically optional and their use generally involves coordination with property owners, developers, staff and neighbors. They allow flexibility in development and design standards without requiring an additional adjustment or variance

process. The city does not currently have PUD provisions but could adopt them if deemed suitable.

- Improve opportunities for development by better communicating permitting or review processes and requirements with potential development applicants; regularly monitor these requirements in the future to ensure that they continue to further city goals and objectives, while reflecting reasonable requirements for development applicants.

Other Land Use and Development Actions

In addition to amending the city's Development Code, a number of other strategies could be undertaken to implement some of this Plan's land use recommendations. In general, these strategies would be taken as development occurs on a particular site or area and/or through additional planning processes as a follow-up to the Linking Tualatin project.

- Consider use of urban renewal funding to pay for public facilities and transit investments, recognizing that application of urban renewal would require a larger community conversation before it could be implemented.
- Consider use of local improvement districts (LIDs) to fund selected public improvements such as sidewalks or pathways, bike racks, benches, lighting, or other similar improvements.
- Consider use of bond measures to pay for public improvements that would have broad community benefits.
- Work with potential property buyers or tenants, as well as surrounding businesses and residents, and other interested parties such as the Tigard-Tualatin School District, to explore specific ideas such as a new Community College campus. Implementation of specific uses such as this likely will require targeted marketing efforts, coordination between the city and potential buyers, and proactive efforts related to providing transit service in these areas.
- Assist property owners with land assembly through coordination among adjacent property owners and/or assistance with landowner negotiations.
- Promote phased development of larger sites to help ensure that goals for specific transit ready places or properties can be met over time.
- Promote information sharing about state, regional or federal programs that provide developers with tax incentives or subsidies for desired types of development.

Transit Services and Facilities

Possible implementation actions and approaches related to recommended transit improvements include the following:

- Conduct a follow-up transit study to determine the type of transit service needed in specific locations, including through coordination with local employers, residents, community involvement organizations (CIOs) and institutions. Service determinations will be based, in part, on estimated number of residents and businesses in an area and through consideration of different transit models (TriMet vs. local system, for example). The follow-up study may be used to identify transit recommendations related to transit ready places, as well as other areas in the city that would benefit from transit service (e.g., established residential neighborhoods).
- Refine and prioritize plans and locations for suggested transit facilities, as needed, including through evaluation for consistency with the Transportation System Plan process.
- Coordinate with TriMet, Metro and other cities and agencies as needed.
- Determine appropriate approaches to transit service provision and funding.

LINKING Tualatin

- Advocate for needed transit service in Tualatin and work to build community support.
- Implement transit-supportive land use and connectivity actions as identified in the Linking Tualatin Plan. The Linking Tualatin Plan identifies areas where providing new or expanded transit service is a priority.

Other Transportation Improvements

This Plan includes a number of other non-transit transportation facility ideas. Most of these ideas represent local street or pathway connections to improve access to potential future transit facilities. They also are intended to generally improve local connectivity and access to community amenities and existing or possible future commercial and retail services. Some also include improving or creating pedestrian crossing facilities on major roadways. Recommended implementation strategies include:

- Further evaluate proposals in conjunction with the Transportation System Plan update process to ensure consistency and explore opportunities for streamlining of planned projects.
- Prioritize suggested improvements to increase efficiency and enable appropriate channeling of funds to specific projects.
- Continue to coordinate with property owners, businesses and residents or neighborhoods (CIOs) to refine proposed locations for transportation improvements.
- Require dedication of right-of-way needed for transportation improvements, as appropriate and consistent with state law and legal precedent, as new development occurs. The Linking Tualatin Plan identifies new connections, including roads and bicycle/pedestrian facilities. Per Chapter 74 of the code, the city can require dedication of right-of-way and/or construction of transportation improvements at the time of development.
- Seek support and funding for improvements in existing and developed areas.
- Explore ways to reduce single occupancy vehicle (SOV) assumptions and increase the share of alternate transportation modes.

Next Steps

This information is being reviewed by the Transportation Task Force, Transit Working Group, Planning Commission, TPARK and City Council. It also will be available on the Linking Tualatin project website for review by citizens. During that process, the preliminary implementation measures identified in this Plan will be evaluated and may be expanded upon. That information, along with comments from all the above parties, will be incorporated into a revised draft, which will undergo further review and refinement in early to mid September. At that point, a final report will be developed and presented in public hearings before the Planning Commission and City Council for adoption. Adoption of the Plan is expected to take place in December 2012.

As part of this process, the city and its consultants also will prepare a set of recommendations related to the phasing or timing of these strategies which will provide a roadmap as to how they will be accomplished.



City of Tualatin

**Tualatin Transportation Task Force
DRAFT Meeting #13 Summary
August 16, 2012, 5:00-8:00pm**
Tualatin Police Department
8650 SW Tualatin Road
Tualatin, OR 97062

Committee Members Present

Alan Aplin – *TPC Representative*
Allen Goodall – *Business Representative*
Brian Barker – *TVF&R*
Bruce Andrus-Hughes – *TPARK Advisory*
Candice Kelly – *Alt. Tualatin Tomorrow Rep.*
Charlie Benson – *Citizen Representative*
Cheryl Dorman – *Tualatin Chamber of Commerce*
Deena Platman – *Metro*
Julia Hajduk – *City of Sherwood*
John Howorth – *Alt. Citizen Representative*
Joelle Davis – *City Councilor*
Kelly Betteridge – *TriMet*
Jan Giunta – *CIO Representative*
Monique Beikman – *City Councilor*
Nancy Kraushaar – *Citizen Representative*
Ray Phelps – *Business Representative*

Ryan Boyle – *Citizen Representative*

Committee Members Absent

Amanda Hoffman – *City of Wilsonville*
Bethany Wurtz – *Tualatin Tomorrow Rep.*
Bill Beers – *TPC Representative*
Gail Hardinger – *Alt. Business Representative*
Judith Gray – *City of Tigard*
Karen Buehrig – *Clackamas County*

Lidwien Rahman – *ODOT*
Mike Riley – *CIO Representative*
Nic Herriges – *Alt. Citizen Representative*
Steve L. Kelley – *Washington County*
Travis Evans – *Citizen Representative*
Wade Brooksby – *City Councilor*

Public in Attendance

Brett Hamilton
Dolores Hurtado
Kathy Newcomb
Kevin Ferrasci O'Malley
Linda Moholt
Joe Lipscomb
June Bennett
Mark Fryburg

Staff, Project Team and Special Guests

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

Theresa Carr – *CH2M Hill*
Matt Hastie – *Angelo Planning*
Eryn Kehe – *JLA Public Involvement*
Kelly Skelton – *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 this was the last Task Force meeting for the Linking Tualatin project and that the last hour of the meeting will focus on the TSP and include a review of the fourth refinement area. Eryn kicked off the meeting by asking everyone at the table to introduce themselves and share one thing they like about our hot weather.

COMMUNICATION FROM THE PUBLIC

None

GENERAL ITEMS

Accept Meeting #12 Summary

- There were some suggested changes from Kathy Newcomb sent via email to Eryn.
 - Typo on page six should say “regional transportation plan” (not “regional travel plan”)
 - Corrections to Kathy Newcomb’s public comment – she wanted to clarify what she said. Those corrections were provided by email.
- Julia Hajduk requested a clarification that Sherwood does not have one full time employee working on transportation, and Julia cannot answer any questions about Linking Tualatin.
- Jan Giunta commented that it was her recollection was that option 3 was not approved and that it would be brought back for approval. Jan remembers clearly that the group did not come to consensus on the 65th refinement area. Eryn clarified that “approval” in this case meant that the Task Force agreed to move the project forward for further discussion online and at the September Transportation Summit. She remembered the Task Force agreeing to move this refinement area forward. She asked the rest of the group, and several remembered it being moved forward for further discussion with full consensus from the Task Force. Eryn said the meeting recording would be reviewed for a definitive answer.
- The minutes were approved.

Announcements

- Ben Bryant said the Basalt Creek Transportation project will have a meeting with CIO6 next Wednesday, August 22nd. The next Policy Advisory Group meeting for Basalt Creek will be on September 13th in Wilsonville at 6:30 pm.
- There will be an open house for the ODOT Oregon Passenger Rail project on September 13th, at 5:00 pm at the Lake Oswego Phoenix Inn.
- Update from TPARK (Bruce Andres-Hughes)
 - TPARK discussed the TSP at their last meeting and passed several recommendations and resolutions that will be discussed at the next meeting. They discussed:
 - Option 1 of the north-south connectivity plan, TPARK is recommending that the option be completely eliminated due to impacts to Tualatin Community Park.
 - Recommend that Option B18 (build a bridge over 99W) be reinstated into the TSP. This option was eliminated early on due to anticipated costs. TPARK believes there would be funding sources for a bridge.

- TPARK recommends that the TSP include a new cross-section of a transportation facility where a multi-use path is included inside the road right-of-way.
- Eryn said all of these issues will not be discussed tonight but will be addressed at next week's TSP meeting on August 23, 2012.

Project Update: Linking Tualatin by Cindy Hahn

Cindy showed the Process diagram and indicated that the project is at step four "Develop a Draft Plan". She clarified roles of the group for tonight's meeting:

- Receive and review the Linking Tualatin Conceptual Plan, comments due to Cindy by **August 31st**. Cindy passed out copies of the plan, printed and on disc.
- Hear about potential changes to Transit Ready Places.
- Receive a briefing on the Plan adoption process.
- **Accept** implementation actions.
- Make a statement about linking public transit in Tualatin to the rest of the region.

Matt Hastie from Angelo Planning said the plan contains a lot of content that this group has seen before at the previous meetings and workshops.

The Linking Tualatin Conceptual Plan includes:

- Introduction and background
- Transit ready places overview
- Transit ready places recommendations
- Relations to SW Corridor Plan
- Implementation actions and next steps (a copy of this section was attached to the meeting packet)

Additions and Refinements:

- Reflect Task Force, TPC, TPARK, Council, and community feedback
- Add list of transportation improvements
- Create Phasing Plan
- Clarify Adoption Approach

Transit Ready Places:

Comments and Potential Changes identified by various groups:

- Meridian Park mixed use, road improvements (TTF) - there were concerns about effects on transportation and roads. The TSP team is evaluating the possible impacts and will report back on how to address the issues at the next task force meeting.
- Clarify areas where mixed-use is allowed (TTF). These changes will be implemented on the transit ready areas maps.
- Multiple area trail additions (TPARK). They had suggestions for adding future potential trails; maps now reflect these additional trails.
- Off-street bicycle paths to key transit facilities and destinations (Planning Commission). Technical team will look into it.

Comments and Potential Changes from City Council:

- Clarify "adoption" process, impact on future land use decisions.
- Ensure proposed land use (e.g. Meridian Park) changes don't preclude other city priorities.
- Address previous concerns about controversial areas (e.g. Meridian Park expansion).
- Discuss site-specific ideas with property owners and others (community colleges, parks).

Matt asked the group if anyone felt like something was missing. There were no comments.

Adoption Strategy (presented by Aquilla)

- Land use options
 - Adopt by reference (means that in the transit section of TSP there would be a copy of the document as reference, land use codes still apply)
 - Accept the plan (acknowledges the work; can be used to feed into the SW corridor process, also will include a list of projects in the TSP; doesn't have the same level of endorsement as adopting)
- Transit related options
 - Include identified improvements in TSP

She said that this will be a topic of discussion with City Council at their September 10th work session.

IMPLEMENTATION STRATEGIES

Eryn and Matt explained that they were looking for the committee's reaction to the following lists of potential implementation strategies. Most would require further action and public involvement before they were used.

Development Code Amendments - these changes would require a planning commission and city council adoption process:

- Expand mixed-use commercial overlay district to other areas
- Allow for more types of business, greater flexibility:
 - Refine industrial business park overlay planning district
 - Use manufacturing business park commercial services overlay
 - Relax restrictions on commercial uses in manufacturing districts along arterial roads (T-S Road, 124th, Hwy 99)
 - Expand uses allowed in manufacturing and other industrial districts
 - Rezone specific properties to allow expanded types of development
- Adopt "Planned Unit Development" provisions in city's development code. Allows more flexibility.

Task Force reaction: All green signs

Other Land Use and Development Actions

- Work with property owners, employers, and residents to better assess needs and desires:
 - Land assembly
 - Phase development
- Consider different funding tools to pay for public facilities:
 - Urban renewal
 - Local improvement districts (LID)
 - Bond measures
- Explore specific ideas with prospective buyers and others:
 - Community college concept
 - Design standards

Task Force reaction: All green signs

Transit Services and Facilities

- Allow increased densities/density bonuses or transfers to create higher employment densities
- Reduce regulatory barriers and improve communications about
 - Permitting
 - Review processes
 - Development fees
 - Design standards
- Promote state, regional, or federal programs that provide tax incentives or subsidies.

Initial Task Force reaction: Mixed signs

General discussion and questions:

- Concerns about increasing densities near wetlands and neighborhoods
- What is a density transfer?
 - Matt clarified that you can transfer density to another property. This is not currently allowed in the City of Tualatin but some cities use this strategy.
- Are there other places to talk about higher density or is just around employment?
 - Matt said it could be applicable in mixed-use areas. Higher residential density was struck from an earlier portion of the plan.
- Increased residential density can increase transportation use. Don't water down architectural design standards.
- Councilor Davis had concern about "reducing regulatory barriers". She wants to get good development without tossing all regulation aside.
 - After discussion the group agreed to change the language to: **Improve communication and continuously review regulatory requirements.**

Final Task Force reaction: All green signs

Transit Services and Facilities:

- Determine type of transit service needed in specific locations
 - Estimated number of residents and businesses in area
 - Coordination of local employees and institutions
 - Consideration of different transit models, e.g. flexible shuttles vs. fixed routes, TriMet vs. local system
- Refine and prioritize plans and locations for suggested transit facilities
- Coordinate with TriMet, Metro, and other cities to advocate for city needs
- Determine the most appropriate approaches to service provision and funding

General discussion and questions:

- What are you referring to when talking about transit models?
 - Matt clarified that this refers to: routes, stops, fixed service, and shuttles.
- How does this relate to TriMet planning?
 - Matt said it's hard to say, partly because we don't have good numbers from TriMet regarding things like required employees. There are rules of thumb that allow the technical team to estimate what they think is needed.

Task Force reaction: All green signs

Other Transportation Improvements:

- Include a refined list of improvements in the TSP
- Prioritize suggested improvements
- Coordinate with property owners, businesses, and residents to refine proposed location and other details
- Require dedication of Right of Way (ROW) as development occurs and where appropriate
- Construct selected improvements as part of the development process
- Seek support and funding for improvements in existing developed areas

General discussion and questions:

- Concern about required dedication of ROW and constitutional/legal issues
- Will bike paths include safe crossings near transit stops?
 - Matt said he's unsure. That needs to be addressed and captured in the TSP.

Task Force reaction: All green signs

SW Corridor Plan – Task Force Statement

Alice Rouyer asked the group to individually make a statement about the SW Corridor Plan. She asked them to think about what message this group wants to send to regional leaders. There is currently a project looking at High Capacity Transit options from Sherwood to downtown Portland. That project is 1/3 the way through its process and a decision will be made by June 2013. After that decision, discussions will begin regarding alternatives or options.

What message do we want to send regional leaders? The following are the responses shared by the group:

- Better east-west connections.
- Respect our time (a number of people supported this comment).
- Transit has to make sense time-wise and be reliable.
- Respect people's time, transit must be convenient to use.
- It is imperative to Tualatin's economy and livability to improve transit in Tualatin. Improve WES ridership, and bus service. Pay attention to the "last mile".
- Wider range of hours and more of a loop for WES. Consider rail where appropriate.
- TriMet focus on and provide east-west connectivity from Oregon City, and north-south from Wilsonville, and Yamhill County. Even with all the transit modes there is little interconnectivity.
- Express routes, define the hub in Tualatin (at least one) where people know they can move to/from Tualatin.
- Define a transit hub.
- Emphasize/understand that not everyone is traveling to/from Portland.
- No more rail, it's fixed and is not compatible with today's mobile society, and it's too expensive. Dedicated bus lanes for peak hours. More flexible hours and routes for buses.
- Be flexible when partners are unable/unwilling to do the things we need done in our community. Be creative and flexible to implement other solutions. Make things happen.
- Timing is imperative—we are an aging population and we need options for seniors. Once we have a hub, ensure that folks can get around.
- The group agreed that they'd like a firm commitment from TriMet to evaluate Tualatin's routes within the next few years. Cheryl mentioned that there is talk about forming a committee to look at bus service options in Tualatin again.

Jan Giunta thanked staff for their hard work on Linking Tualatin, and for an outstanding experience and a great job by all.

Public Comment

Joe Lipscomb has been looking at figure 33 (on page 69) on the transit map, and he thinks only having one bus going south is a big mistake. The 96 bus isn't convenient and frequent enough, especially for seniors. He would like to see a local system added in the southern part of city. The city's master plan for parks is out of date; he wants this group to support the update of the parks master plan. He would hate to see implementation of some of the Boones Ferry Road and Tualatin Road ideas without looking at impacts to the Community Park.

Mark Fryburg, Government Affairs for PGE. PGE is a growth employer in the area (over 400 employees in Tualatin), and they try to be environmentally conscious. PGE almost didn't get gold LEED certified on their recently built facility in Tualatin because of a lack of transit options for employees. There are employees from all over their region at their facilities. Employees have said that transit requires so many transfers so it is too big of a hassle.

Kathy Newcomb said that she is happy to hear the enthusiasm from this group. We never had a chance to set priorities, she thinks they are important and that needs to happen. One urgent need that should be a priority is for park and rides and those were not even mentioned today. They are essential to the success of transit. By the time City Council gets onboard and gives their approval there will not be any land available to build the park and rides. There needs to be a park and ride on 99W as soon as possible. Buses should not be ruled out until all the different options have been looked at.

TRANSPORTATION SYSTEM PLAN: REFINEMENT AREA DISCUSSION

Theresa Carr from CH2M Hill presented next. She led the discussion about the fourth refinement area: Options along Herman and Tualatin Roads.

Theresa responded to some questions that were raised at last meeting, and then she discussed the package of projects proposed along Herman Road and Tualatin Road.

Questions from the last TSP meeting:

- Concerns about safety with painted bike lines through the Nyberg interchange, what is the precedent of bike lanes on ODOT roads, and who maintains them?
 - The technical team met with ODOT and said they are comfortable with the recommendation for the bike lanes going into the TSP.
 - The technical team contacted the City of Portland and asked how they maintained the lanes and bike boxes, and any noted safety issues. The City of Portland confirmed that initially there were issues with maintenance and slippery surfaces. They have learned how to best do the painting (a thermoplastic method), which extends the paint life and reduces slippery issues.
 - ODOT also suggested having the colored bike lanes through the intersections, not over the bridge structure itself, which would help with maintenance. Also, drivers notice the change in paint, it catches their eye.
- Concerns about extending the right turn only lane and how it impacts Fred Meyer and east of the intersection.
 - The technical team evaluated and stated that there are no impacts to parking or any structures due to displacements. Because of the materials used in the current

retaining wall, additional retaining walls would be fairly expensive. Currently, this project is considered long-term. Improved signage west of the area is also recommended. There are still concerns about this item, but it will be carried forward for additional discussion.

- Concerns about the pedestrian crossing on Nyberg between Kmart and Fred Meyer. The technical team looked at a “Z” crossing, which creates a two-phased crossing. The technical team was worried about signal timing and narrowing the intersection with a straight pedestrian crossing and this option doesn’t have the same negative impacts.
- Technical team is meeting with the City of Lake Oswego next month to discuss the 65th Street extension.
- Concerns were raised about impacts of improvements around the new tennis facility; the technical team has decided that there here should not be any impacts.
- Cost estimates will be available at next week’s meeting.

Refinement Area #4 Options for Herman Road and Tualatin Road

Goal Statement

- Encourage through car and truck traffic to move onto Herman Road and off of Tualatin Rd.

The first step was reviewing the functional classification, which looks at how the road is used, and how it is supposed to be used. Most of Herman Road is a major collector, which is the same function classification at Tualatin Road. A collector is a mid-sized classification, connecting to neighborhoods and regional streets. There are minor and major collectors, the difference being the level of traffic on the road. Arterial streets are regional facilities, bringing people in/out of Tualatin.

Design standards are also reviewed (i.e.: number of lanes, parking, sidewalks, and what speeds). Herman and Tualatin Roads are currently classified the same.

Potential Solution:

- A. Reclassify Herman Road as a Minor Arterial, and retain Tualatin Road’s classification as a Major Collector.
- B. Upgrade the remaining section of Herman Road as a 3-lane cross section between Tualatin Road and Teton Road.
- C. Lower speeds on Tualatin Road.
- D. Eliminate the free right turn at Tualatin Road at the intersection with Herman Road, and consider a roundabout at this location.
- E. Add signals at the east and west ends of Tualatin Road, such as in the vicinity of 115th Ave. and Jurgens Ave.
- F. Remove trees at the intersection of Tualatin Road and 108th Avenue to improve sight distance at this location.
- G. Modify channelization of 124th Ave. and Tualatin Road to encourage traffic to proceed along 124th Ave to the intersection with Herman Road. Consider a roundabout at this location.
- H. Signage that indicates that Tualatin Road is for local traffic.

With these changes the technical team saw adequate changes in traffic to forward as a package. They suggest moving this option forward to the Summit.

Task Force reaction: many yellow signs, a few red.

General discussion and questions:

- Concerns about lack of connection with the Teton solution. They are all linked. It should be a package of three: Tualatin Rd., Herman Rd., Teton Rd.
- Concerns about impacts of widening to three lanes and pushing people into the curves near residential areas.
- Concerns about coming out of Cheyenne because the traffic is so heavy. Modifying Herman Road without talking about Cheyenne doesn't make sense. A roundabout won't help.
- Improvements on east Herman Rd. won't make it more truck friendly, but more pedestrian friendly.
- Make the roundabout at "D" (shown on the map) and make it truck unfriendly so it will reduce the traffic. Trucks of certain lengths and number of axles should be limited.
- Reduce speeds to 30 mph on Tualatin Road through the curves, and then it picks up. Lowering speeds probably won't help, more signals will do a better job.
- Concerns about tree removal at 108th, don't remove entire tree grove.
- Concern about changes at Teton and impacts for the business community.
- These are small improvements to a larger problem; there won't be a big change.
- From a business owner's perspective it doesn't help, it's forcing it all the traffic downtown.
- Preserve the park but make the connection better.
- Concerns that this doesn't solve the problem west of the refinement area.
- Where is the truck traffic going to go once they get to the east end of Herman Road?

Theresa said there are several things on the table that will alleviate traffic in the downtown core; those changes just aren't on Herman Road.

Eryn asked what will make sense to those still opposed to moving this refinement area forward. Comments included:

- Make Teton part of this package.
- Opposed to widening to 3 lanes, maybe make 2 lanes and put culverts and sidewalks in (consultant team needs to look at how many driveways are within the stretch where the 3rd lane would be added).
- Taking off "C" (lowering speeds).
- More specificity on the roundabout and "G".
- Traffic modeling done on "E". (Letters refer to the map)

Theresa reminded the group that long range plans such as these don't include specifics, such as whether or not to do signals or roundabouts. Those decisions are made in the design phase.

The Task Force asked for more information. Theresa agreed to bring something back to the next Task Force meeting.

Public Comment

Kathy Newcomb said that the map for the refinement area only shows the east end of Tualatin Road. Why do people say there are so many trucks on Tualatin Road? We don't have that many trucks, just UPS and Frito Lay trucks and many single occupancy vehicles heading east. Get people onto buses. She has asked people on east end of Tualatin Road and they said they have a lot of buses that come from Herman Road. We need to sit at the corner and find out for sure where these trucks are headed and need to be moved. What happens after Herman Road ends and Tualatin Road heads east?

Brett Hamilton said it seems like reducing cars in one area will just increase traffic elsewhere, he'd like to see the bigger picture. We need to make it easier to get through, not off the road. Choke points are not on this map, they are on the east end. What route do we want them to take? He asked how much speeds will be reduced for letter C and Theresa said probably 5 MPH.

Eryn gauged Task Force reaction again based on the discussion with no changes actually being made to the refinement. There were still many yellow and red cards.

Eryn said that the topic will have to be left here because time has run out. She suggested that the team try to bring this topic back to the Task Force on August 23, 2012, if there is time.

Next Meetings

August 23, 2012 – Transportation System Plan

September 20, 2012 – Transportation Summit

Meeting adjourned.

Linking Tualatin

Tualatin Parks Advisory Committee

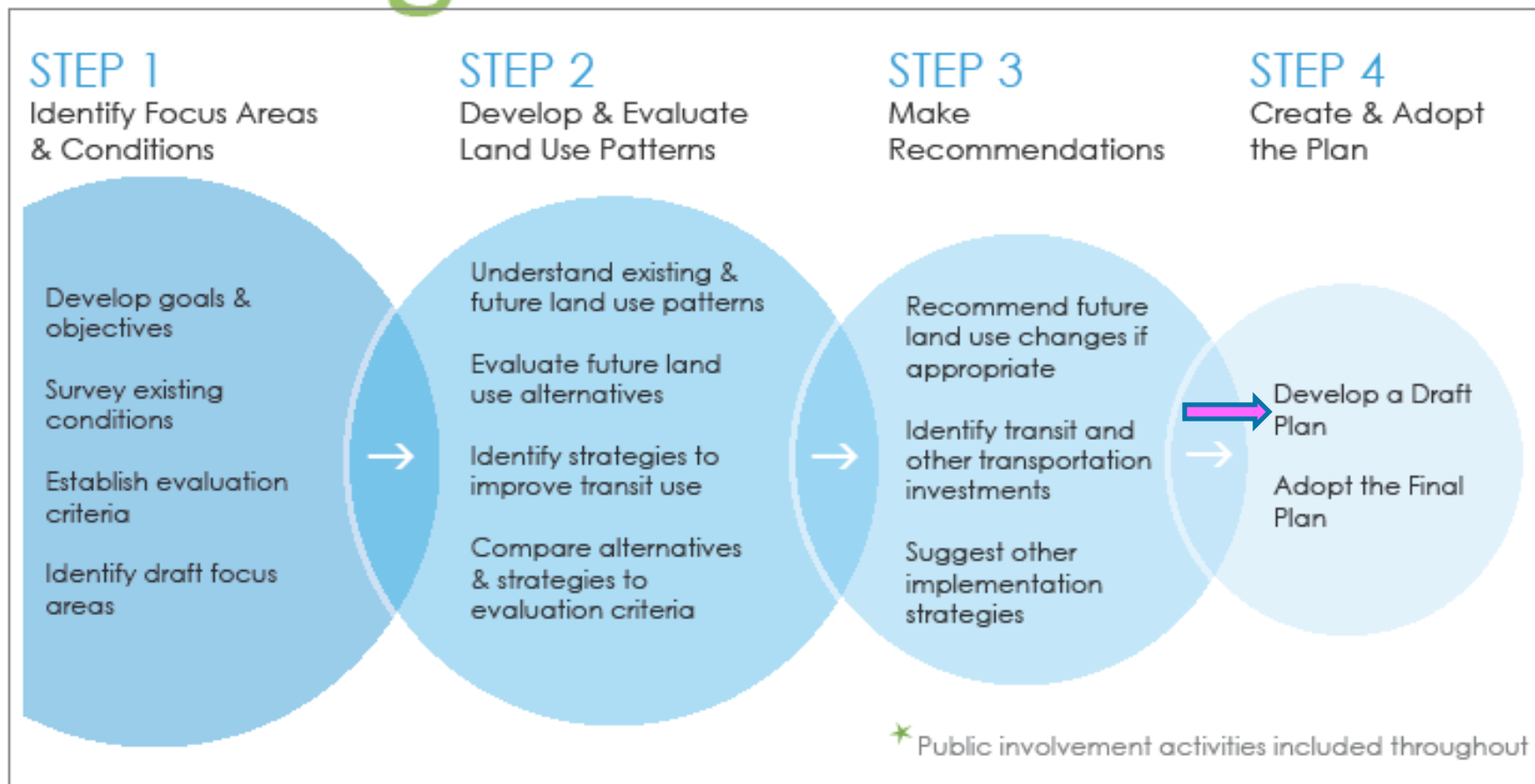
September 6, 2012

LOOKING AT THE RELATIONSHIPS
BETWEEN LAND USE, EMPLOYMENT, AND TRANSIT



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



Your Role Tonight

- Receive Linking Tualatin Conceptual Plan
 - Comments due by Sept 15
- Hear about potential changes to Transit Ready Places
- **Review & comment on** implementation actions
- **Make a statement about linking public transit in Tualatin to the rest of the region**



Linking Tualatin Conceptual Plan

Contents

- Introduction & background
- Transit ready places overview
- Transit ready places recommendations
- Relationship to Southwest Corridor Plan
- Implementation actions and next steps

Linking Tualatin Conceptual Plan

Additions and refinements

- **Reflect** Task Force, PC , TPARK, Council, community **feedback**
- Add list of **transportation improvements**
- Create **phasing plan**
- Clarify **adoption** approach

Transit Ready Places

Comments and Potential Changes (Council)

- Clarify **“adoption”** process, impact on future land use decisions
- Ensure proposed land use changes **don’t preclude other city priorities**
- Concern about **controversial areas** (e.g., Meridian Park expansion)
- **Discuss** site-specific ideas **with property owners, others** (community college, parks)

Adoption Strategy

- Land use options
 - Adopt by reference
 - Accept the plan
- Transit related options
 - Include identified improvements in TSP
- Discuss with Council at September 10th work session

Implementation Actions

Development Code Amendments

- **Expand Mixed Use Commercial Overlay District** to other areas
- Allow greater flexibility and variety of uses in manufacturing districts:
 - **Refine Industrial Business Park Overlay Planning District**
 - Use **Manufacturing Business Park Commercial Services Overlay**
 - **Relax restrictions on commercial uses** in manufacturing districts along **arterials roads** (T-S Road, 124th, Hwy 99)
 - **Expand uses allowed in manufacturing, other industrial districts**
 - **Rezone specific properties** to allow expanded types of development
- Adopt “**Planned Unit Development**” provisions in city’s Development Code

Implementation Actions

- **Development Code Amendments**
- Taskforce consensus
- Planning Commission discussion
- TPARK?

Implementation Actions

Other Land Use and Development Strategies

- **Work with property owners, employers, residents** to better assess needs, desires:
 - Land assembly
 - Phased development
- Consider different **funding tools** to pay for public facilities:
 - Urban renewal
 - Local improvement districts (LIDs)
 - Bond measures
- **Explore specific ideas with prospective buyers, others:**
 - Community College concept
 - Design standards

Implementation Actions

- **Other Land Use and Development Strategies**
- Task force consensus
- Planning Commission discussion
- TPARK?

Implementation Actions

Other Land Use and Development Strategies

- **Allow increased densities, density bonuses or transfers** to create higher employment densities
- Improve communication and continuously review regulatory requirements related to: (TTF revision)
 - permitting
 - review processes,
 - development fees
 - design standards
- **Promote** state, regional or federal programs that provide **tax incentives or subsidies**

Implementation Actions

- **Other Land Use and Development Strategies**
- Taskforce initially did not reach consensus but after discussion and revisions the group came to consensus
- Planning Commission discussion
- TPARK?

Implementation Actions

Transit Services and Facilities

- Determine **type of transit service needed** in specific locations
 - Estimated number of residents and businesses in area
 - Coordination with local employers and institutions
 - Consideration of different transit models – e.g., flexible shuttles vs. fixed routes, TriMet vs. local system
- **Refine and prioritize plans and locations** for suggested transit facilities
- **Coordinate with TriMet, Metro**, other cities, **Advocate for city needs**
- Determine most **appropriate approaches to service provision** and funding

Implementation Actions

- **Transit Services and Facilities**
- Taskforce consensus
- Planning Commission discussion
- TPARK?

Implementation Actions

Transportation Improvements

- Include **refined list of improvements in TSP**
- **Prioritize** suggested improvements
- **Coordinate with property owners, businesses, residents**, to refine proposed locations, other details
- **Require dedication of right-of-way** as development occurs, **where appropriate**
- **Construct selected improvements** as part of development process
- **Seek support and funding for improvements** in existing/developed areas

Implementation Actions

- **Transportation Improvements**
- Taskforce consensus
- Planning Commission discussion
- TPARK?

Southwest Corridor Plan

- **What message do you want to send to regional leaders?**
 - **Task force ideas summarized:**
 - **Better east west connections, not all travel is to and from Portland**
 - **Respect riders time, make transit convenient and reliable**
 - **It is imperative to Tualatin's economy and livability to improve transit in Tualatin.**
 - **Define a transit hub in Tualatin that connects the City**
 - **Improve WES, consider rail where appropriate but focus on providing bus service**

Southwest Corridor Plan

TPARK message

What message do you want to send?