



MEETING AGENDA

TUALATIN PLANNING COMMISSION

August 9, 2012; 6:30 p.m.
POLICE TRAINING ROOM
8650 SW TUALATIN RD
TUALATIN, OR 97062

1. **CALL TO ORDER & ROLL CALL**
Members: Mike Riley, Chair; Alan Aplin, Bill Beers, Jeff DeHaan, Nic Herriges, Steve Klingerman, and Cameron Grile

Staff: Aquilla Hurd-Ravich, Planning Manager
2. **APPROVAL OF MINUTES**
 - A. Approval of June 5, 2012 TPC Minutes.
3. **COMMUNICATION FROM THE PUBLIC (NOT ON THE AGENDA)**
Limited to 3 minutes
4. **ACTION ITEMS**
 - A. TSP: Discussion of Refinement Areas #1
 - B. Linking Tualatin: Review and Provide Comment on Preferred Alternatives for Transit Ready Places and Implementation Actions
5. **COMMUNICATION FROM CITY STAFF**
 - A. Update on Tonquin Industrial Group (TIG) Revisions to Southwest Concept Area Plan/Manufacturing Business Park
6. **FUTURE ACTION ITEMS**
7. **ANNOUNCEMENTS/PLANNING COMMISSION COMMUNICATION**
8. **ADJOURNMENT**



STAFF REPORT

CITY OF TUALATIN

TO: Tualatin Planning Commission Members

FROM: Lynette Sanford, Office Coordinator

DATE: 08/09/2012

SUBJECT: Approval of June 5, 2012 TPC Minutes.

ISSUE BEFORE TPC:

Attachments: [A. TPC Minutes June 5, 2012](#)



City of Tualatin

www.ci.tualatin.or.us

UNOFFICIAL

TUALATIN PLANNING COMMISSION -

MINUTES OF June 5, 2012

TPAC MEMBERS PRESENT:

Mike Riley
Alan Aplin
Jeff DeHaan
Steve Klingerman
Bill Beers
Cameron Grile
Nic Herriges (arrived during Agenda item 5)

STAFF PRESENT:

Will Harper
Kaaren Hofmann
Ben Bryant
Lynette Sanford

TPAC MEMBER ABSENT:

GUESTS:

1. CALL TO ORDER AND ROLL CALL:

Chair Riley called the meeting to order at 6:32 pm. Roll call was taken.

2. APPROVAL OF MINUTES:

May 1, 2012

Mr. Riley asked for review and approval of May 1, 2012 TPC meeting minutes. MOTION by Aplin SECONDED by Beers to approve the May 1, 2012 TPC meeting minutes. MOTION PASSED 5-0 with Steve Klingerman abstaining.

3. COMMUNICATION FROM THE PUBLIC (NOT ON THE AGENDA):

None

4. ACTION ITEMS

5. COMMUNICATION FROM CITY STAFF:

A. Transportation System Plan (TSP) Update.

Kaaren Hofmann, Engineering Manager, gave an update on the Transportation System Plan (TSP), which included a PowerPoint presentation. Ms. Hofmann explained that we are currently in Step 2 of the TSP process. Since April, we've discussed the project screening process with the City Council, Planning Commission, and TPARK. They've

These minutes are not verbatim. The meeting was recorded, and copies of the recording are retained for a period of one year from the date of the meeting and are available upon request.

finalized their evaluation framework, conducted a preliminary evaluation, and summarized the evaluation by criteria category.

The evaluation process reviews each feasible project idea against a set of evaluation criteria and determines how well the idea meets with goals and objects of the TSP. The seven goal categories are:

- Access and Mobility
- Safety
- Vibrant Community
- Economy
- Health and the Environment
- Equity
- Ability to be Implemented

Ms. Hofmann discussed the next slide which detailed the evaluation scale. The ratings are similar to what you would see in Consumer Reports. A full circle addresses the criterion, a half-circle partially addresses the criterion, an empty circle does not support the intent, and N/A means the criterion does not apply. This information will be used during the third round of working group meetings, which are currently in progress. There will be a preliminary recommendations discussion with Task Force on June 21st and there will be an online open house on preliminary recommendations in July and August. There will also be an outreach at the Farmers Market and Crawfish Festival, coming up this summer.

Ms. Hofmann added that additional analysis will begin immediately and hopes to have a recommendation or a technical evaluation recommendation to the Task Force by the end of the summer. These six areas are:

- Tualatin-Sherwood Road Options
- Nyberg Interchange Options
- Boones Ferry Road Options
- North to South Connectivity
- Herman Road and Tualatin Road Options
- Tualatin's Downtown Circulation

Mr. DeHaan asked what the additional analysis consists of. Ms. Hofmann responded that Engineering will lay out projects and run pieces of the projects through the model. Mr. Klingerman asked if there was a traffic modeling program. Ms. Hofmann responded that they run the transportation projects through a model and find the deficiencies and gaps through 2035. Mr. Klingerman asked how long it takes from idea to completion and functionality. Ms. Hofmann replied that it depends on the dollar amount of the project and priority. Depending on the money involved, some projects may begin as early as next year.

Ms. Hofmann continued discussing the slides that detailed the Working Group project ideas for Bicycle and Pedestrian, Downtown, Industrial and Freight, Major Corridors and Intersections, Neighborhood Livability, and Transit. A brief discussion followed with

questions being asked and answered.

Mr. DeHaan commented that it was a great idea to get input from the Allied Waste drivers and we should get back to them to let them know we valued their input. Ms. Hofmann responded that she has reached out to them via email and their input was greatly appreciated.

Mr. Klingerman added that he lives near Avery and Teton. A few times within the past year, he has had issues with people not stopping at the stop sign at this intersection. Ms. Hofmann responded that a signal is still on the list of projects.

Regarding the transit section, Mr. Klingerman asked if WES will be expanding their days and hours of operation. He added that it would be more efficient if it ran on the weekends. Ms. Hofmann responded that this issue has come up as a project and Tri-Met will be notified. Mr. Harper added that on the Tri-Met side, ridership is up. This includes bus, rail, streetcar, and senior services. This may be due to the economy and lifestyle changes for residents and workers. Mr. DeHaan stated that he and his family use the #96 bus from Tualatin to downtown and it's very efficient.

Ms. Hofmann continued with the summary of the Working Groups. We're currently in the 3rd round of the Working Group meetings. They're developing preliminary recommendations including what projects make senses, which do not make sense, and what projects need additional analysis. These preliminary recommendations will be discussed with the Task Force on June 21st. The online open house on preliminary recommendations will be in July and August.

The Transportation System Plan Timeline slide shows where we are in the process and shows upcoming public meetings. These events include the Crawfish Festival, Farmers Market, and Coffee Klatches/Tabling Events.

Mr. DeHaan would like the Commission members to make a motion to the City Council to thank the drivers of Allied Waste. The motion he drafted states: "The Tualatin Planning Commission recommends to the Tualatin City Council that a resolution be adopted thanking the drivers of Allied Waste for their active and helpful participation in the Tualatin Transportation System Planning process." Ben Bryant recommended drafting a letter to them thanking them for this process and having it signed by the Chair and the Mayor. Mr. Riley added that we should add other companies to the list as to not single out one company. MOTION by DeHaan, SECOND by Aplin to make a motion to acknowledge the companies for their involvement in the TSP process. MOTION passed 7-0.

B. Basalt Creek Transportation Planning/SW 124th Ave Alignment

Mr. Bryant presented a review of the Basalt Creek Transportation Refinement Evaluation Report and the SW 124th Avenue Alignment, which included a PowerPoint presentation.

Mr. Bryant stated that the City of Tualatin has been collaborating with the City of Wilsonville, Washington County, Metro, and the Oregon Department of Transportation (ODOT) to solidify a transportation network in the Basalt Creek Planning Area. A few concepts were presented to improve transportation between SW 124th Avenue and I-5. In addition to the City Council's review of these concepts on January 9th, they were shared with residents at open houses in December, February, and March.

The policy group recommended that the staff move forward and look at three concepts to get traffic through the Basalt Creek area. Mr. Bryant stated that staff members took these three concepts and tried to come up with an evaluation of how they function in a traffic perspective, what impact they have to the environment, and the cost. They are:

Concept 1: Improve Existing.

These improvements include:

- Widening Tonquin, Grahams Ferry, and Day to 5 lanes
- Two new bridges (over railroad tracks and creek)

The findings from traffic prospective included adequate mobility for the next 20 years but if you add in growth, it may not provide adequate mobility through 2035.

Concept 2: Diagonal Alignment.

These improvements include:

- New 5-lane Tonquin extension between Grahams Ferry and Boones Ferry
- Widens Grahams Ferry and Boones Ferry (south of new arterial, Tonquin, and Day to 5 lanes
- Two new bridges (over railroad tracks and creek)

The findings provide adequate mobility for next 20 years. Single east-west arterial corridor west of Grahams Ferry does not provide adequate mobility for planned growth in metropolitan region through 2035.

Concept 3: East-West Alignment.

These improvements include:

- New 5-lane facility between future 124th Avenue and Boones Ferry south of Tonquin Road
- Widens Grahams Ferry and Boones Ferry (south of new arterial, and Day to 5 lanes
- Two new bridges (over railroad tracks and creek).

The findings provide adequate mobility for next 20 years. Require new I-5 overcrossing to provide adequate mobility for planned growth in the metropolitan region through 2035.

The following slide showed a detailed map of the overcrossing of I-5. Discussion followed regarding the different driving route scenarios and the pros and cons of each.

Mr. Bryant continued with the presentation and explained how they came up the evaluation findings. They took these concepts and measured how they met the evaluation criteria that the policy group came up with. The graph detailed which evaluation measure performs well, adequately, does not perform, or performs poorly. What they found was the East-West performed much better than some of the others. The Diagonal concept was less supportive of development because it crossed property lines. The Improve Existing concept was less supportive of development because it didn't meet mobility needs. Mr. Beers asked why if the East-West has the shortest bridges, why does it cost 10 million more than the Diagonal concept, which has the longest route. Mr. Bryant responded even though it's shorter, it provides a new roadway which costs more. Mr. Klingerman asked if the costs listed are in today's dollars. Mr. Bryant responded that it was quoted in today's dollars. For comparison purposes, they needed to use the same date for all the quotes.

Mr. Bryant continued with the SW 124th Avenue Extension Alignments slide which included traffic studies. The detailed map showed positive benefits in traffic flow. In the SW Concept plan that was approved in 2011, 124th was identified as going straight down. Long-term, it's still the plan, but we have short term constraints. We have to go through an exception process to build the road to extend south outside the Urban Growth Boundary. Another constraint is the gravel pit. The county has met property owners and community members and came up with a couple of short-term options.

Mr. Bryant stated that the County has proposed funding. The Major Street Transportation Improvement Program (MSTIP) is a fund which they allocate \$35 million a year for five years to various transportation projects within the county. This is a potential project on the list, which may be approved in July.

C. Linking Tualatin Update

Mr. Harper gave an update on Linking Tualatin. Everyone is invited to attend a Community Workshop on June 4-7 at the Tualatin Library Community Room. Community members will help develop land use alternative for the focus areas with daily sessions targeted at specific areas of the city. Everyone is invited to stop by during the day to participate in discussions about each focus area, or between 6:00-8:00 pm to learn about the day's work and provide feedback on the project.

Mr. Harper commented that so far there has been a lot of good discussion and the consultants have been doing a great job.

D. Prohibited Activities with Regard to Ballot Measures

Mr. Harper presented a memo from City Attorney, Brenda Braden. Ms. Braden wanted the staff and Commission members to know that there are certain rules to follow regarding ballot measures. The memo acknowledged ORS 260.432, which states: "No public employee shall solicit any money, influence, service or other thing of value or

otherwise promote or oppose the nomination or election of a candidate, the gathering of signatures on an initiative, referendum or recall petition, the adoption of the measure or the recall of a public office holder while on the job during working hours. However, this section does not restrict the right of a public employee to express personal political views.”

This means that while you are sitting in your committee, board or commission meeting, or if you are speaking someplace on behalf of your committee, board, or commission (on your job during your working hours) you may not take a position either in favor or in opposition to the initiative.

Mr. Klingerman asked when Ms. Braden will be retiring. Mr. Harper responded that she will be retiring at the end of June and the City is in the process of hiring a new City Attorney.

6 FUTURE ACTION ITEMS:

Mr. Harper stated there are no upcoming Plan Amendments, except for maybe one associated with an apartment complex development located at Nyberg Lane and 65th, where the RV Park was. On the horizon, there may be a potential variance for a multi-family residential property. They're looking for set-back changes which may require a variance.

Mr. Riley asked about the status of the Alexan property. Mr. Harper stated that their funding is closing on June 21st. This is one of three projects the developer is getting funded. Once they pay their permit fees, they will be start building.

Mr. Klingerman asked about the composting facility in Stafford. Mr. Harper replied that the last he heard, there was a window of opportunity where opponents could appeal. There was an initial appeal that went back to Clackamas County. There was a new decision approving the composting facility with conditions of approval. A Stafford citizens group was considering appealing, but Mr. Harper is unaware of the current status

Mr. Riley congratulated Cameron Grile, our new Commission member, and asked him to introduce himself. Mr. Grile has lived in Tualatin since 2007. He has previously worked in traffic engineering and transportation planning with a downtown consulting firm. He is looking to become more involved as a citizen of Tualatin and is happy to be part of the Commission.

7. ANNOUNCEMENTS/PLANNING COMMISSION COMMUNICATION

A. TPC Meeting July 5 – Should we cancel?

Mr. Harper asked the Commission members if they would like to cancel the TPC meeting scheduled for July 5th. After a brief discussion, all Commission members

agreed to the cancellation. Our next meeting will be held on Thursday, August 9th. It was originally scheduled for Tuesday, August 7th, but was rescheduled due to Tualatin's National Night Out event.

8. **ADJOURNMENT**

MOTION by Beers SECONDED by Klingerman to adjourn the meeting at 8:30 pm
MOTION PASSED 7-0.

_____ Lynette Sanford, Office Coordinator



STAFF REPORT

CITY OF TUALATIN

TO: Tualatin Planning Commission Members

THROUGH: Aquilla Hurd-Ravich, Planning Manager

FROM: Kaaren Hofmann, Engineering Manager

DATE: 08/09/2012

SUBJECT: TSP: Discussion of Refinement Areas #1

ISSUE BEFORE TPC:

Does the Planning Commission 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 Planning Commission 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 Park 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 the first 3 refinement areas. For some of the areas they made recommendations and some they requested more information. See Attachment A for a complete description of the refinement areas and options. Their conclusions were:

- **Nyberg Interchange**

- Concept Package #1 - move forward to the Summit after removing F.
- Concept Package #2 - requested additional information on costs and impacts to the adjacent property

- **65th Avenue**

- Move Option #3 forward to the Summit

- **North to south Connectivity**

- Requested additional information on costs and impacts
- A hybrid option was proposed for further investigation by the Technical Team.

The final four refinement areas will be discussed and any additional information requested will be provided at the August 16th and 23rd Task Force meetings. The Planning Commission will have a chance to review and comment on the final four on September 4th. The Summit will be the public's opportunity to see how all of the projects work together, address the deficiencies noted in the Future Conditions work and then comment on the entire list of planned projects. The full schedule of meetings is attached.

Attachments: A. Refinement Areas
 B. Task Force Meeting Summary
 C. Schedule/Flow Chart
 D. Powerpoint

Refinement Area #1: Nyberg Interchange

Concept Package #1: Safety-Focused Solutions

Problem Statement

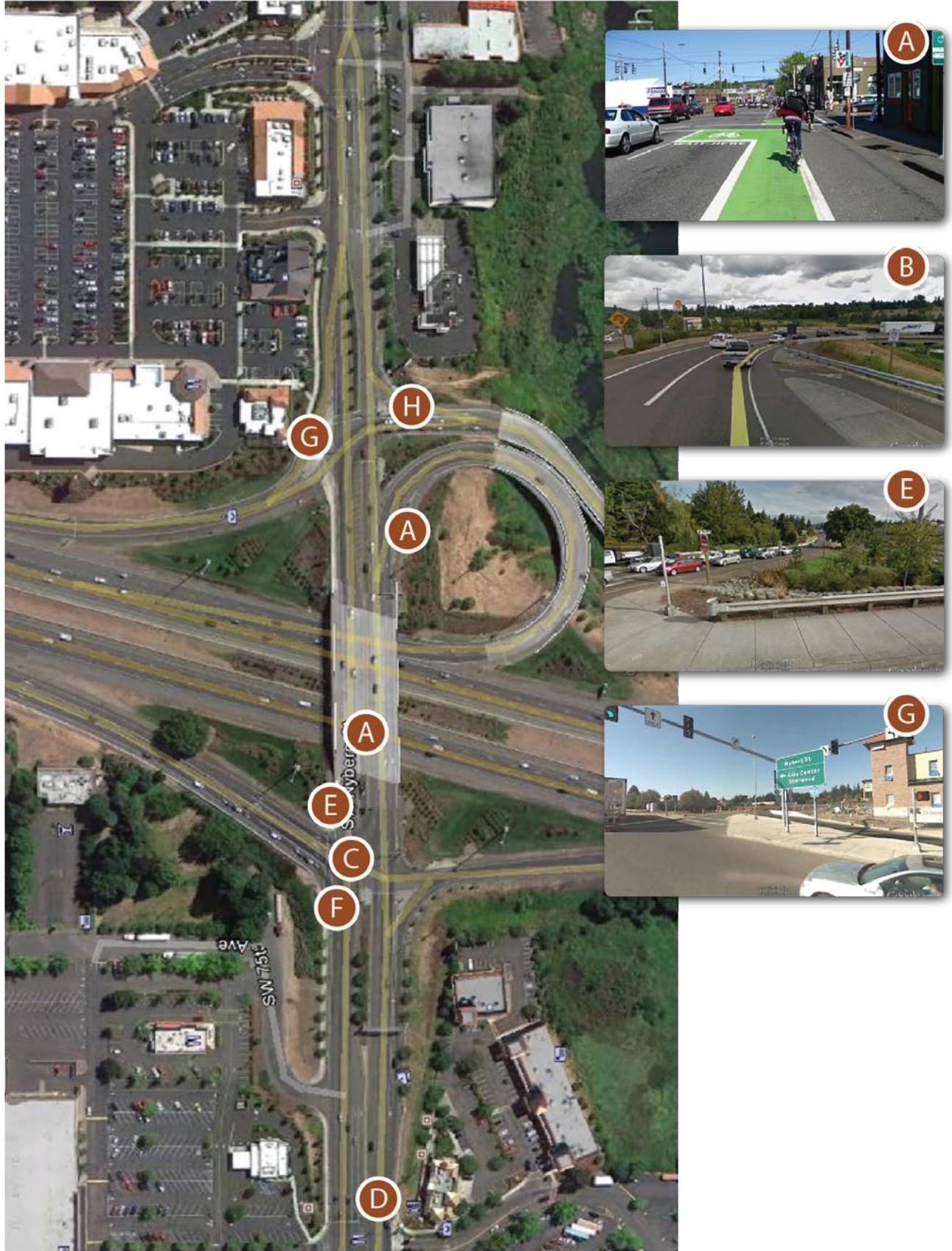
The main concerns at the Nyberg interchange relate to safety, for all modes. The interchange serves as the main connection between Tualatin and the I-5 freeway, but also via Nyberg Road provides a main connection between downtown and east Tualatin. The interchange ramps have the highest crash rates in Tualatin, and include several reported bicycle- and pedestrian-related crashes.

Possible Solution

The following solutions are put forth as one package at the Nyberg interchange area:

- A. Paint the pavement through the interchange area to make the bicycle lane more visible and distinct from travel lanes
- B. Redesign location of bicycle lane at the east end of interchange
- C. Bring bicycle lane across and over at west end of interchange with skip striping
- D. Improve lane signage west of the interchange to help vehicles be in the correct lane before entering interchange area
- E. Move guardrail on southbound off ramp to improve sight distance
- F. Disallow right turns on red from southbound off ramp
- G. Redesign westbound-northbound movement to enhance safety
- H. Redesign northbound off ramp to discourage traffic getting off and then right back onto I-5

Consideration Area	Comments	Score
How would this solution effect traffic and safety near the interchange?	<ul style="list-style-type: none"> • Minor effects on motor vehicle traffic • Moderate safety benefits from visible separation between bicycle and motor vehicle traffic 	●
How would this solution effect traffic city-wide?	<ul style="list-style-type: none"> • Minimal effect on city-wide traffic 	◐
Design Constraints / Considerations	<ul style="list-style-type: none"> • Striping revisions can be incorporated with minor impacts • Provides better delineation for traffic and bicyclists • Redesigns the northbound on ramp terminal to allow double rights • Discourages the northbound through traffic with minor impacts 	●
Environmental / Policy Considerations	<ul style="list-style-type: none"> • Painted pavement would require ODOT review/approval • Recent precedent for painted bike lanes on ODOT facility • Minor changes to the interchange configuration will not impact the wetlands preservation district 	◐



Refinement Area #1: Nyberg Interchange

Concept Package #2: Adding lane to Tualatin-Sherwood Road from Martinazzi to I-5 (eastbound direction)

Problem Statement

The Nyberg interchange area does not show tremendous congestion concerns either now (2012 traffic volumes) or in the future (2035 traffic volumes). The southbound on-ramps with I-5 operate at a Level of Service (LOS) D now and anticipated in the future, and the northbound on-ramps with I-5 operate at LOS B now and anticipated LOS C in the future. Traffic backups have been reported at the southbound on ramps which have been verified through field visits.



Potential Solution

Add a new lane on Tualatin-Sherwood Road in the eastbound direction from Martinazzi to I-5.

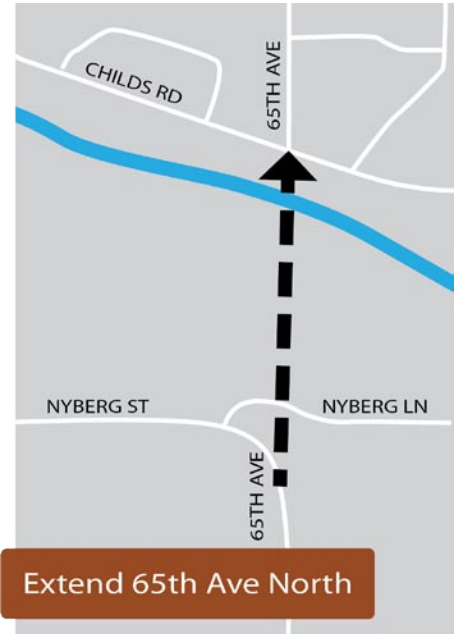
Consideration Area	Comments	Score
How would this solution effect traffic near the interchange?	<ul style="list-style-type: none"> Minor increase in eastbound traffic accessing the freeway (50-100 vehicles during the PM peak hour) Operations stay relatively consistent Could detract from bicycle and pedestrian safety 	◐
How would this solution effect traffic city-wide?	<ul style="list-style-type: none"> This potential solution has minimal effect on city-wide traffic 	◐
Design Constraints / Considerations	<ul style="list-style-type: none"> Width of Tualatin-Sherwood Road/Nyberg Street from Martinazzi to the east is tight Potential impacts to the truck delivery yard for the Fred Meyer site Requires removal of mature street trees Possible solution would be to shift lanes and widen to the median Past the Fred Meyer intersection, widening would likely require walls, structure widening and impacts to sensitive areas 	◐
Environmental / Permitting Considerations	<ul style="list-style-type: none"> The area is already built Only impacts are to the landscaping strip between the roadway and Fred Meyer 	●

Refinement Area #2: 65th Avenue

Option 1: Extending North into River Grove Only

Problem Statement

The 65th Avenue corridor serves as a major north-south route east of I-5. It serves residents and major medical facilities located east and west of 65th Avenue, notably the Legacy Meridian Park hospital. 65th Avenue is jointly owned and maintained by Washington County and Clackamas County. Although current traffic levels are within accepted County and City standards, future congestion is of concern due to expected residential and business growth. 65th Avenue has sidewalk gaps and lacks bicycle lanes.



Potential Solution

Extend 65th Avenue north of its current terminus near Nyberg Road to 65th Avenue across the Tualatin River in River Grove. At its crossing over the Tualatin River, the bridge could be a narrower cross section as a turn lane would not be needed. Reconstruct intersection of 65th Avenue and Nyberg Street as a roundabout.

Consideration Area	Comments	Score
How would this solution effect traffic locally?	<ul style="list-style-type: none"> • New connection has the potential for 1,000 to 1,200 motor vehicles during the PM peak hour • Allows for connectivity to the north • Slight increase in traffic on Sagert Street and Borland Road 	◐
How would this solution effect traffic city-wide?	<ul style="list-style-type: none"> • Reduces traffic on I-5 and Boones Ferry Road • Slight increase in traffic on Tualatin Sherwood Road eastbound over the Nyberg interchange • Traffic would be impacted in River Grove and Lake Oswego 	●
Design Constraints / Considerations	<ul style="list-style-type: none"> • Available ROW, 40' ± available from river to SW Childs St • Alignment could be designed to avoid impacts to recently constructed lift station east/north of the bridge • Connection to the local roadway network north of the river 	●
Environmental Constraints / Considerations	<ul style="list-style-type: none"> • Solution requires multi-jurisdictional coordination • Adjacent to land zoned high density residential where transportation facilities are an allowed use • Impacts to Metro Riparian class Habitats I-III • Bridge over the Tualatin River may require a City-wide vote 	◐

Refinement Area #2: 65th Avenue

Option 2: Widening to Existing Sections of 65th Avenue Only




Problem Statement


The 65th Avenue corridor serves as the major north-south route east of I-5. It serves residents and major medical facilities located east and west of 65th Avenue, notably the Legacy Meridian Park hospital. 65th Avenue is jointly owned and maintained by Washington County and Clackamas County. Although current traffic levels are within accepted County and City standards, future traffic is problematic due to expected residential and business growth. This facility has some sidewalk gaps and lacks bicycle lanes.

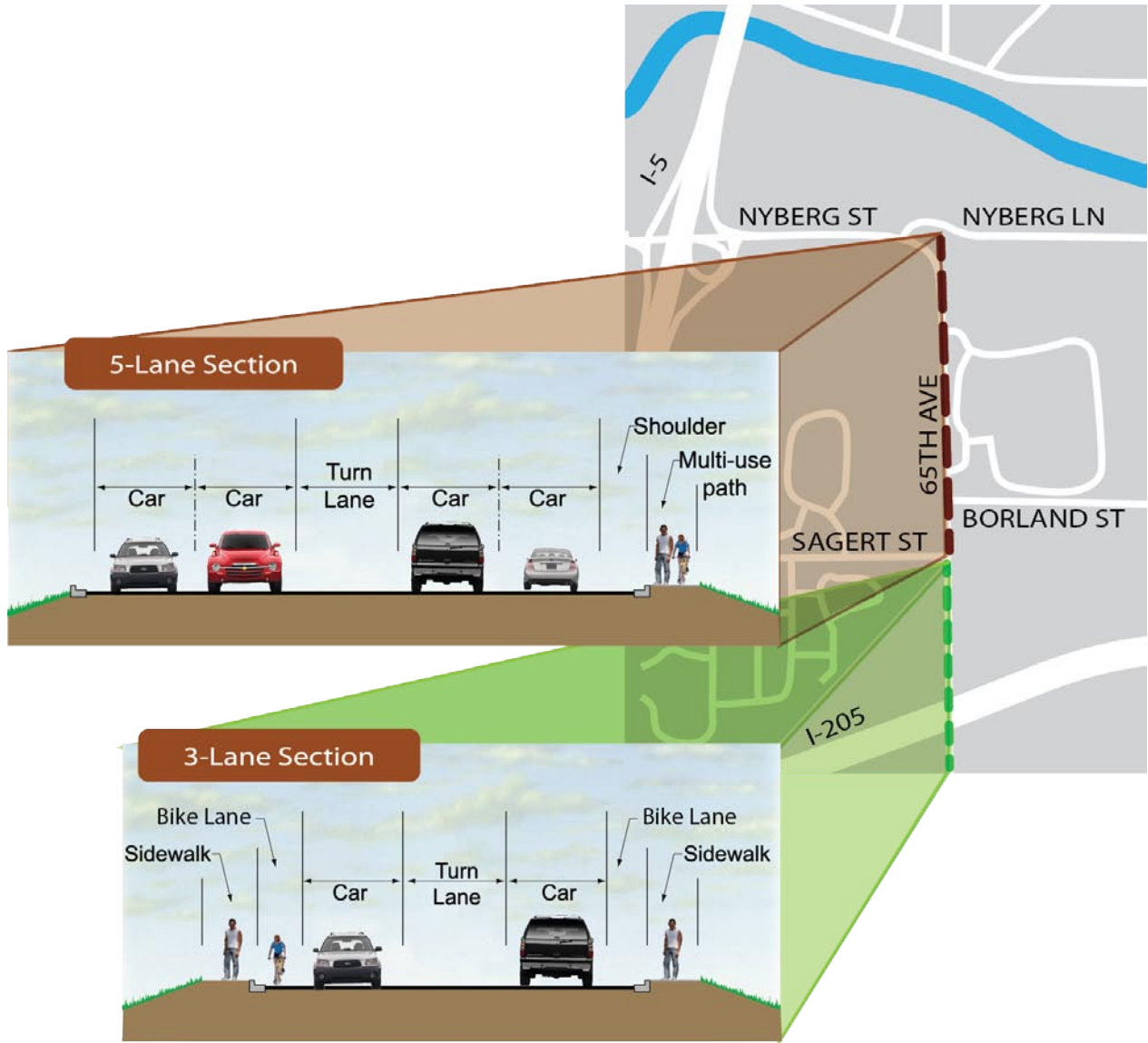
Potential Solution

This potential solution consists of the following:

- Widen 65th Avenue to 4 or 5 lanes between Nyberg Road and Sagert Street
- Widen the road to 3 lanes south of Sagert Street across I-205
- Address the dips in the existing road
- Bicyclists and pedestrians would be accommodated via:
 - o A separated bicycle and pedestrian multi-use path located near 65th Avenue, or
 - o Via continuous bicycle lanes and sidewalks on 65th Avenue
- New traffic signal at Sagert Street and 65th Avenue would operate in conjunction with the existing signal at 65th Avenue and Borland (traffic progresses through both intersections in one signal cycle) OR
- Realign intersections at Sagert Street/65th and 65th/Borland into one intersection

Consideration Area	Comments	Score
How would this solution effect traffic locally?	<ul style="list-style-type: none"> • Helps meet demand of motor vehicles along the roadway in the future • Little new vehicle activity attracted to the roadway (150-200 new PM peak hour vehicles) over what is expected without widening 	
How would this solution effect traffic city-wide?	<ul style="list-style-type: none"> • Little effect realized city-wide 	
Design Constraints / Considerations	<ul style="list-style-type: none"> • Widening north of Borland to Nyberg street to accommodate bicyclists or a multi-use path likely possible with minor impacts until the structure crossing Nyberg Creek and the wetlands area • Widening for lane/capacity likely to involve more significant ROW and utility impacts • Realignment of Borland/Sagert intersection to one location, likely the current location of Sagert/65th • Alignment dictates the extent of impacts, but could include the utility substation, or private structure 	

Consideration Area	Comments	Score
Environmental Constraints / Considerations	<ul style="list-style-type: none"> • Realigning the Sagert and Borland intersections would have right-of-way impacts • Widening the roadway would require some easements • Replacing the bridge over Nyberg Creek Greenway to accommodate bicyclists and pedestrians on the structure 	







Refinement Area #2: 65th Avenue

Option 3: Extending North into River Grove AND Widening Existing Section

Problem Statement The 65th Avenue corridor serves as the major north-south route east of I-5. It serves residents and major medical facilities located east and west of 65th Avenue, notably the Legacy Meridian Park hospital. 65th Avenue is jointly owned and maintained by Washington County and Clackamas County. Although current traffic levels are within accepted County and City standards, future traffic is problematic due to expected residential and business growth. This facility has some sidewalk gaps and lacks bicycle lanes.

- Potential Solution**
- Extend 65th Avenue to the north as described in Option 1
 - Widen the existing sections of 65th Avenue as described in Option 2

Consideration Area	Comments	Score
How would this solution effect traffic locally?	<ul style="list-style-type: none"> • Combination of extending 65th Avenue and widening the roadway is similar to the extension alone • Widening allows capacity to service the future demand on the roadway and at intersections 	
How would this solution effect traffic city-wide?	<ul style="list-style-type: none"> • Similar effects as the 65th Avenue extension 	
Design Constraints / Considerations	<ul style="list-style-type: none"> • See constraints/considerations from the two previous options 	
Environmental Constraints / Considerations	<ul style="list-style-type: none"> • Solution requires multi-jurisdictional coordination • Bridge over the Tualatin River may require a City-wide vote • Adjacent to land zoned high density residential where transportation facilities are an allowed use • Impacts to Metro Riparian class Habitats I-III • The City of Rivergrove does not have a TSP 	

Refinement Area #3: North/South Connectivity

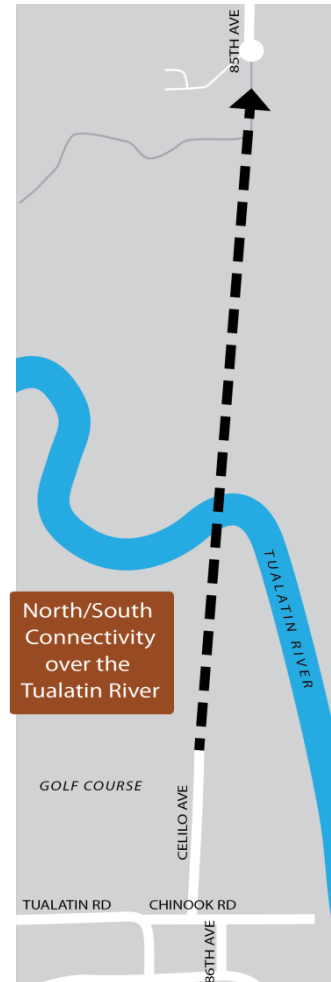
Option 1: Extension East of Country Club and West of Railroad Track

Problem Statement

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 connect with Boones Ferry Road, and an extension to the north to connect with Hall Boulevard in Tigard. The extension of Tualatin Road project would have impacted Tualatin Community Park. After a robust community conversation the City decided not to pursue this project, and an amendment was voted in March 2011 to amend the City Charter (Chapter XI) to prevent the transfer, sale, vacation or major change in use of city parks without a public vote.

Potential Solution

- An extension of Tualatin Road north from Tualatin Community Park, east of the railroad tracks would be infeasible
- An extension west of the railroad tracks, in the general vicinity of SW 86th Avenue east of the Country Club appears to be feasible
- Road would extend northward in the vicinity of SW Celilo Road and connect with SW 85th Avenue north of the Tualatin River



Consideration Area	Comments	Score
How would this solution effect traffic locally?	<ul style="list-style-type: none"> • New extension allows connectivity north/south across the Tualatin River • New roadway has the potential to carry up to 1,000 – 1,200 vehicles in each direction during PM peak hour 	

Consideration Area	Comments	Score
How would this solution effect 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 impact Tualatin Community Park At least one, if not two railroad crossings would be upgraded and require crossing orders from 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 Constraints / Considerations	<ul style="list-style-type: none"> Building a bridge over the Tualatin River may require a City-wide vote An extension of Hall Boulevard into Tualatin is included in the Tigard TSP (long-term not fiscally constrained project list) 	○

Refinement Area #3: North/South Connectivity

Option 2: Widen Boones Ferry Road

Problem Statement

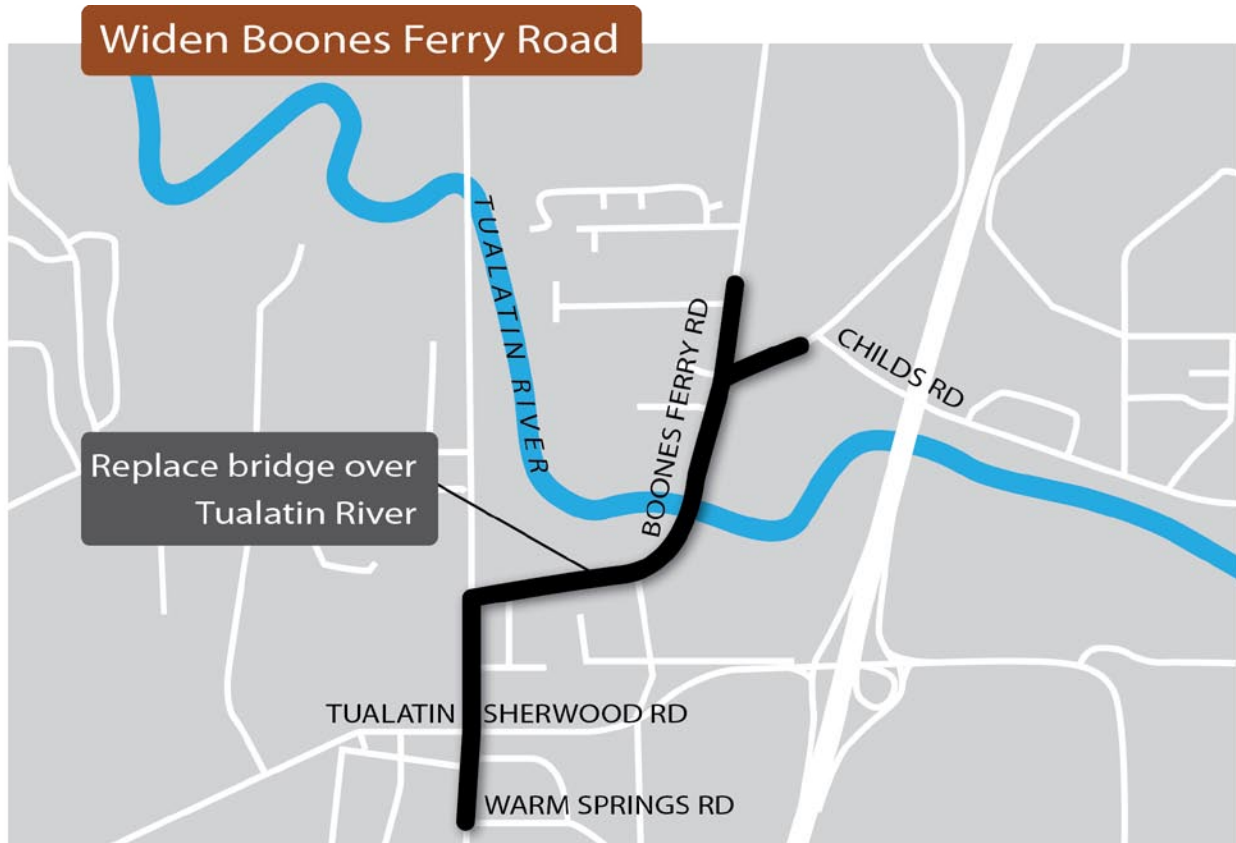
Connections in Tualatin west of I-5 are limited to Boones Ferry Road and 99W in the north-south direction, and Tualatin Road and Herman Road in the east-west direction. In the 2001 Tualatin TSP, there was a project to extend Tualatin Road to connect with Boones Ferry Road, and an extension to the north to connect with Hall Boulevard in Tigard. The extension of Tualatin Road project would have impacted Tualatin Community Park. After a robust community conversation the City decided not to pursue this project, and an amendment was voted in March 2011 to amend the City Charter (Chapter XI) to prevent the transfer, sale, vacation or major change in use of city parks without a public vote.

Potential Solution

- Widening Boones Ferry Road between the intersection of Lower Boones Ferry Road to the north and Warm Springs to the south
- Widening explored through:
 - o Retaining a three-lane section with intersection improvements and coordinated signal timing
 - o Widening to four lanes, limiting turning pockets to intersections
 - o Widening to five lanes, with two travel lanes in each direction and a center-turn lane transitioning to a turn pocket at intersections
- All options assume replacement of the Tualatin River bridge

Consideration Area	Comments	Score
How would this solution effect traffic locally?	<ul style="list-style-type: none"> • Potential to shift traffic from Tualatin-Sherwood Road (east of Boones Ferry Road) and away from the Nyberg interchange 	◐
How would this solution effect traffic city-wide?	<ul style="list-style-type: none"> • Effects of this project seen through a shifting of traffic from Hwy 99W/Durham Road • Effects realized from I-5 between the Boones Ferry Road and Nyberg interchanges 	◐
Design Constraints / Considerations	<ul style="list-style-type: none"> • 4 lane and 5 lane options have significant impacts to ROW/access • All options likely require coordination and improvements to the railroad crossing north of the bridge • Widening at Boones Ferry Road and Tualatin-Sherwood Road south of the intersection is problematic • Constraints are railroad to the west and McDonald’s drive thru to the east 	○

Consideration Area	Comments	Score
Environmental Constraints / Considerations	<ul style="list-style-type: none"> • ODOT is interested in a jurisdictional transfer from ODOT to the City if bridge is replaced • The City or ODOT could initiate the transfer process • The City would then be responsible for maintenance and upkeep on the new or modified bridge • The County would be required to approve the transfer • The existing bridge is within the Tualatin River Greenway • Replacing the bridge may require a City-wide vote 	○



Refinement Area #3: North/South Connectivity

Other Options Considered but Dismissed

Extension west of Country Club

The team considered placing the northerly extension west of the Country Club, but dismissed this for the following reasons:

1. Traffic flows on the new arterial lessened traffic on 99w, but did not address congestion on Tualatin arterials, including Boones Ferry Road.
2. Disruption to the community in the Hazelbrook area, and especially for residents at its eastern edge including SW Shawnee Trail, and SW Cheyenne Way, was thought to be too great.
3. Geometrically, it was deemed difficult to place an arterial in this vicinity without creating an additional 90 degree turn. This in turn would create safety concerns associated with driver expectation, speed, and sight visibility.
4. This general location is aligned with a northward bend in the Tualatin River, which could make construction of a new river crossing difficult.
5. Connections with the roadway network in Tigard would be difficult. SW 92nd Avenue is the nearest roadway north of the river but connections to it are problematic, and it does not continue northward beyond SW Durham Road.

Extension north of SW 90th Avenue

The team explored extending SW 90th Avenue northward, but dismissed this concept for the following reasons:

1. It would bisect the Tualatin Country Club, a regional destination.
The Tualatin Country Club serves patrons from throughout the south Metro area and is a major employer in Tualatin. Bisecting the club would make it difficult for it to continue its current operations as a golf course.
2. Connections with the roadway network in Tigard would be difficult. Extending SW 90th Avenue north across the Tualatin River connects with Cook Park in Tigard. It would be difficult to design an alignment that avoided impacts to this park, though it could be possible to align the river crossing so that it touched down east of the park's boundary.

This alignment could be reconsidered in the future if this property were to redevelop to another use.

Herman Road and Tualatin Road

Problem Statement

Herman Road and Tualatin Road run parallel to each other in north Tualatin. Both provide connections to downtown at the east and to 99W at the west. Herman Road is located in Tualatin’s industrial center, and Tualatin Road features some industrial and manufacturing to the south, but residential to the north. The refinements along these two corridors aim to encourage some through traffic to move onto Herman Road, and off of Tualatin Road, as a way to improve safety and livability for residents north of Tualatin Road. A suite of project concepts have been put forward which the team is evaluating, looking for a balanced set of projects that meet the needs of residents and businesses.

Potential Solution

The following projects have been explored as a package:

- 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. Lowering 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 Avenue and Jurgens Avenue
- F. Remove trees at intersection of Tualatin Road and 108th Avenue to improve sight distance at this location
- G. Modify channelization of 124th Avenue and Tualatin Road to encourage traffic to proceed along 124th to the intersection with Herman Road. Consider a roundabout at this location
- H. Signage that indicates that Tualatin Road is for local traffic

Consideration Area	Comments	Score
How would this solution effect traffic locally?	<ul style="list-style-type: none"> • Major effect is shifting of traffic from Tualatin Road to Herman Road • On the west end traffic is diverted to 124th Avenue • On the east end traffic is diverted to Herman Road • Small amount of traffic shifted to Tualatin-Sherwood Road • Some traffic diverted along Hwy 99W up to Durham Road 	●
How would this solution effect traffic city-wide?	<ul style="list-style-type: none"> • Minimal effects to city-wide traffic • Majority of effects are local 	●

Consideration Area	Comments	Score
Design Constraints / Considerations	<ul style="list-style-type: none"> • Traffic calming projects can be installed with minor impacts • Projects could be chicane type improvements (lane weave) or speed tables • Coordination with Tualatin Valley Fire and Rescue and Tualatin Police likely needed • Improvements to Herman Road and the intersection of Tualatin/Herman Road would require ROW but are straight forward with likely impacts to some access • Signal improvements at the intersection of Tualatin Rd/108th Ave were not met as recently as the last 5 years • New locations for signals recommended at Jurgens and 115th have not been analyzed for warrants • Removal of tree(s) at Teton, at the SW quadrant improve sight distance but have impacts to natural resources 	●
Environmental Constraints / Considerations	<ul style="list-style-type: none"> • Some adjacent land would be required north of Herman to widen to three lanes • Potential impact some landscaping and parking • Planter circles and speed table design standards would need to be added to the City's code 	◐





City of Tualatin

**Tualatin Transportation Task Force
DRAFT Meeting #12 Summary
July 19, 2012, 5:00-8:00pm
Tualatin Police Department
8650 SW Tualatin Road
Tualatin, OR 97062**

Committee Members Present

Alan Aplin – *TPAC Rep.*
Bethany Wurtz – *Tualatin Tomorrow Rep.*
Bill Beers – *TPAC Rep.*
Brian Barker – *TVF&R*
Bruce Andrus-Hughes – *Parks Advisory*
Charlie Benson – *Citizen Rep.*
Cheryl Dorman – *Tualatin Chamber of Commerce*
Deena Platman – *Metro*
Judith Gray – *City of Tigard*
Julia Hajduk – *City of Sherwood*
John Howorth – *Alt. Citizen Rep.*
Lidwien Rahman – *ODOT*
Jan Guinta – *CIO Rep.*
Nancy Kraushaar – *Citizen Rep.*

Travis Evans – *Citizen Rep.*
Steve L. Kelley – *Washington County*
Wade Brooksby – *City Councilor*
Ed Truax – *City Councilor*
Nancy Grimes – *City Councilor*

Committee Members Absent

Allen Goodall – *Business Rep.*
Candice Kelly – *Alt. Tualatin Tomorrow Rep.*
Joelle Davis – *City Councilor*
Gail Hardinger – *Alt. Business Rep.*
Kelly Betteridge – *TriMet*

Karen Buehrig – *Clackamas County*
Monique Beikman – *City Councilor*
Nic Herriges – *Alt. Citizen Rep.*
Mike Riley – *CIO Rep.*
Ryan Boyle – *Citizen Rep.*

Public in Attendance

Bob Newcomb
Cathy Holland
Connie Ledbetter
Dolores Hurtado
Kathy Newcomb
Joe Lipscomb
June Bennett

Staff, Project Team and Special Guests

Alice Rouyer – *City of Tualatin*
Ben Bryant – *City of Tualatin*
Cindy Hahn – *City of Tualatin*
Dayna Webb – *City of Tualatin*
Kaaren Hofmann – *City of Tualatin*

Terra Lingley – *CH2M Hill*
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 this meeting was the Transportation System Plan and would include an overview and discussion of four of the seven Refinement Areas.

COMMUNICATION FROM THE PUBLIC

Cathy Holland mentioned that she has an issue with the North/South connection over the Tualatin River. She said that she had participated in every Working Group meeting and that the connection had been voted down due to the concerns of increased traffic of people using an alternative to I-5. In addition, she cited issues with railroad crossings and potential impacts to Tualatin Community Park as reasons the connection should not be considered. She suggested that two pedestrian bridges at the community park should be included in the report.

Kathy Newcomb spoke about the recent meeting of the Transit Working Group. She indicated that having 25 minutes to respond to 18 items was not nearly enough time. She also said that the relationship between Linking Tualatin and the SW Corridor Plan was not adequately explained. There is a mix up between local transit and High Capacity Transit, which should be the focus of transit on 99W. She mentioned that someone at the Working Group meeting said that Sherwood is not interested in High Capacity Transit. She was later assured by a Sherwood employee and by Alice from the City of Tualatin that Sherwood is interested and has one full-time employee dedicated to the SW Corridor project. Cathy thanked Alice for her response and thanked Cindy Hahn and Cathy Holland for completing the survey of bus riders.

Eryn thanked the members of the public for their comments. She mentioned that the results of the July 17th Transit Working Group will be shared with the Task Force at the August 16th meeting. She also let Kathy Newcomb know that Julia Hajduk from Sherwood is a member of the Task Force and could help answer any other questions about Linking Tualatin that she has.

GENERAL ITEMS

Accept Meeting #11 Summary

There were no questions or comments about the meeting summary, members accepted the meeting summary by consensus of those members that were present at Meeting #11.

Announcements

Ben Bryant from the City of Tualatin let the group know that the 124th Avenue project has been included in a recommended projects list that the Board of Commissioners will vote on July 24th.

Eryn mentioned that improvements were made to the Online Forum that will make the site easier to understand and use. As a way to narrow a search, she suggested searching for a specific address and click on the projects near the address. She also asked for help in distributing bookmarks to help spread the word about the Online Forum.

REVIEW OF REFINEMENT TOPIC AREA ANALYSIS

Eryn let the group know that the refinement areas are complicated and that there will be differences in opinions. She asked the task force members to remember the meeting protocols that allow for differences in opinion. Everyone needs to show respect for each other. Tonight's meeting will be a safe space for everyone to share their ideas and to change their minds as well.

Eryn introduced Councilor Nancy Grimes and Councilor Ed Truax who were in attendance in place of Councilors Davis and Beikman.

Eryn mentioned that the project team will be looking for feedback and discussion on the refinement areas. The goal is for the Task Force to reach consensus to move the refinement area option forward for further discussion on the Online Forum and at the Summit in September. Approval today is not approval to include it in the TSP, but is merely approval to move it forward for further discussion.

Theresa Carr gave a brief PowerPoint Presentation that included:

- Process Status
 - Refine Project Recommendations phase of Step 3
- Progress Since June 21st Meeting
 - Mobilized project team for additional analysis on refinement areas
 - Organized team meetings to share information and package options
 - Discussed options with City and Agencies
- Seven Refinement Topic Areas
 - Nyberg Interchange
 - 65th Avenue
 - North to south connectivity
 - Herman Road and Tualatin Road
 - Tualatin-Sherwood Road
 - Boones Ferry Road
 - Tualatin's Downtown Circulation
- Presentation Organization
 - Goal Statement
 - Description and sketch of possible solution
 - Considerations – Local traffic/safety, City-wide traffic, Design considerations/constraints, Environmental/policy considerations
- Role of TTF
 - Discuss as a task force the tradeoffs of various solutions
 - What are the benefits of doing something vs. doing nothing?
 - What are the impacts?
 - Weigh in on potential solutions
- Overall Context
 - The TSP is in preliminary recommendations state through September
 - We hope to reach resolution on some items tonight
 - We don't expect to reach resolution on everything
 - The conversation continues through online, August TTF, and September Summit

Nyberg Interchange

Goal Statement: Address safety at the Nyberg Interchange for all modes.

- Possible Solutions (with map)
 - A. Paint bike lanes
 - B. Redesign bike lane at east end of interchange
 - C. Skip striping on bike lane at west end of interchange
 - D. Improve lane signage west of interchange
 - E. Move guardrail on SB off-ramp
 - F. Disallow right turns on red from SB off-ramp
 - G. Redesign WB-NB movement to enhance safety

- H. Redesign NB off-ramp to discourage traffic getting off and then right back onto I-5
- Technical Findings – Local traffic/safety, City-wide traffic, Design constraints/considerations, Environmental/policy considerations
- Technical Team Recommendation: Move option forward to Transportation Summit

General Discussion:

- There was a general discussion about “F. Disallow right turns on red from SB off-ramp”. It was noted that eliminating right turns on red could have safety implications to the mainline of I-5. Task force members expressed concern that eliminating right turns would lead to frustration for drivers and that moving the guardrail could improve visibility leading to improvements in safety. Members expressed concern with Option “F” and thought it should be removed and/or phased in.
- There was a general discussion about bike lanes. Lidwien Rahman said that ODOT has little experience with painted bike lanes and there are concerns with the safety and maintenance of the surface. It was noted that adding grit to the paint was a possibility. A member expressed the need for the bike lanes to extend beyond the interchange area to allow for better bicycle connections.
- There was a general discussion about improved signage in the interchange area. Members expressed the need for improved signage for pedestrian safety and traffic movement.

The package, with “F” removed, was approved by consensus.

Nyberg Interchange – Added East to South Lane

Goal Statement #2: Reduce congestion on Tualatin-Sherwood Road for eastbound drivers.

- Possible Solution (with map)
 - Add a new lane on Tualatin-Sherwood Road in the eastbound direction from Martinazzi to I-5
- Technical Findings – Local traffic/safety, City-wide traffic, Design constraints/considerations, Environmental/policy considerations
- Technical Team Recommendation: Approve as a long-term solution (10-20 year timeframe)

General Discussion:

- There was a general discussion about high costs and marginal benefits. Members expressed concern about the impacts to the “Nyberg development” and the cost of a retaining wall. Members expressed the need to know more about potential costs of the project.
- There was a general discussion about impacts to pedestrian and bicycle environment, adding lanes will further impact the difficult pedestrian crossing from Fred Meyer to K-Mart.
- There was a general discussion about the efficacy as 124th might divert some traffic and improved signage further west on Tualatin-Sherwood Road might improve queuing.

The technical team will get more information:

- Impacts to “Nyberg properties”
- Impacts to I-5 southbound mainline and I-205 eastbound
- General project costs
- Pedestrian impacts
- Improved signage impacts

65th Avenue

Goal Statement: Provide north-south connectivity east of I-5 and address forecasted future congestion along 65th Avenue.

- Possible Solutions
 - Option 1: Extend 65th Avenue north into River Grove only
 - Option 2: Widen existing section of 65th Avenue only
 - Option 3: Extend 65th Avenue north and widen existing section
- Technical Findings – Local traffic/safety, City-wide traffic, Design constraints/considerations, Environmental/policy considerations
- Technical Team Recommendation: Approve Option 3

General Discussion:

- There was a general discussion about the high cost of crossing the river and wetlands. Other members noted that the project will only get more expensive with time if planning doesn't occur now.
- There was a general discussion about what communities north of the river want. It was noted that in the current Regional Transportation Plan, there is a five-lane facility crossing the Tualatin River with connections to Durham. TTF members expressed concern about the willingness of the communities north of the river to accept and want an arterial beyond the bridge. The project is also in the Washington County Transportation Plan, it was noted that including a project in the TSP will leave the possibility open for the project and allow other jurisdictions to prepare accordingly.
- There was a general discussion about the ability to phase the projects. It was noted that phasing was an option but that the improvements should be thought of as a package as the extension of 65th Ave. will add traffic that will warrant other improvements along 65th Ave.
- There was a general discussion of the 65th Ave. extension potentially reducing traffic along other arterials like 99W, and Boones Ferry Road and the positive benefits for those roads.
- It was noted that 65th Ave. south of Sagert would be considered an Urban Upgrade project so that the roadway could meet current standards.
- It was noted that the size of the new tennis facility near 65th Ave. and Nyberg was taken into consideration when modeling traffic impacts along 65th Ave. and Nyberg.
- Members expressed concern about the road becoming a throughway from Wilsonville to Tigard, with Tualatin getting impact with little local benefit. Other members expressed the potential of the project to bring people from Wilsonville and Lake Oswego to events and businesses in Tualatin. It was noted that only about 20% of the users would come from beyond the city. Other members expressed the need for connectivity throughout the city and cited improvements to Boones Ferry Road, which will allow for more flexibility with improvements to that road.
- It was noted that if the TTF votes in favor, the project will move forward for further public discussion on the Online Forum and at the September Summit. In addition, the TTF will be able to weigh in at the October TTF meeting and council will be able to weigh in at TPAC and TPARK more than once.

Option 3 was approved by consensus.

N/S Connectivity

Goal Statement: Improve north-south connectivity west of I-5.

- Possible Solutions
 - Option 1: Extend west of railroad tracks, east of country club

- Option 2: Widen Boones Ferry Road
- Option 3: Extend 90th to north
- Option 4: Extend west of country club
- Technical Findings – Local traffic/safety, City-wide traffic, Design constraints/considerations, Environmental/policy considerations
 - Only Options 1 and 2 are Technically feasible
- Technical Team Recommendation: More input needed, revisit at August TTF

Theresa read from the Implementation Plan of the *2035 Regional Transportation Plan* to add clarification for the need for the project: “...identify replacement solutions for the Tualatin Road project as part of the next Tualatin TSP update. The planning work will consider alternative alignments and designs across the Tualatin River near the I-5/Lower Boones Ferry Road Interchange to mitigate impacts...”

Eryn read Judith Gray’s (City of Tigard’s representative) email on the subject: “The Hall Boulevard (North-South) connection was included in Tigard’s 2002 TSP. We considered it again when we updated our TSP in 2010 and determined that we should **preserve the opportunity** for a possible connection in the future. So it remains in our TSP. Granted, the Hall Boulevard extension would be a difficult project, and Tigard doesn’t have plans to pursue it any time soon. But we are planning for the year 2035...a full generation into the future. Many of the problems we deal with today are a result of past failures to plan for a well-connected, efficient roadway network. From Tigard’s perspective, keeping this in the TSP simply preserves this opportunity so that future generations aren’t stuck with even more costly and impactful options.”

Roundtable Comments:

- **Steve L. Kelley** noted that there were two different proposals, an extension of Hall and to widen Boones Ferry Road. He noted that the Hall extension is on the County’s and Tigard’s TSP and is included in the Regional Travel Plan.
- **Travis Evans** commented that he likes the added connectivity but expressed concern with the expense of the project and the increased traffic at Tualatin-Sherwood Road and Boones Ferry Road intersection.
- **Bill Beers** noted it is a neighborly thing to do to coordinate planning with Tigard to ensure the connection between Tigard and Tualatin will match.
- **Deena Platman** noted that Metro has identified it as an outstanding issue in the RTP but the decision should be made at the sub-regional level and the cities involved should be comfortable with their decisions.
- **Councilor Truax** said that the added connectivity would be a benefit but expressed concern with added traffic, high cost and other impacts that could make it unpalatable to the community.
- **Nancy Kraushaar** suggested that it should be a smaller road as the PM peak projections barely warrant the extra lanes.
- **Bruce Andrus-Hughes** noted that while there would be no Right-of-Way impacts to Tualatin Community Park, there would be a significant increase in traffic in front of the park.
- **Jan Guinta** said that she agrees with Councilor Truax’s comments. She said that she read Tigard’s TSP and noted that they have the project in their 2040 timeline. She expressed concern for a very expensive and difficult project that might include a grade separation from the railroad and was unsure how such a large project could be tied into the existing

street network. She mentioned that the City needs to see a return on its investment in WES. Emphasis should be placed on promoting WES and on Option 2.

- **Councilor Grimes** said that she shared the same concerns as Councilor Truax. She also said that if an extension of Hall is done, it should be complete in tandem with improvements to Boones Ferry Road.
- **Alan Aplin** mentioned that Option 1 seems like the most logical place for the project but noted how complicated and expensive it would be, as well as increased traffic at Tualatin-Sherwood Road. He said that if it is built that it should be coordinated with the reconstruction of the railroad bridge at the same time.
- **Cheryl Dorman** noted that there are several alternatives but no single alternative will fix the problem. She noted that planning for the future needs to be done and different ways to fix the problems should be explored. Different ways to get to and from I-5 need to be explored, despite the controversy.
- **Charlie Benson** mentioned that there will need to be another connection over the Tualatin River in the next 20 years, alternatives to existing roads are needed.
- **Councilor Brooksby** shared Councilor Truax's opinions. He said that it sounds like a good project but it is too expensive. He also expressed a concern for future maintenance costs of any facility.
- **John Howorth** suggested that it should be kept in the plan to ensure proper coordination with Tigard. He mentioned that a lot of the local problems are regional problems and many of them could have been solved with the Western Bypass.
- **Bethany Wurtz** said that despite the issues, it should be kept in the long-term plan. Between the extension of 65th Ave. and the extension of Hall, she asked which project would have a greater overall benefit? She expressed concern with the modeling showing a moderate decrease in traffic along alternate routes, as she would think that locally there would be a slight increase. It was noted that the Boones Ferry Bridge will not need to be replaced in the 10-20 year timeline.

Theresa mentioned that she has been authorized by the City to pull together some preliminary costs for the 65th Ave. crossing and Option 1 of the N/S Connectivity Project, so she will bring that information back to the group's next TSP meeting

Eryn mentioned the Online Forum will be updated to reflect the decisions made by the TTF.

Communications from the Public

Joe Lipscomb let the group know that he is a resident of Tualatin and lives across the street from the Police department. The Tualatin or Herman Road option that will be discussed at the next TTF meeting is a road to nowhere. He mentioned that it stops at the Golf Course and the last ½ mile of road includes three 90-degree turns, many driveways and the future Tonquin Trail, all contributing to an unfeasible project.

Kathy Newcomb noted that a goal of the group is to reduce downtown traffic, a N/S connection will bring more traffic congestion to downtown. She let the group know that she had previously misstated the capacity of the Barbur Blvd. Park and Ride, it will have around 400 spaces. She also noted that historic structure that the project team noted could possibly be moved to make way for Option 1 of the N/S connectivity project is one of the oldest houses in the state of Oregon. She noted that an arterial near the park would damage the park with increased air pollution. She said that building roads will not reduce congestion, that there needs to be a shift to improve transit options.

Dolores Hurtado let the group know that a transportation plan should have some emphasis on transit improvements as they could help with some congestion. She said that a N/S connection would have to cross two railroad tracks and be next to the park. She mentioned that currently people are very happy with the multi-use path and a busy road just across the railroad track could ruin the peaceful nature of the trail. She said that the community needs to look at beyond just connecting cars.

Next Meetings

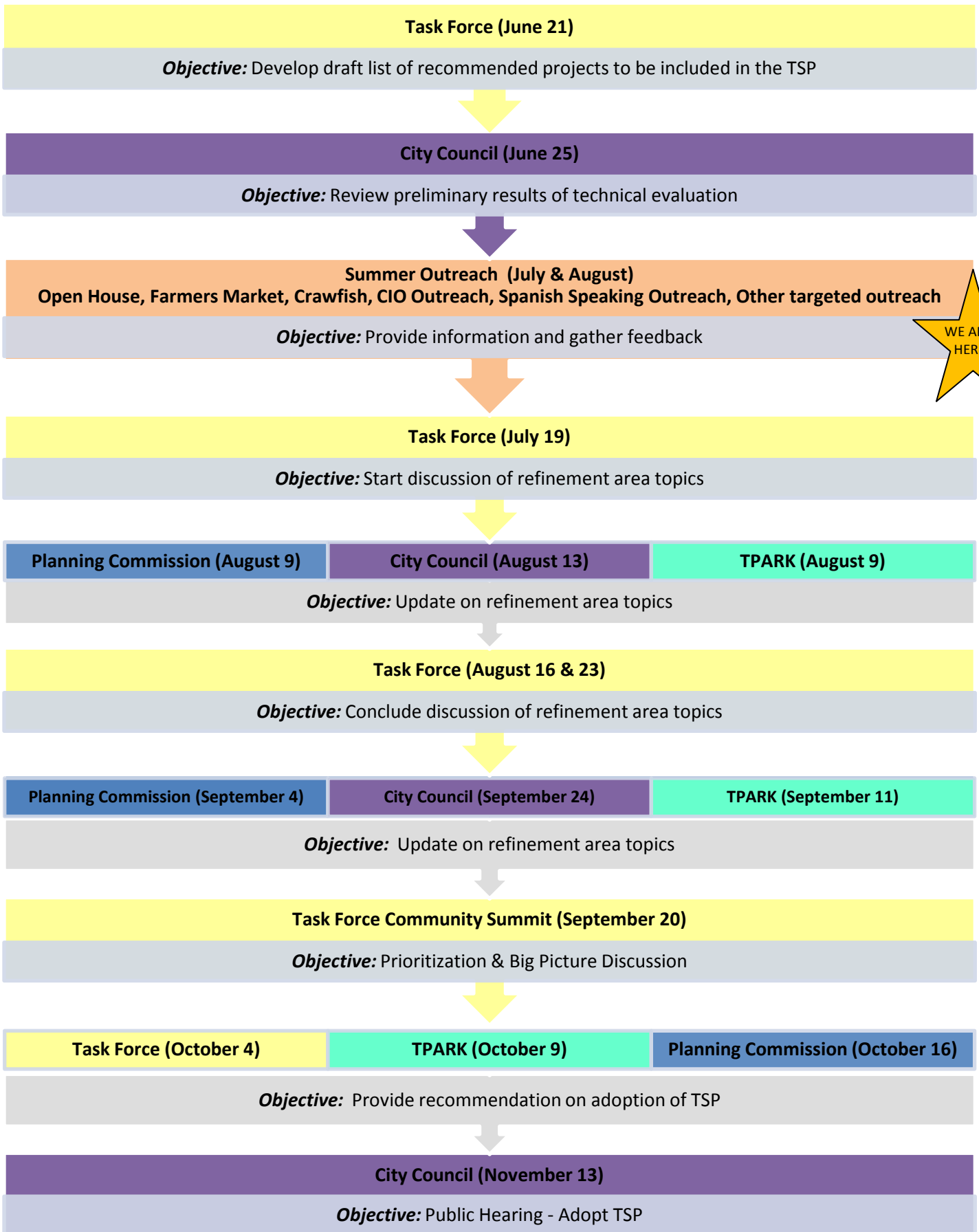
August 16, 2012 - Linking Tualatin

August 23, 2012 - Transportation System Plan

Meeting adjourned.

Tualatin Transportation System Plan

Developing the Recommended List of Projects for the TSP





City of Tualatin

Refinement Areas (Part 1)

Tualatin TSP

Presentation to
Tualatin Planning Commission
August 9, 2012

Presentation Outline

- Focus of tonight's discussion
- Refinement area presentation and discussion
 - Nyberg interchange
 - 65th Avenue
 - North-south connectivity
- Next steps and preview of August meetings of the Task Force

Where We Are In the TSP Process



Our Seven Refinement Topic Areas

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

Tonight's Discussion Focuses on 1-3

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

Next Month's Discussion Focuses on 4-7

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

Plus we will answer questions and revisit anything as needed from tonight's meeting

Organization of Presentation

- Goal statement
- Description and sketch of possible solution
- Considerations
 - Local traffic, safety
 - City-wide traffic
 - Design considerations/constraints
 - Environmental/policy considerations

Your Role Tonight

1. Discuss as the Planning Commission the actions of the Task Force
2. Do you agree with their recommendations?
3. Weigh in on forwarding options to the Summit

An Overall Context

- The TSP is in preliminary recommendations stage, through September
- We hope to reach resolution on *some* items tonight
- We don't expect to reach resolution on everything
- The conversation continues...
 - Online
 - August TTF meetings
 - September Planning Commission/TPARK Meetings
 - September summit



Refinement Area Discussion

By Topic Area



Refinement Area #1: Nyberg Interchange



Goal Statement (#1 of 2)

Address safety at the Nyberg Interchange for all modes

Possible Solution



- A. Paint bike lanes
- B. Redesign bike lane at east end of interchange
- C. Skip striping on bike lane at west end of interchange
- D. Improve lane signage west of interchange
- E. Move guardrail on SB off ramp
- F. Disallow right turns on red from SB off ramp
- G. Redesign WB-NB movement to enhance safety
- H. Redesign NB off ramp to discourage traffic getting off and then right back onto I-5

Nyberg Interchange - Findings

Consideration Area	Comments	Score
Local traffic/safety	<ul style="list-style-type: none"> • Minor effects on motor vehicle traffic • Moderate safety benefits 	●
City-wide traffic	<ul style="list-style-type: none"> • Minimal effect on city-wide traffic 	◐
Design Constraints / Considerations	<ul style="list-style-type: none"> • Revisions can be incorporated with minor impacts • Provides better delineation for traffic and bicyclists • Redesigns the NB on ramp to allow double rights • Discourages the NB through traffic with minor impacts 	●
Environmental / Policy Considerations	<ul style="list-style-type: none"> • Painted pavement would require ODOT review/approval • Recent precedent for painted bike lanes on ODOT facility • Minor changes to the interchange configuration will not impact the wetlands preservation district 	◐



Discussion

Technical team
recommendation:

Yes, move this option forward to
the Summit

Task Force recommendation:

Yes, move this option forward to
the Summit after removing F.



Goal Statement (#2 of 2)





Reduce congestion on Tualatin-Sherwood Road for eastbound drivers

Possible Solution

- Add a new lane on Tualatin-Sherwood Road in the eastbound direction from Martinazzi to I-5



Nyberg Interchange - Findings

Consideration Area	Comments	Score
Local traffic/safety	<ul style="list-style-type: none"> • Minor increase in EB traffic accessing freeway • Operations stay relatively consistent • Could detract from bicycle and pedestrian safety 	
City-wide traffic	<ul style="list-style-type: none"> • This potential solution has minimal effect on city-wide traffic 	
Design Constraints / Considerations	<ul style="list-style-type: none"> • Width of Tualatin-Sherwood Road/Nyberg Street from Martinazzi to the east is tight • No impacts forecasted to the Fred Meyer truck access road • Requires removal of mature street trees • Possible solution would be to shift lanes and widen to median • Past Fred Meyer intersection, widening would likely require walls, structure widening and impacts to sensitive areas 	
Environmental / Policy Considerations	<ul style="list-style-type: none"> • The area is already built • Only impacts are to the landscaping strip between the roadway and Fred Meyer 	



Discussion

Technical team
recommendation:

Yes, forward on to summit as a
long-term solution (10-20 year
timeframe)

Task Force: asked for additional
information including costs and
impacts to the adjacent property
- this will be provided by the
August Task Force meetings



Refinement Area #2: 65th Avenue



Goal Statements

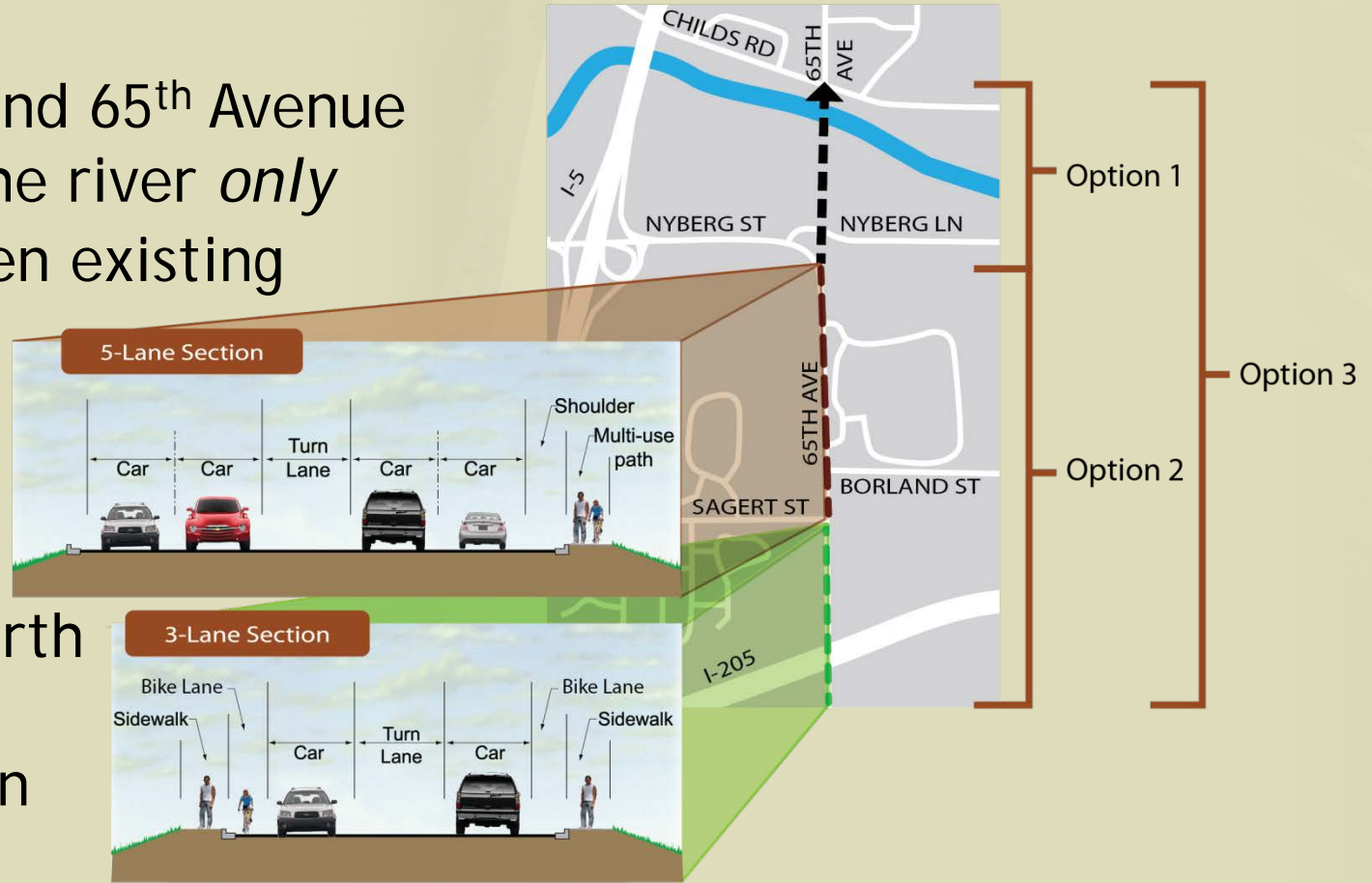
1. Provide north-south connectivity east of I-5
2. Address forecasted future congestion along 65th Avenue

Possible Solution



Option 1: Extend 65th Avenue north across the river *only*

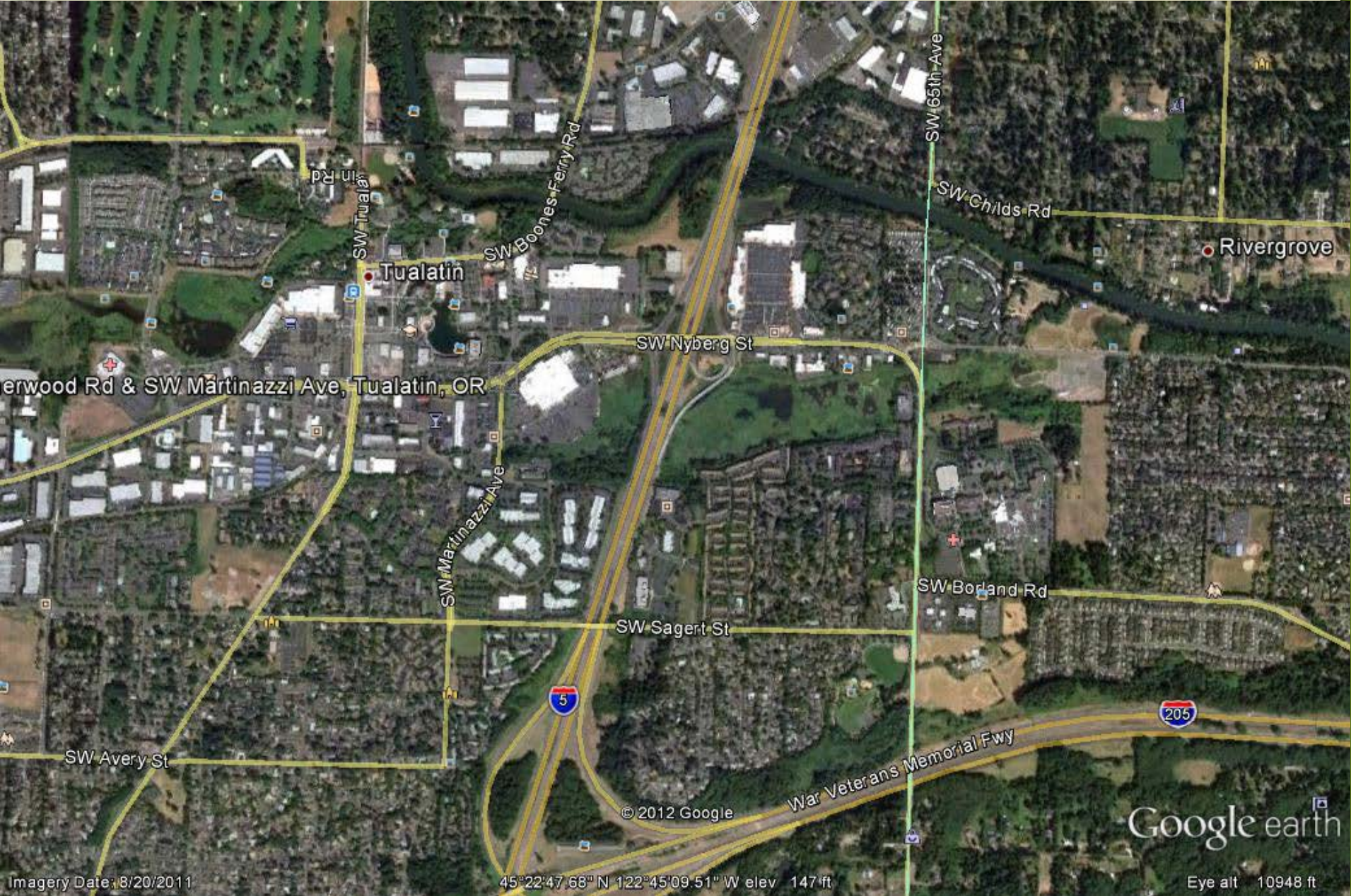
Option 2: Widen existing section of 65th Avenue *only*

Option 3: Extend 65th Avenue north and widen existing section



65th Avenue - Findings

Consideration Area	Comments	Score
Local traffic/safety	<ul style="list-style-type: none">● Extension allows for<ul style="list-style-type: none">➤ Connectivity to north➤ Potential for 1,000-1,200 vehicles during PM peak hour● Widening allows<ul style="list-style-type: none">➤ Capacity to service the future demand on the roadway and at intersections	
City-wide traffic	<ul style="list-style-type: none">● Extension would<ul style="list-style-type: none">➤ Reduce traffic on I-5 and Boones Ferry Road➤ Create slight increase in traffic on Tualatin Sherwood Road eastbound over the Nyberg interchange	



erwood Rd & SW Martinazzi Ave, Tualatin, OR

SW Tualatin
PR In Rd

Tualatin

SW Boones Ferry Rd

SW Nyberg St

SW 65th Ave

SW Childs Rd

Rivergrove

SW Martinazzi Ave

SW Sagert St

SW Borland Rd

SW Avery St



War Veterans Memorial Fwy

© 2012 Google



Google earth

Imagery Date: 8/20/2011

45°22'47.68" N 122°45'09.51" W elev 147 ft

Eye alt 10948 ft

65th Avenue - Findings

Consideration Area	Comments	Score
Design Constraints / Considerations	<ul style="list-style-type: none"> • <u>Extension</u> considerations: <ul style="list-style-type: none"> ➤ 40' ± right of way available from river to Childs ➤ Alignment could be designed to avoid lift station east/south of Nyberg Lane • <u>Widening</u> considerations: <ul style="list-style-type: none"> ➤ Widening Borland to Nyberg possible for bikes and peds with minor impacts until structure crossing Nyberg Creek and wetlands area ➤ Widening for lane/capacity involves more significant right of way and utility impacts ➤ Signal at Sagert less impactful than combining Sagert and Borland into one intersection 	
Environmental / Policy Considerations	<ul style="list-style-type: none"> • Multi-jurisdictional coordination needed • Impacts to Metro riparian class I-III habitat • Easements or right of way required to extend and/or widen 65th Avenue 	



Discussion

Technical team recommendation:
Forward Option 3 (Extend 65th
Avenue to north, widen existing
section) on to Summit

Task Force recommendation:
Forward Option 3 on to the
Summit

Refinement Area #3: North to South Connectivity





Goal Statement

Improve north-south connectivity west of I-5

Possible Solution

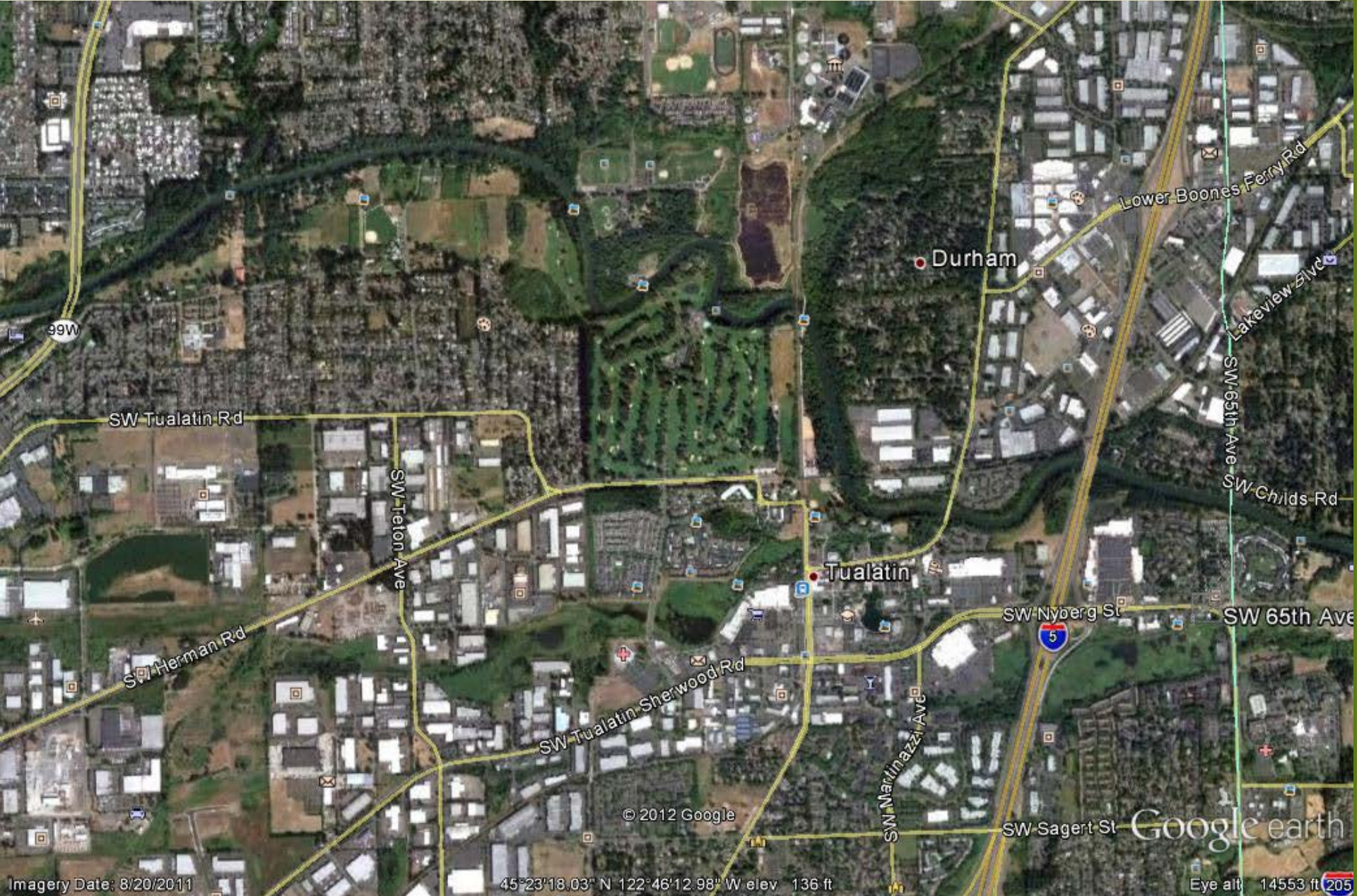
Note: All options below extend north across the Tualatin River, west of I-5

- *Option 1:* Extend west of railroad tracks, east of country club
- *Option 2:* Widen Boones Ferry Road
- *Option 3:* Extend 90th to north (not shown)
- *Option 4:* Extend west of country club (not shown)



North-South Connectivity - Findings

Consideration Area	Comments	Score
Local traffic/safety	<ul style="list-style-type: none">▪ Allows for better north-south connectivity▪ New roadway potential to carry up to 1,000-1,500 vehicles in each direction during PM peak hour	◐
City-wide traffic	<ul style="list-style-type: none">▪ Potential draw from Hwy 99W, Boones Ferry Road, and Interstate 5▪ Potential to affect Downtown roadways, potentially difficult tie-ins with existing street network, impact varies depending on alignment	◐



99W

SW Tualatin Rd

SW Teton Ave

SW Herman Rd

SW Tualatin-Sherwood Rd

Durham

Tualatin

SW Nyberg St

Lower Boones Ferry Rd

Lakeview Blvd

SW 65th Ave

SW Childs Rd

SW 65th Ave

SW Martinazzi Ave

SW Sagert St

© 2012 Google

Google earth



Imagery Date: 8/20/2011

45°23'18.03" N 122°46'12.98" W elev 136 ft

Eye alt 14553 ft



North-South Connectivity - Findings

Consideration Area	Comments	Score
Design Constraints / Considerations	<ul style="list-style-type: none"> • All options require significant right of way • All options require coordination with Oregon Department of Transportation Rail Division regarding rail crossings • Opportunity to reduce number of 90 degree turns, make safety improvements near railroad tracks • Option to widen Boones Ferry Road has most impacts to existing buildings, but all options likely displace one or more properties 	
Environmental / Policy Considerations	<ul style="list-style-type: none"> • Multi-jurisdictional coordination needed • Impacts to historic structures • Extension is included in Tigard TSP and Washington County TSP 	



Discussion

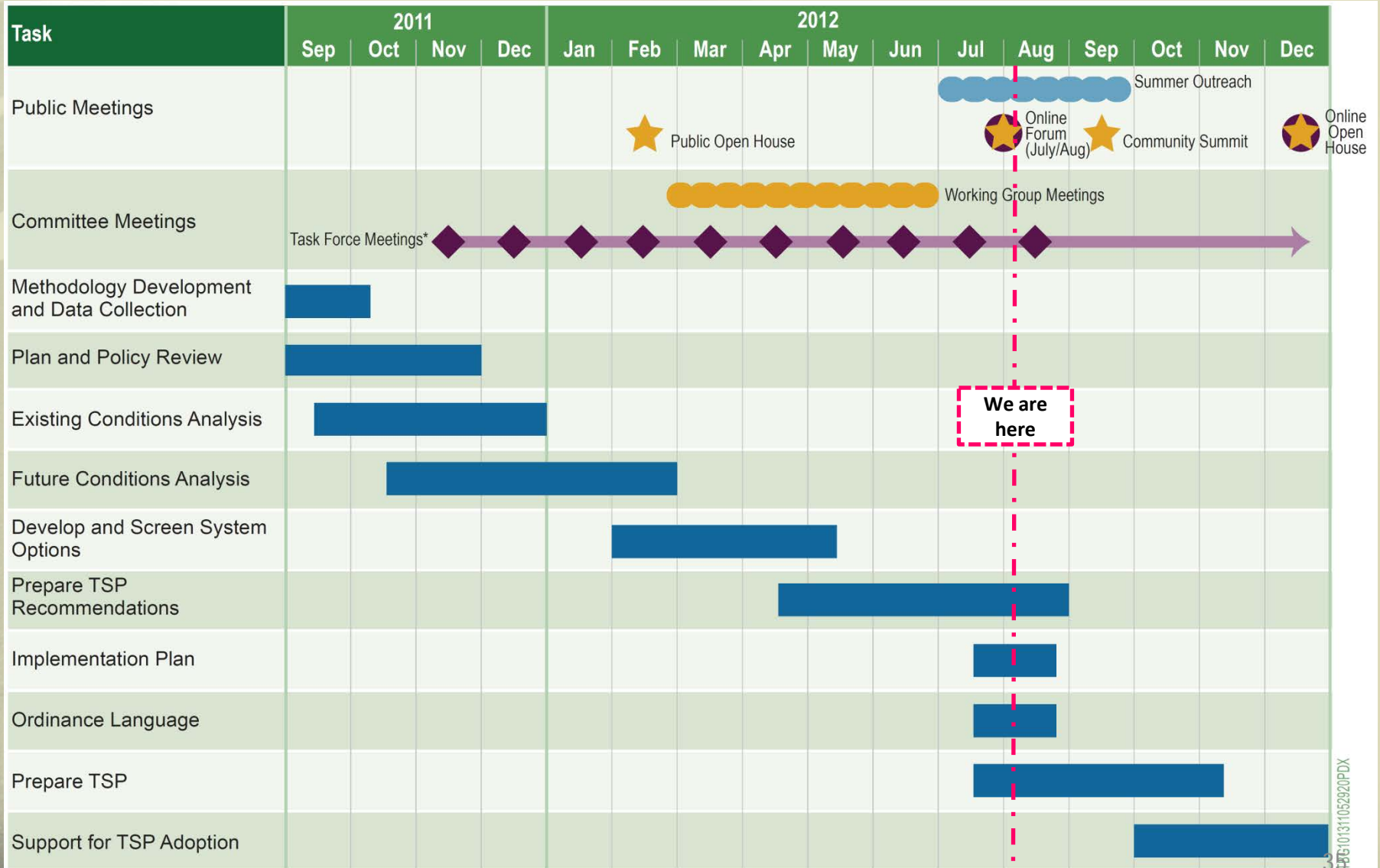
Technical Team Recommendation:
None at this time. Obtain input from TTF, come back to August TTF to discuss what (if any) option is forwarded to Summit

Task Force: Requested additional information on costs, impacts & suggested a hybrid solution of a smaller bridge & widening BFR - this will be brought back to the August Task Force Meeting

What Happens Next?

- August - continue analysis and respond to questions
- August - continue to take input on the Online Forum
- August 9 - TPARK Meeting
- August 16 & 23 TTF meetings - review/discuss findings for remaining refinement areas
 - What are the benefits?
 - What are the impacts?
 - What are we willing to accept?
- Transportation Community Summit in September (September 20th)

Transportation System Plan Timeline





STAFF REPORT

CITY OF TUALATIN

TO: Tualatin Planning Commission Members

THROUGH: Aquilla Hurd-Ravich, Planning Manager

FROM: Cindy Hahn, Associate Planner

DATE: 08/09/2012

SUBJECT: Linking Tualatin: Review and Provide Comment on Preferred Alternatives for Transit Ready Places and Implementation Actions

ISSUE BEFORE TPC:

A Community Workshop was held on June 4-7, at the Tualatin Library Community Room, for the Linking Tualatin project. The two principle outcomes of the workshop were:

1. a preferred alternative land use scenario for each "transit ready place" (formerly referred to as focus areas), and
2. a preliminary list of actions for implementing the Linking Tualatin plan in the areas of development code amendments, other land use and development actions, transit services and facilities, other transportation improvements, and next steps in the planning process.

The preferred alternatives and implementation actions are being presented to the Tualatin Planning Commission for review and comment prior to review by the City Council on August 13. **The purpose of this review tonight is to identify any additional areas or opportunities** that have not been previously pointed out by the Tualatin Parks Advisory Committee (at the July 10 meeting), Transportation Task Force (at the July 12 meeting), and Transit Working Group (at the July 17 meeting).

RECOMMENDATION:

Staff recommends the Tualatin Planning Commission consider the staff report and attachments, and provide comment on the preferred alternatives for Tualatin's seven "transit ready places", as well as on the implementation actions. Staff will present the Commission's comments to City Council as a verbal update at their August 13 Work Session.

EXECUTIVE SUMMARY:

At the Community Workshop on June 4-7, a preferred land use scenario was developed for each of Tualatin's seven "transit ready places" including:

- Bridgeport Village
- Downtown Tualatin
- Meridian Park/Nyberg Woods
- Leveton/Herman Road

- Teton
- Southwest Industrial
- Pacific Financial/124th Avenue

On both Days Two and Three of the four-day workshop the alternatives were evaluated using the INDEX model, to assess how well each alternative was meeting the project goals and objectives, as well as by a transportation planner and market analyst to ensure the alternatives were consistent with transportation and market analysis work conducted earlier in the planning process and their feasibility from these points of view. The attached PowerPoint presentation includes the preferred alternative land use scenario for each transit ready place (Attachment A).

As the alternatives were developed, the consultant team began developing a list of actions for implementing the Linking Tualatin plan in the areas of:

- development code amendments,
- other land use and development actions,
- transit services and facilities,
- other transportation improvements, and
- next steps in the planning process.

The preferred alternatives and draft implementation actions were presented to the community during the last evening of the Community Workshop.

Subsequently, the preferred alternatives were presented for review and comment to the Tualatin Parks Advisory Committee (at the July 10 meeting), Transportation Task Force (at the July 12 meeting), and Transit Working Group (at the July 17 meeting). TPARK's comments on the preferred alternatives focused on pedestrian/bicycle trails and parks, and they noted a few proposed trails that were not being shown on the maps. The Transportation Task Force's comments about the preferred alternatives focused on constraints of developing mixed-use south of Meridian Park hospital, the need to show where mixed-use development is allowed in the Bridgeport Village and Downtown areas, and concern with parking in the Leveton/Herman Road area if a community college were to be located there in the future. Because the majority of Transit Working Group members had attended the Community Workshop and were instrumental in developing the preferred alternatives, the focus of the final Transit Working Group meeting was on the implementation actions, which have been revised based on their comments. The revised implementation actions are attached to this staff report as Attachment B.

Next Steps

The City Council will receive a similar presentation about the preferred alternatives and implementation actions at the August 13 Work Session.

At the August 16 meeting of the Transportation Task Force, the Conceptual Linking Tualatin Plan document will be presented and the Task Force will receive a brief presentation on its contents. They then will be asked to submit comments on the plan by August 31. The Task Force will spend the majority of the meeting discussing the implementation actions in detail, as the Transit Working Group did on July 17, and crafting a position statement on the Southwest Corridor Plan based on analysis and findings of the Linking Tualatin project. The Planning Commission (at the September 4 meeting), City Council (at the September 10 Work Session) and Tualatin Parks Advisory Committee (at the September 11 meeting) will receive a similar presentation and be asked to complete similar tasks.

Attachments: [A - PowerPoint \(.pdf\)](#)
[B - Implementation Actions](#)

Tualatin Planning Commission

August 9, 2012



Project Status

Linking Tualatin

How today's work ends with a plan

STEP 1

Identify Focus Areas & Conditions

- Develop goals & objectives
- Survey existing conditions
- Establish evaluation criteria
- Identify draft focus areas

STEP 2

Develop & Evaluate Land Use Patterns

- Understand existing & future land use patterns
- Evaluate future land use alternatives
- Identify strategies to improve transit use
- Compare alternatives & strategies to evaluation criteria

STEP 3

Make Recommendations

- Recommend future land use changes if appropriate
- Identify transit and other transportation investments
- Suggest other implementation strategies

STEP 4

Create & Adopt the Plan

- Develop a Draft Plan
- Adopt the Final Plan

* Public involvement activities included throughout

Vision

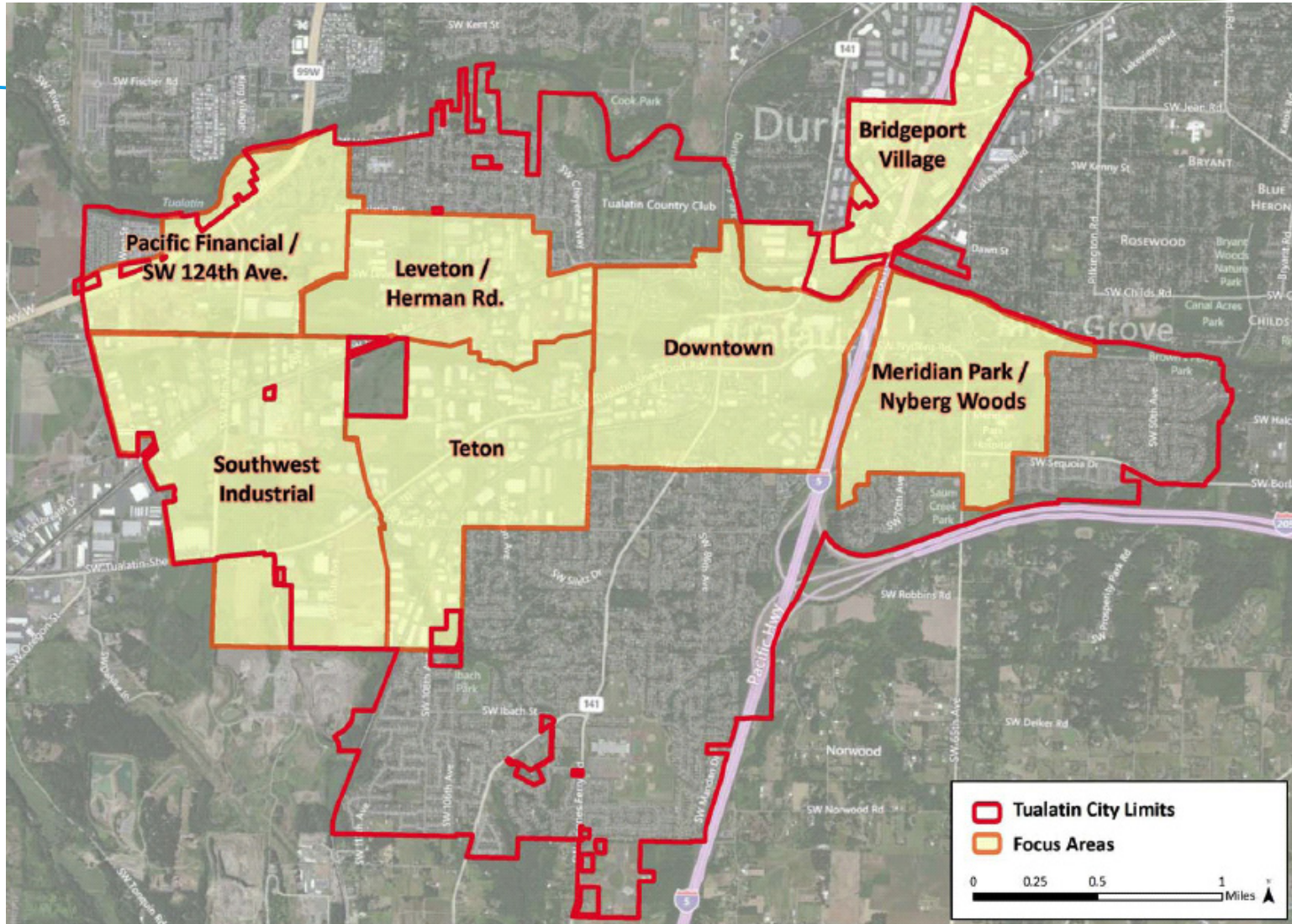
→ Reality

Workshop Overview

- ▶ Day 1: Setting up, orientation and evening open house
- ▶ Day 2: Developing options and reviewing with our Transit Working Group and other community members
- ▶ Day 3: Refining alternatives and reviewing with participants
- ▶ Day 4: Identifying implementation strategies and presenting workshop results



Transit-Ready Place Boundaries



INDEX Results

Linking Tualatin INDEX Indicators

Indicator	Where is it applied?	
	Bridgeport Downtown Meridian Park Pacific Financial	Leveton Teton Southwest Industrial Pacific Financial
Establishes transit-supportive levels of employment.		
Employment (total employees)	X	X
Employment density (employees per acre)	X	X
Non-Residential building density (floor area ratio)	X	X
Establishes transit connections linking local and regional employment centers.		
Average walking distance to the closest transit stop (for employees)	X	X
Establishes a mix of land uses that complement existing and planned uses and provide access to commercial and community services		
Diversity of uses (differences between nearby uses)		X
Average walking distance to grocery stores (for residents)	X	
% of employees within 1/8 mile of a restaurant	X	X
Average walking distance to parks / school yard (for residents)	X	



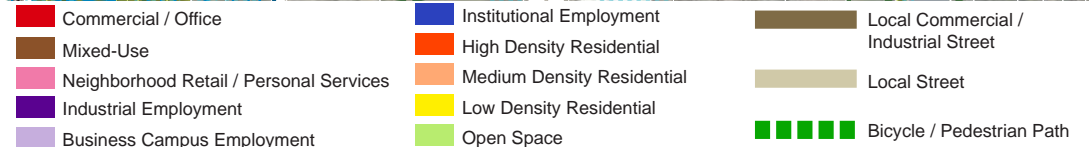
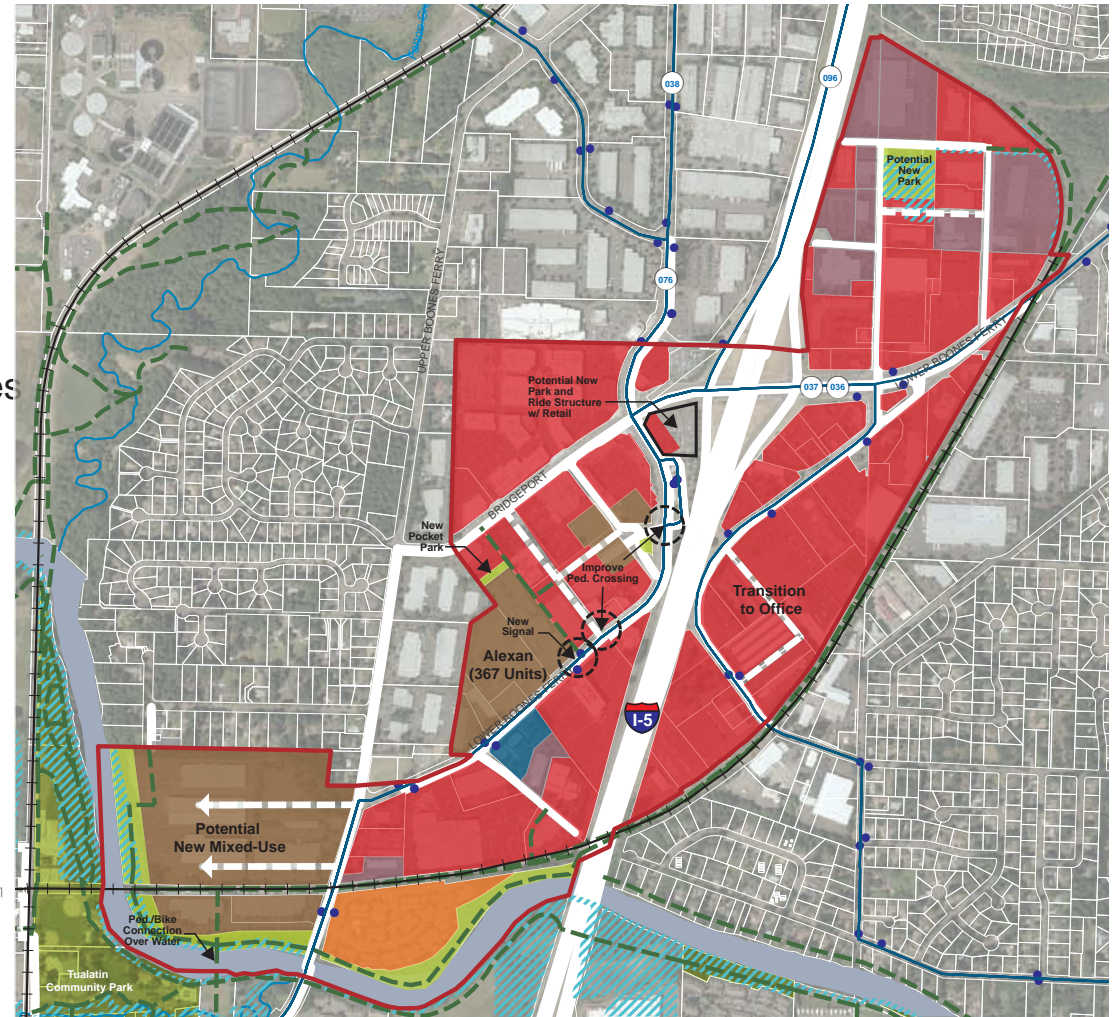
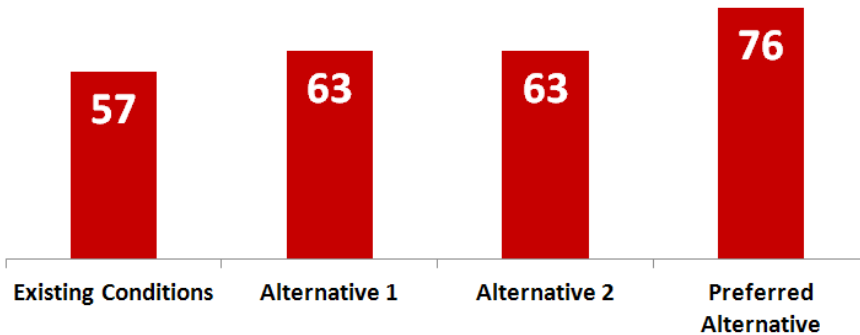
Indicator	Where is it applied?	
	Bridgeport Downtown Meridian Park Pacific Financial	Leveton Teton Southwest Industrial Pacific Financial
Preserves identity of existing residential neighborhoods while enhancing transit service to them.		
Population	X	
Housing units	X	
Share of housing that is multi-family	X	
Multi-Family housing density (housing units per acre)	X	
Average walking distance to closest transit stop (for residents)	X	
Jobs/Housing balance (ratio of people to jobs)	X	
Establishes land use patterns that are conducive to walking and biking and support high-capacity transit.		
Average block length	X	X
% of streets with sidewalks	X	X
% of streets with bike lanes	X	X
Employees within a 1/4 mile of transit stops		X
% of dwellings within an 1/8 mile of street, bus, bike, or pedestrian facilities	X	
Incorporates sustainable practices and land use patterns that protect natural resources and enhance livability.		
% of land dedicated to Open Space	X	X
Residential total CO2 emissions (Houses + Vehicle Travel)	X	
Non-Residential total CO2 emissions (Buildings + Vehicle Travel)		X

Bridgeport Village

Workshop Recommendations

- ▶ Improve walking and bicycling connections
- ▶ Expand local street system
- ▶ Expand park and ride/build structure
- ▶ Create mix of housing, shopping and eating, including PacTrust site
- ▶ Create commercial development opportunities east of I-5

Bridgeport Goal Achievement
(% of Objectives Achieved)

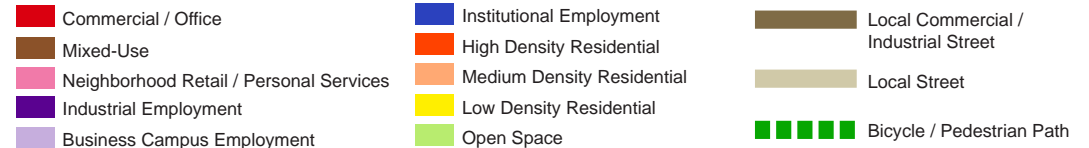
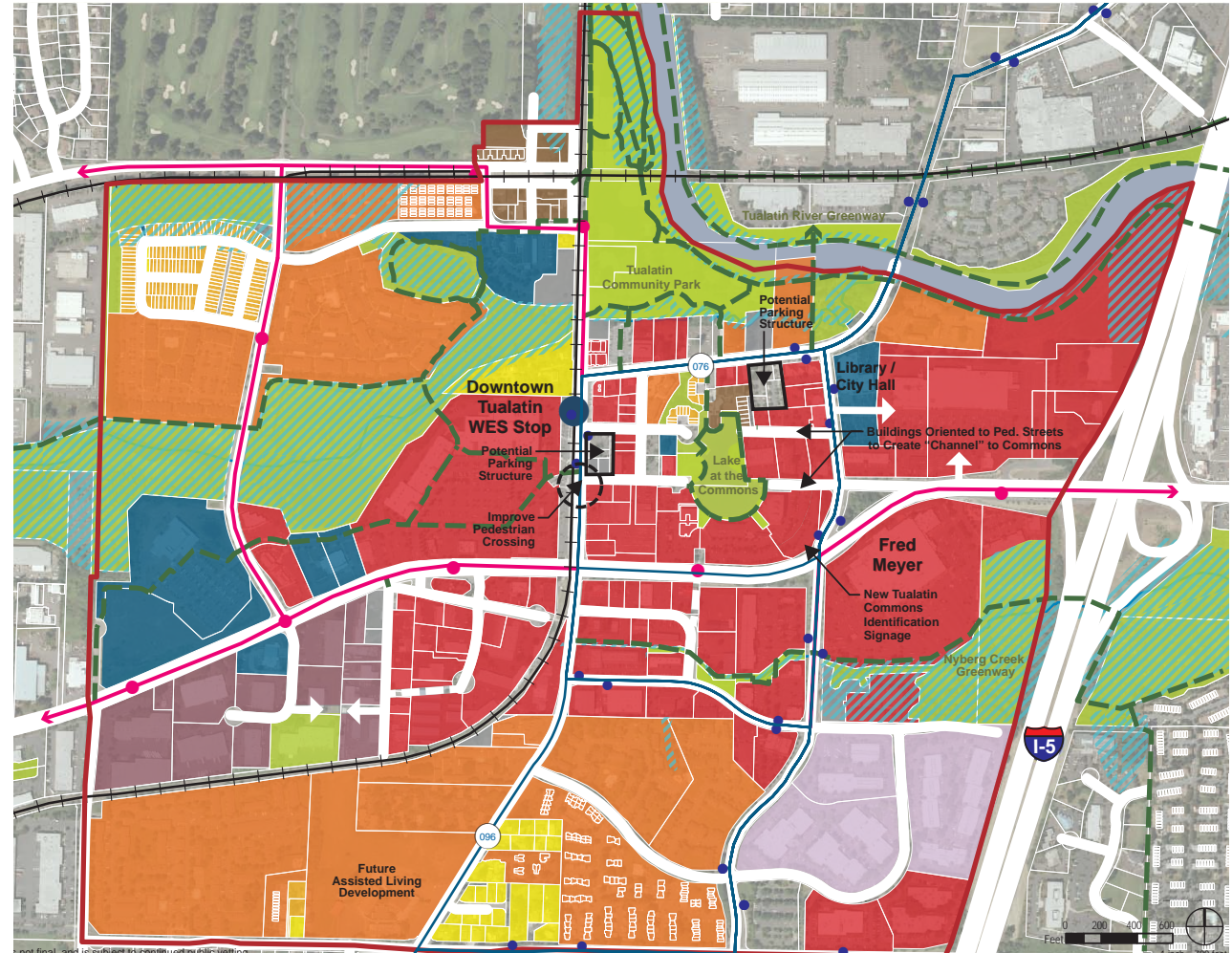
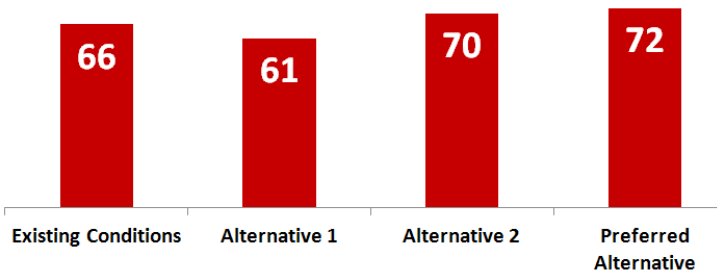


Downtown

Workshop Recommendations

- ▶ Improve visibility, vitality of Commons/Downtown core
- ▶ Extend commercial uses south of T-S Road
- ▶ Create new walking, bicycling connections
- ▶ Create local transit service, with hub at WES station

Tualatin Town Center Goal Achievement
(% of Objectives Achieved)

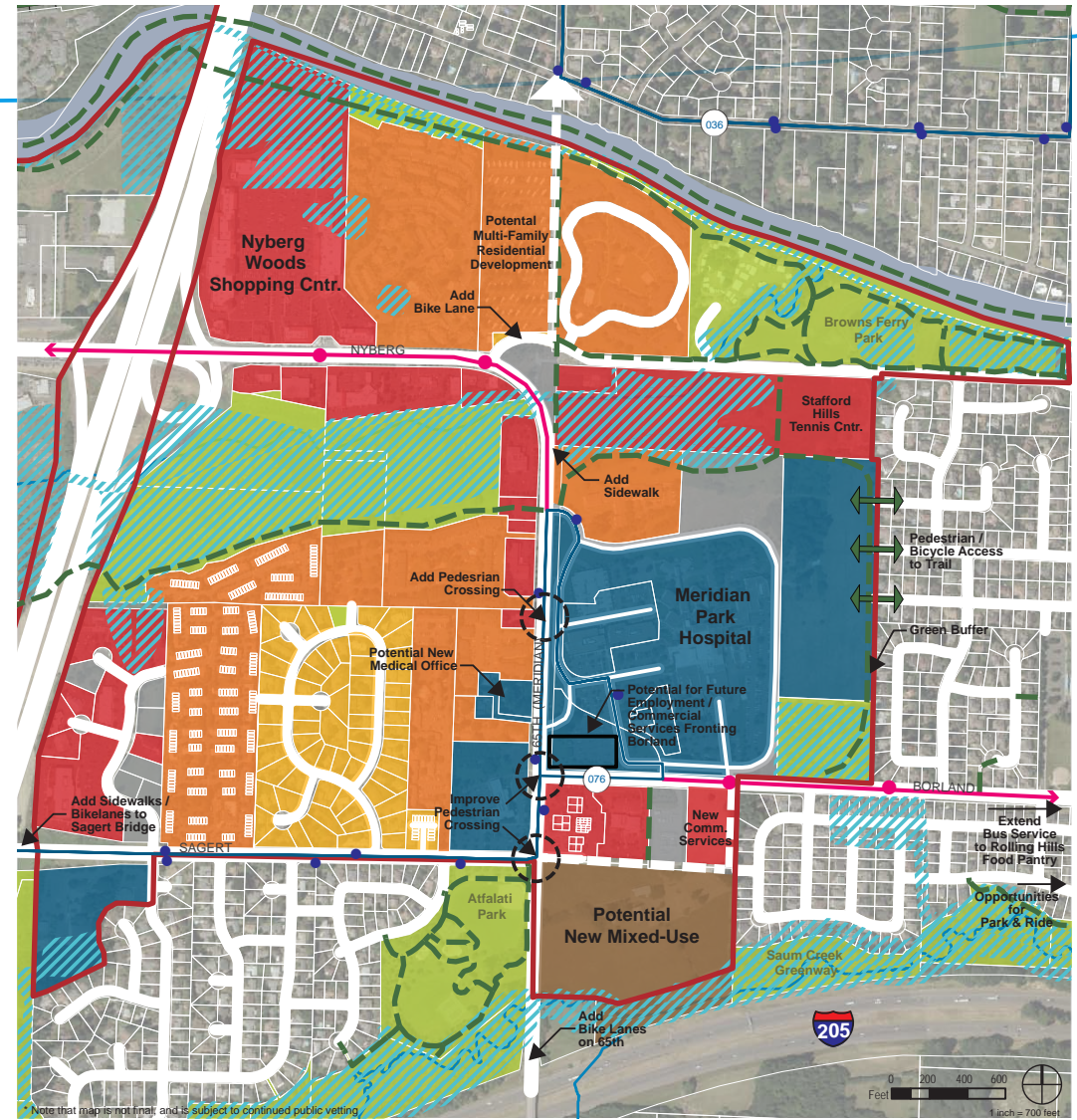
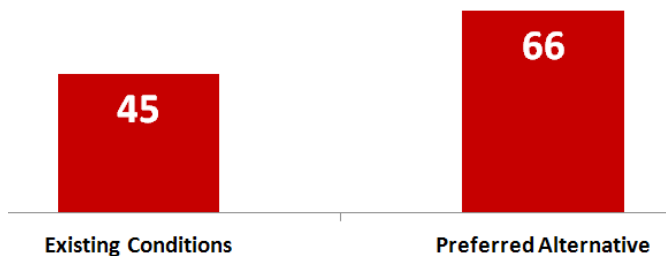


Meridian Park/Nyberg Woods

Workshop Recommendations

- ▶ Extend sidewalks and bicycle lanes
- ▶ Connect people to existing, planned trails
- ▶ Provide housing, shopping, lodging, eating opportunities south of hospital
- ▶ Provide additional bus service, including to Food Pantry
- ▶ Expand medical uses/buffer from neighborhood to east

Meridian Park Goal Achievement
(% of Objectives Achieved)

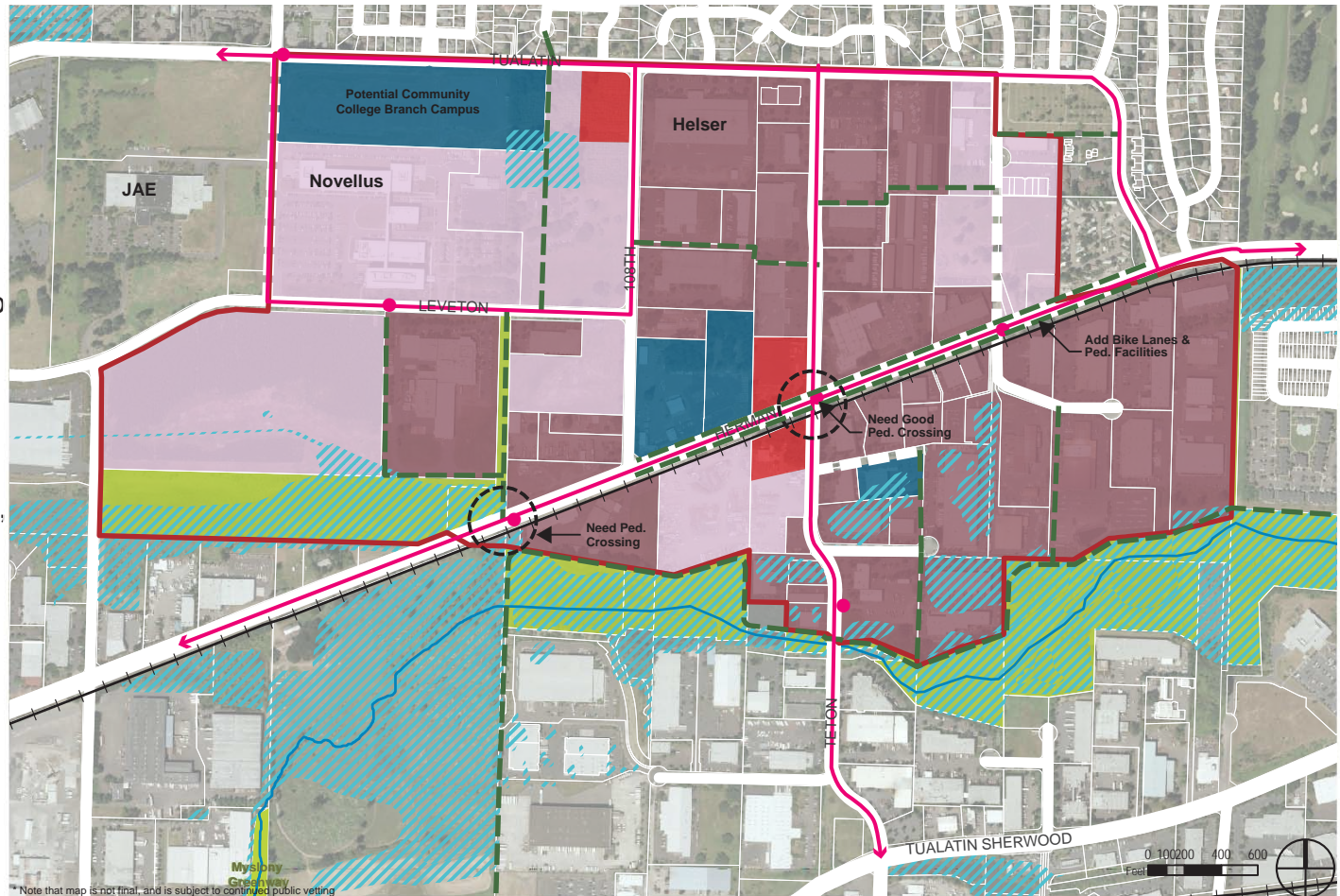


Commercial / Office	Institutional Employment	Local Commercial / Industrial Street
Mixed-Use	High Density Residential	Local Street
Neighborhood Retail / Personal Services	Medium Density Residential	Bicycle / Pedestrian Path
Industrial Employment	Low Density Residential	
Business Campus Employment	Open Space	

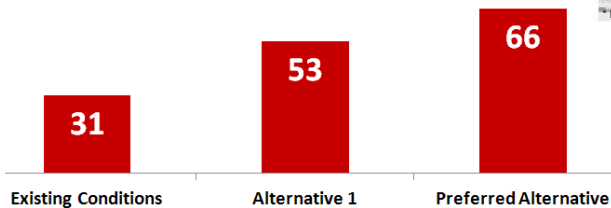
Leveton/Herman Road

Workshop Recommendations

- ▶ Create opportunities for workers, residents to meet daily shopping needs
- ▶ Provide more local street connections
- ▶ Create new walking, bicycling safety and connections, including to Tonquin Trail
- ▶ Expand types of businesses/ employers allowed in area
- ▶ Create local bus service – Leveton, Teton, Tualatin, other major streets
- ▶ Consider community college north of Novellus



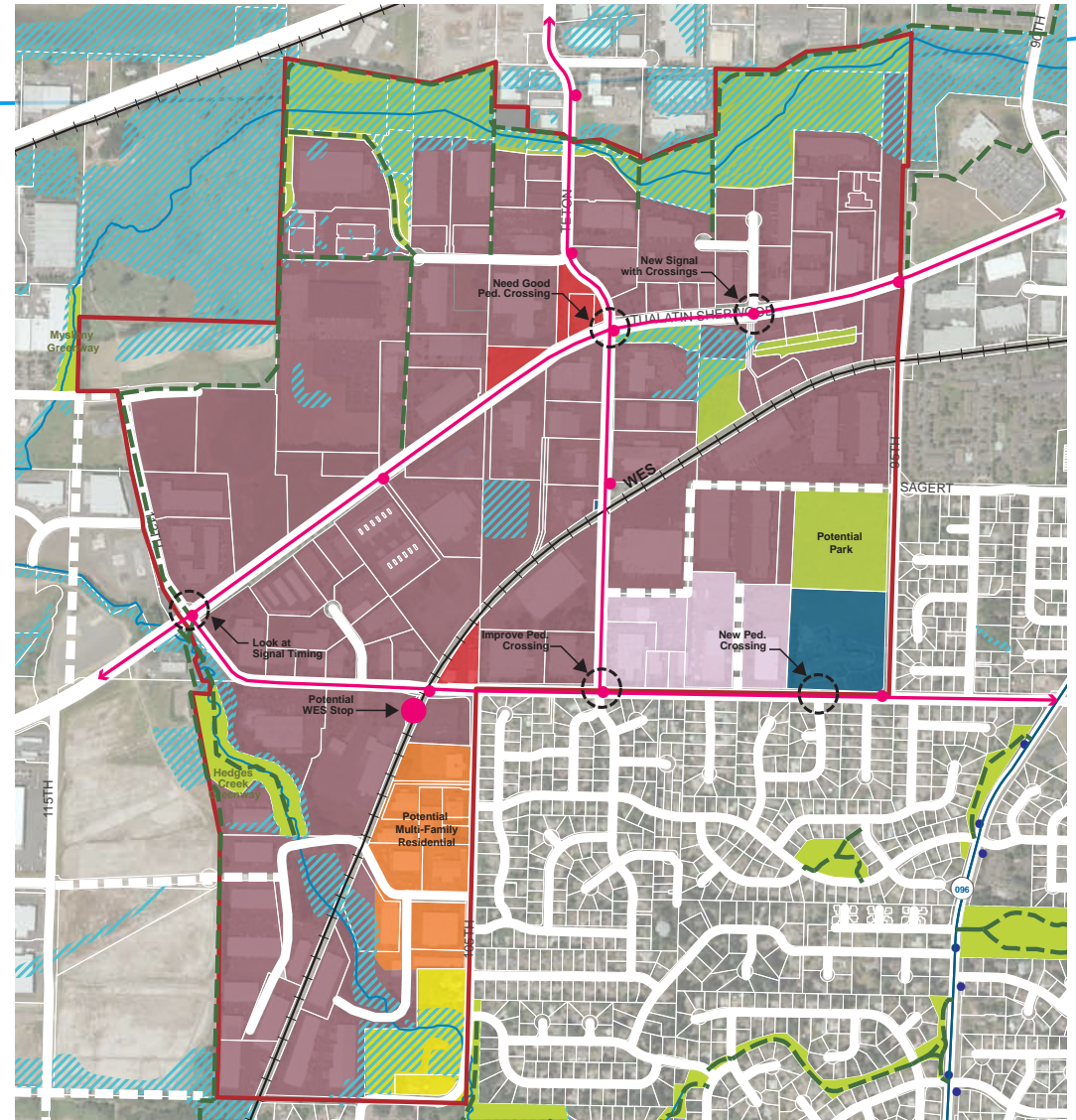
Leveton Goal Achievement
(% of Objectives Achieved)



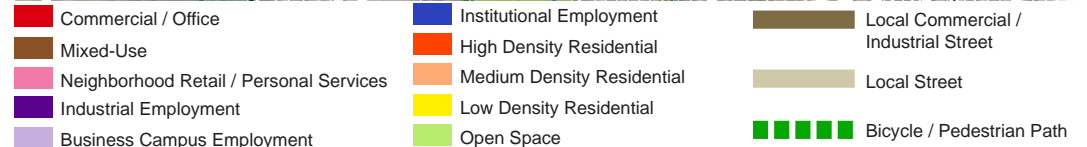
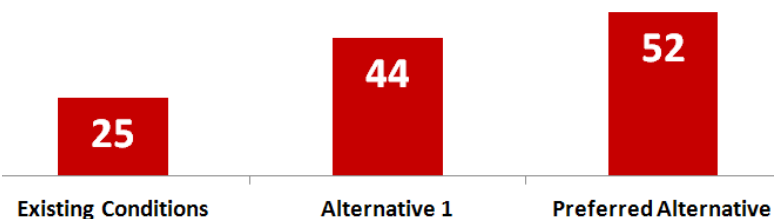
Teton

Workshop Recommendations

- ▶ Create opportunities for workers, residents to meet daily shopping needs
- ▶ Provide more local street connections
- ▶ Create new walking, bicycling safety and connections, including to Tonquin Trail
- ▶ Expand types of businesses/employers allowed in area
- ▶ Create local bus service – T-S Road, Teton, Avery
- ▶ Create housing opportunities S. of Avery, W. of 105th



Teton Goal Achievement
(% of Objectives Achieved)

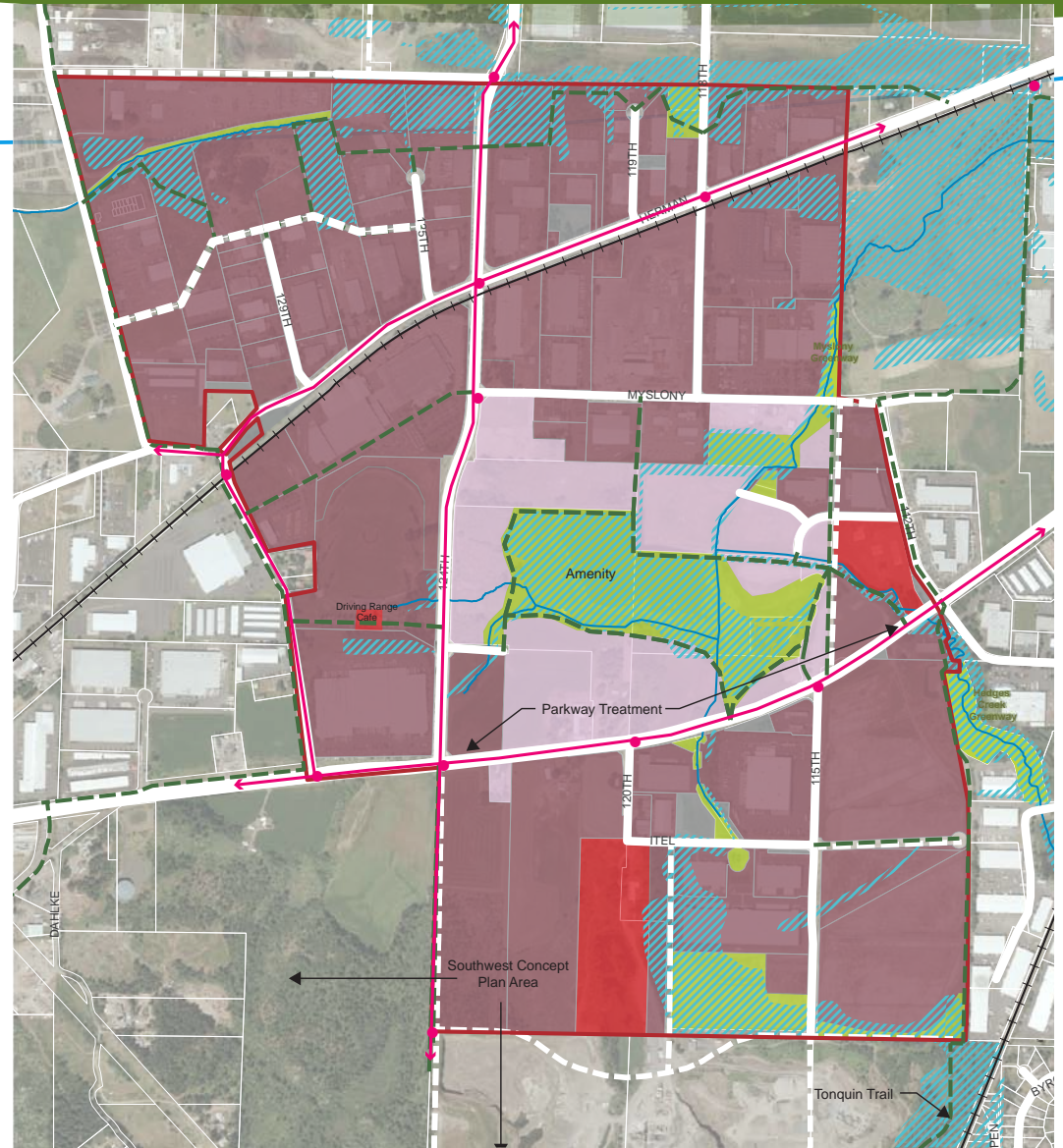


Southwest Industrial

Workshop Recommendations

- ▶ Create opportunities for workers, residents to meet daily shopping needs
- ▶ Provide more local street connections
- ▶ Create new walking, bicycling safety and connections, including to Tonquin Trail
- ▶ Create business development around wetland areas north of T-S Road
- ▶ Create local bus service – T-S Road, Leveton, 124th

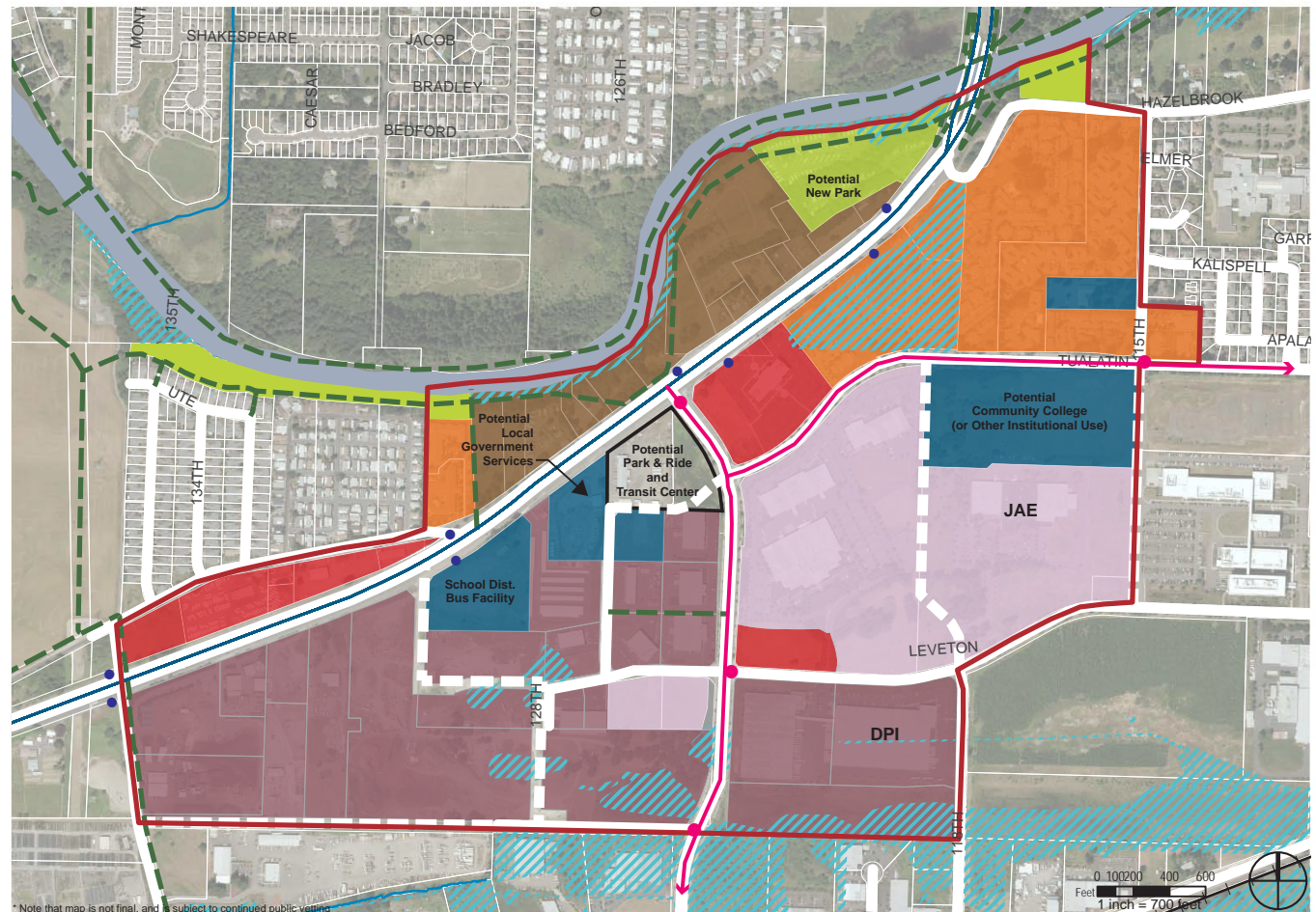
Southwest Industrial Goal Achievement
(% of Objectives Achieved)



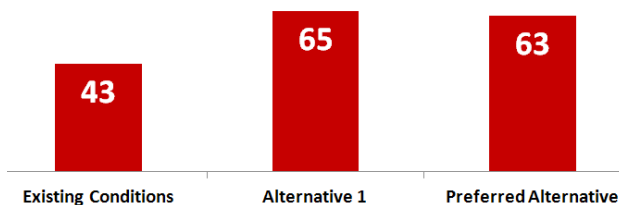
Pacific Financial/124th

Workshop Recommendations

- ▶ Create mix of housing, shopping and eating N. of Hwy 99
- ▶ Create new transportation connections, including to Tualatin River Greenway and along Hwy 99
- ▶ Create opportunities for workers, residents to meet daily shopping needs
- ▶ Consider community college S. of Tualatin Road
- ▶ Possible government services to meet Tualatin, County residents' needs
- ▶ Create park and ride/W. transit hub at Hwy 99/124th

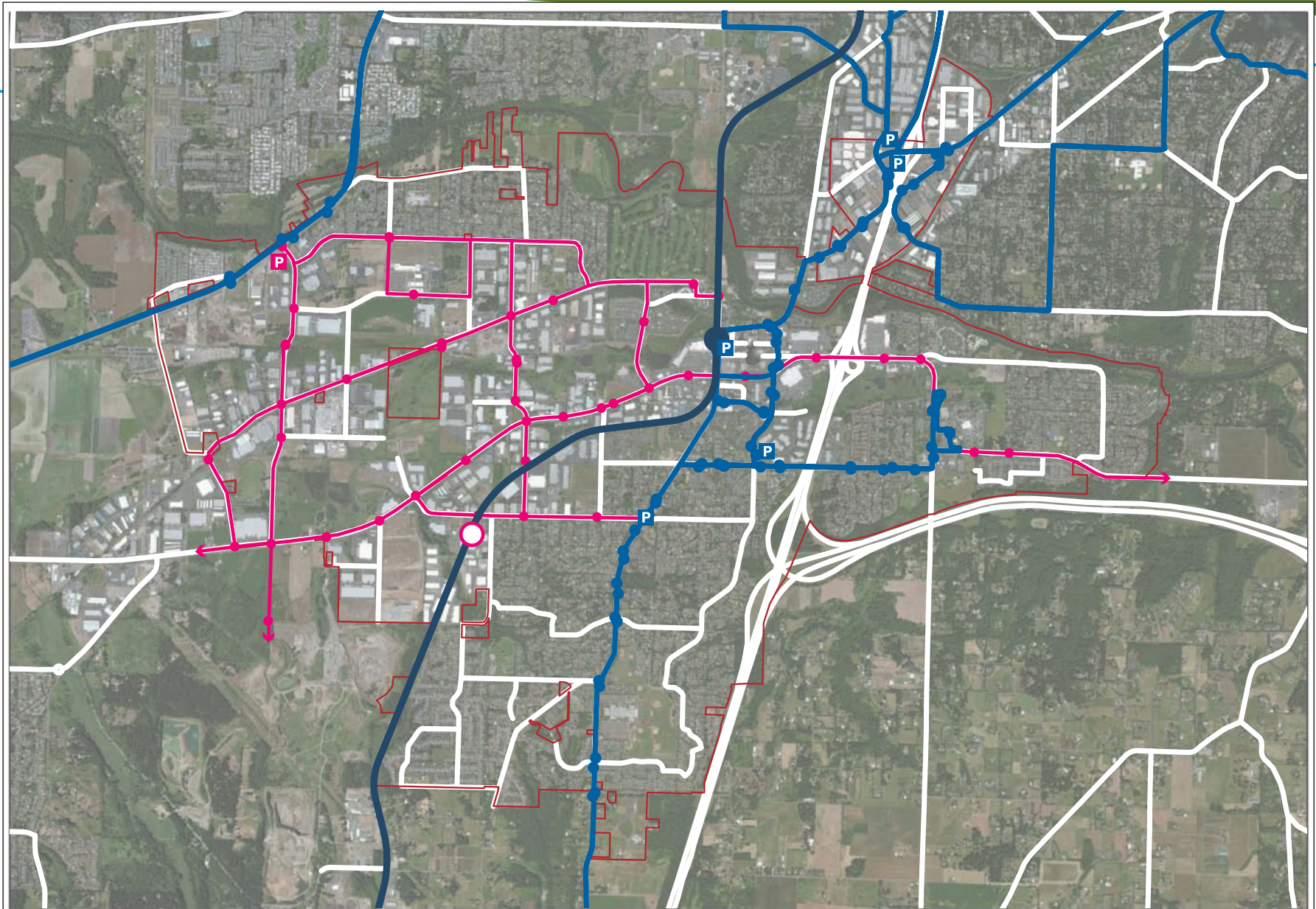


Pacific Financial Goal Achievement
(% of Objectives Achieved)



- | | | |
|---|---|---|
| ■ Commercial / Office | ■ Institutional Employment | ■ Local Commercial / Industrial Street |
| ■ Mixed-Use | ■ High Density Residential | ■ Local Street |
| ■ Neighborhood Retail / Personal Services | ■ Medium Density Residential | ■ Bicycle / Pedestrian Path |
| ■ Industrial Employment | ■ Low Density Residential | |
| ■ Business Campus Employment | ■ Open Space | |

Transit Recommendations



Tualatin Transit
Charrette Preferred Alternative

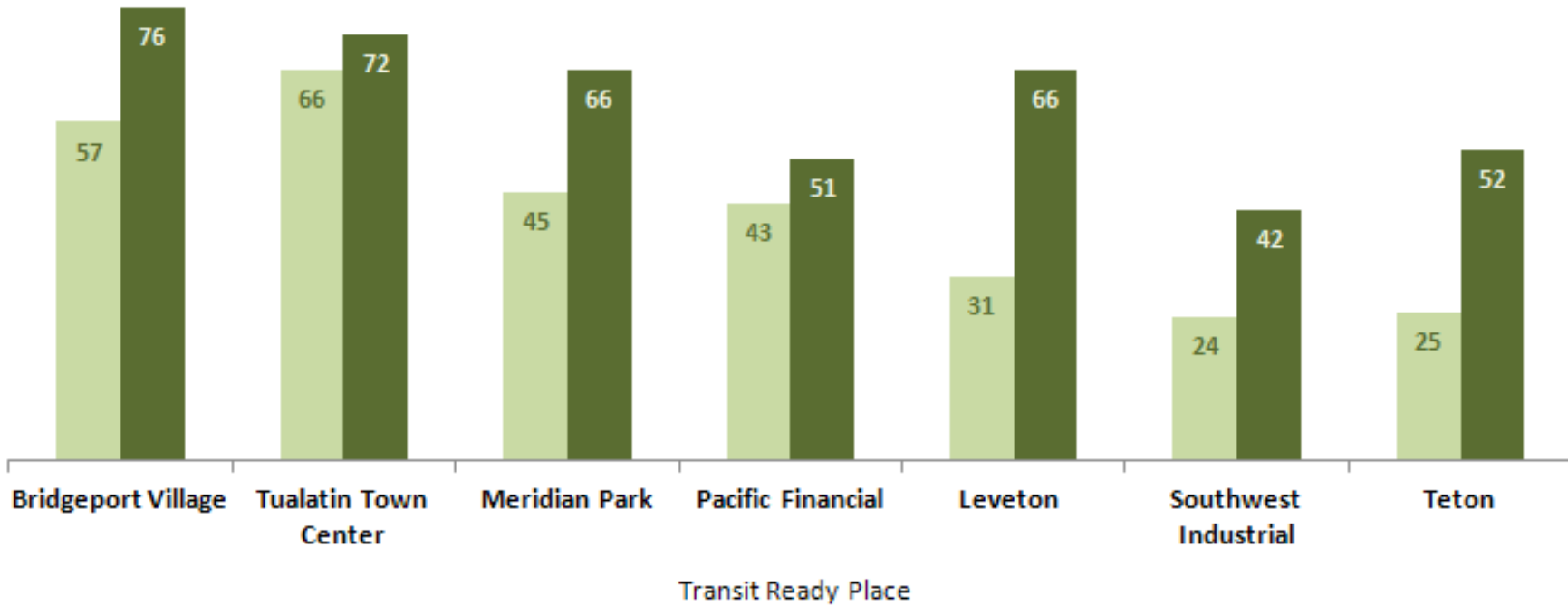
SERA

- Tualatin City Boundary
- WES Line
- Existing TriMet Busline
- Proposed Busline
- Existing Park & Ride
- Proposed Park & Ride
- Existing TriMet Bus Stop
- Proposed Bus Stop
- Proposed WES Stop

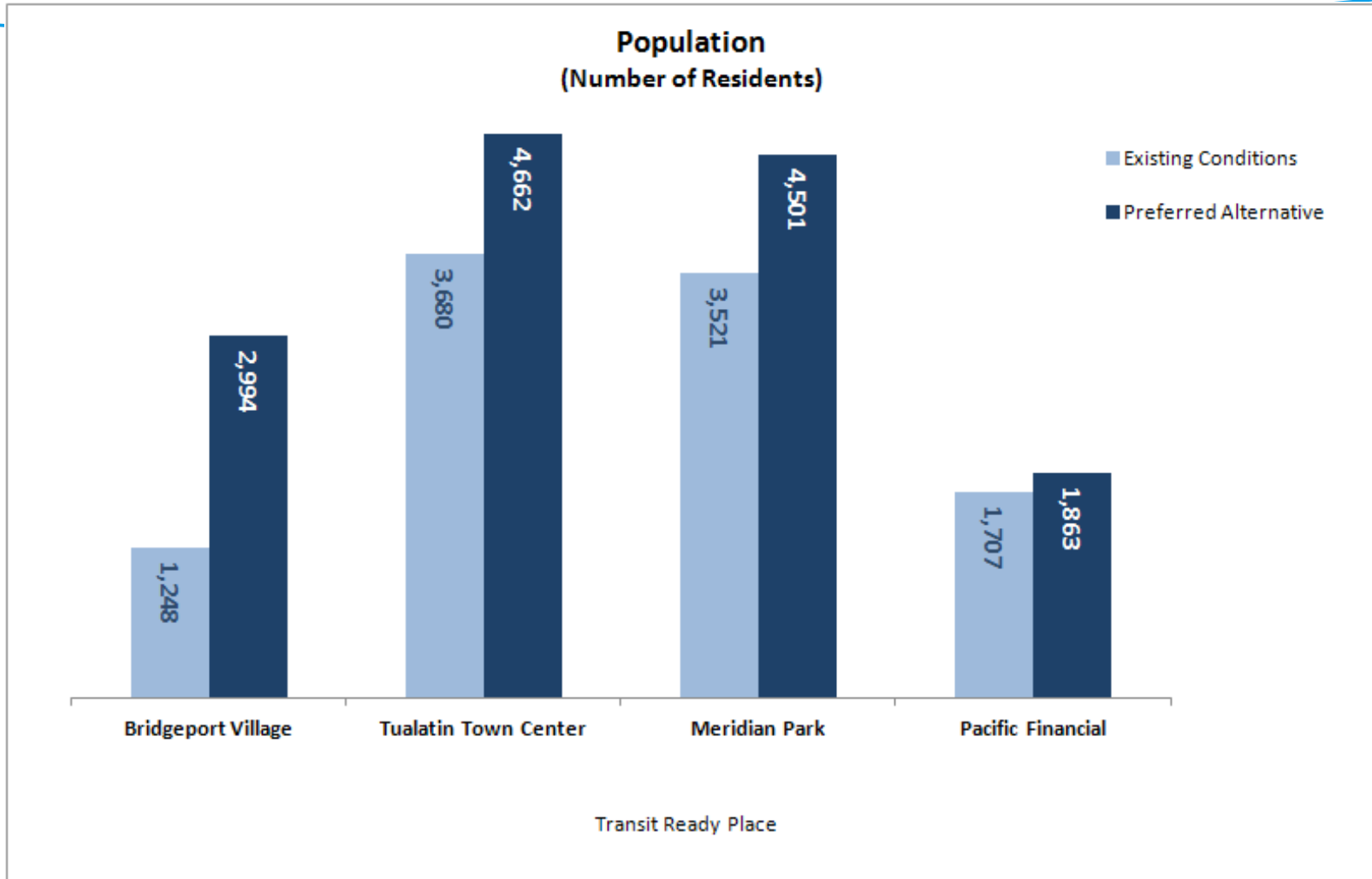
INDEX Results

Goal Achievement
(% of Objectives Achieved)

Existing Conditions
Preferred Alternative



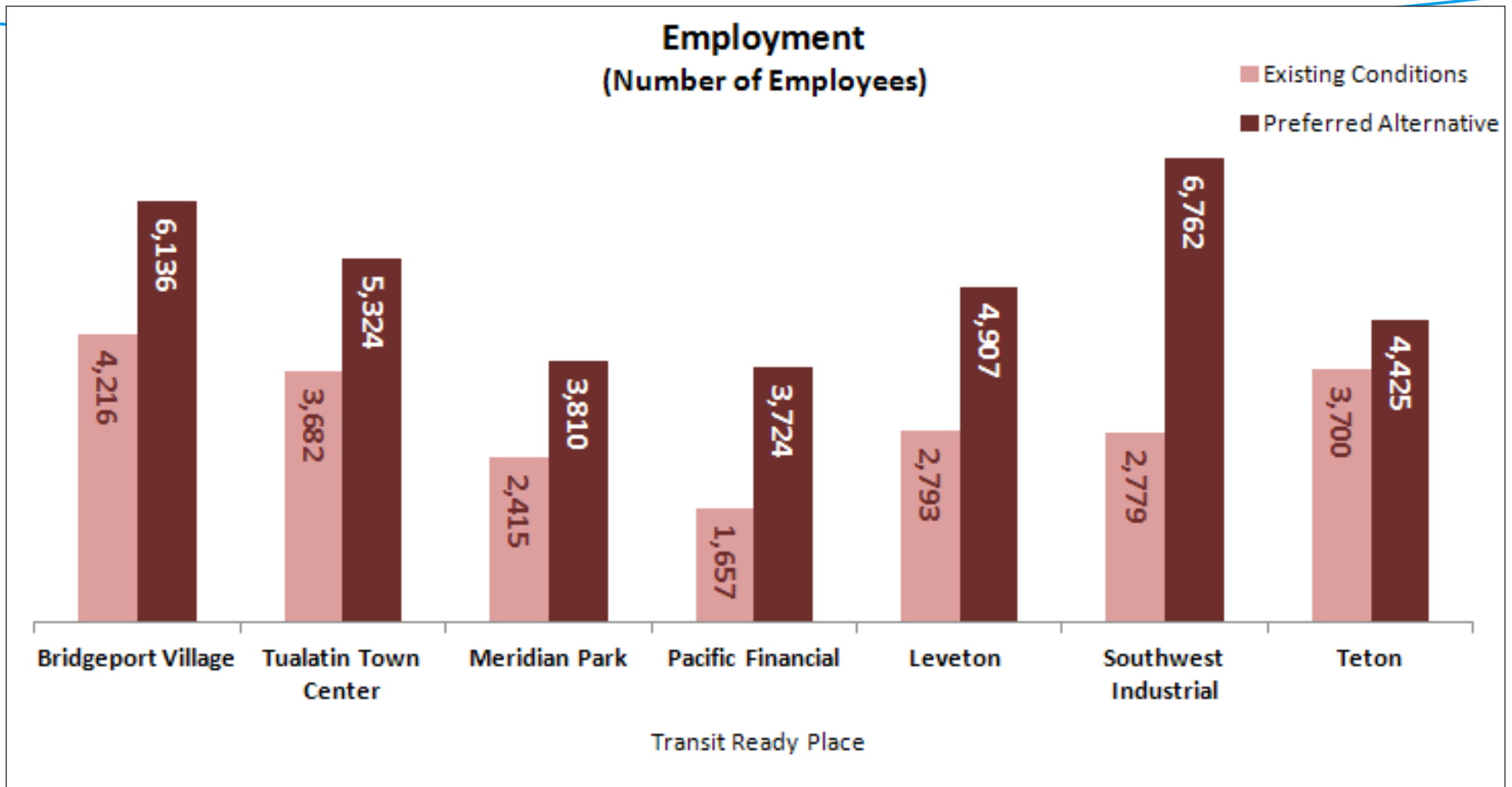
INDEX Results



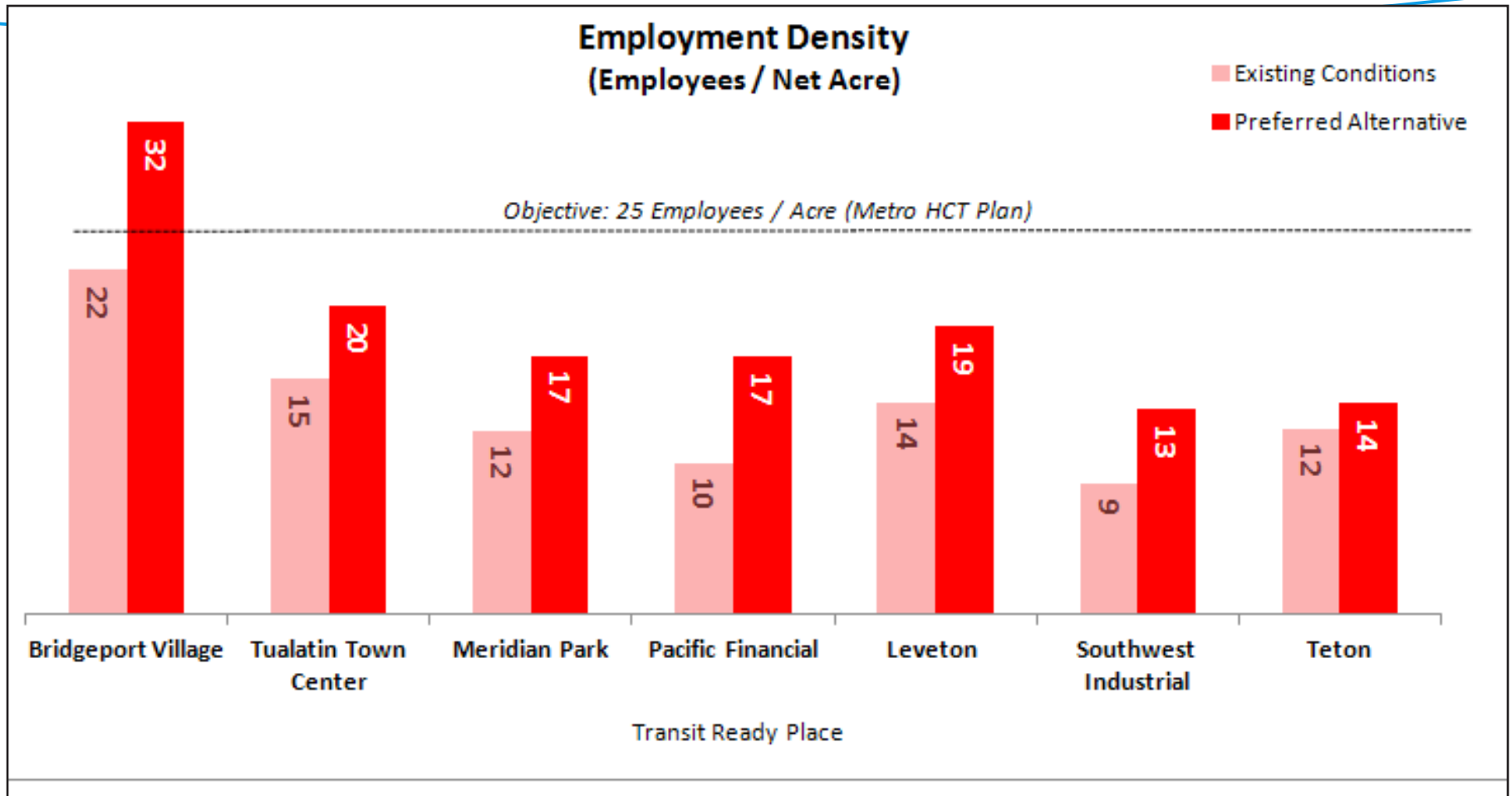
INDEX Results

**Employment
(Number of Employees)**

Existing Conditions
Preferred Alternative



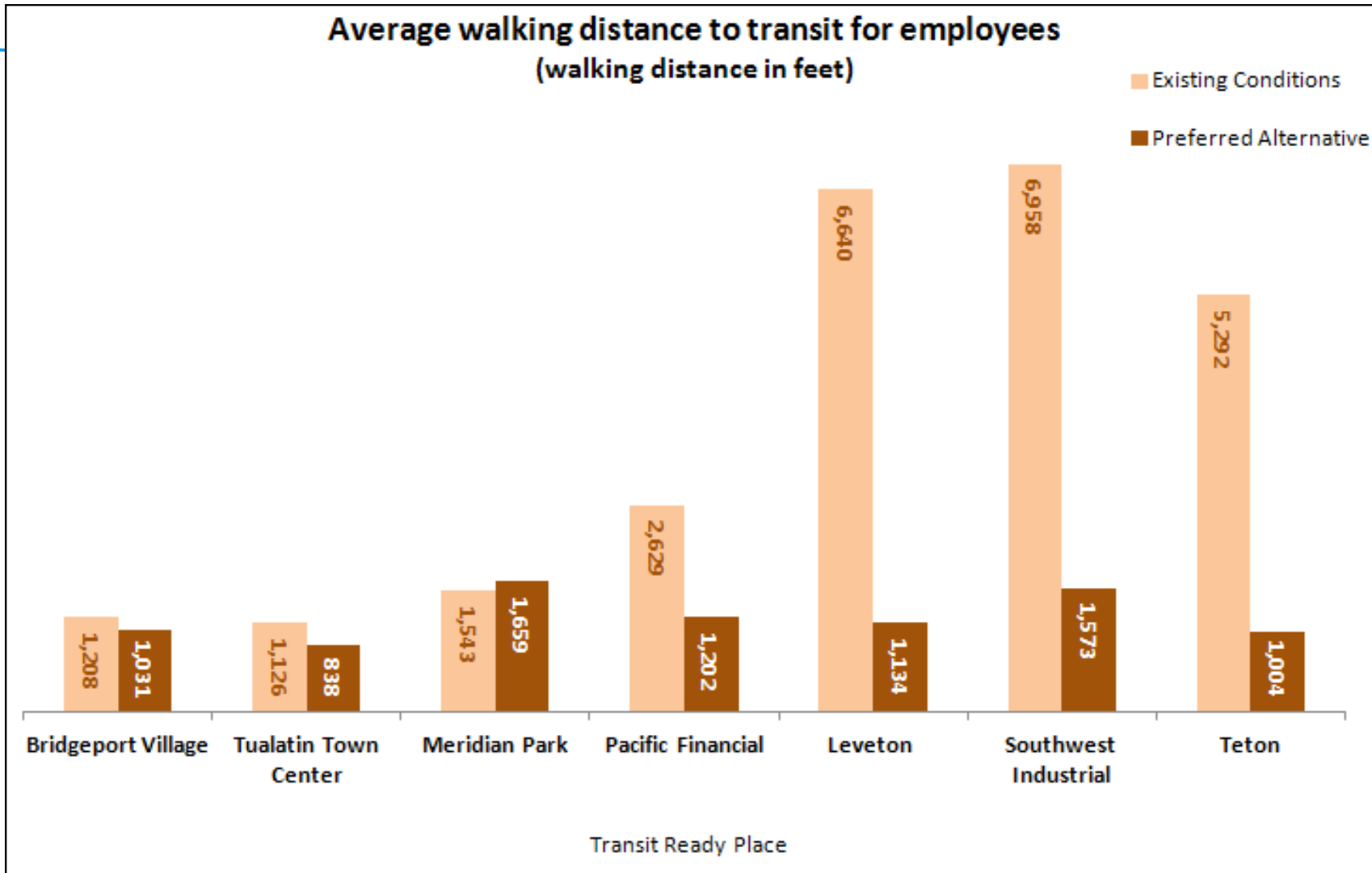
INDEX Results



INDEX Results



INDEX Results



Implementation Strategies

Development Code Changes

- ▶ Expand city's Mixed Use Commercial Overlay District to other areas, including in the Bridgeport Village and/or Downtown areas
- ▶ Refine city's "Industrial Business Park Overlay Planning District" to allow for more types of businesses, greater flexibility
- ▶ Use the city's Manufacturing Business Park Commercial Services Overlay in existing manufacturing areas to allow for a small shops, restaurants or other services; consider revising to allow for health & fitness studios
- ▶ Relax current restrictions on commercial uses in manufacturing districts along arterials roads (T-S Road, 124th, Hwy 99)
- ▶ Expand uses allowed in manufacturing, other industrial zones to include small shops, restaurants or services
- ▶ Rezone specific properties to allow for shops, restaurants, services for workers or to expand types of developments allowed
- ▶ Adopt "Planned Unit Development" provisions in city's Development Code

Implementation Strategies

Other Land Use & Development Strategies

- ▶ Work with property owners, employers to better assess needs, desires
- ▶ Consider use of urban renewal funding to pay for public facilities
- ▶ Consider use of local improvement districts to fund selected public improvements such as sidewalks or pathways
- ▶ Work with possible property buyers or tenants to explore specific ideas (e.g., Community College concept)
- ▶ Allow for higher employment densities to help create opportunities for transit-supportive development through increased densities, density bonuses or transfers
- ▶ Reduce regulatory barriers through streamlining permitting or review processes, reducing development fees and/or relaxing design standards
- ▶ Assist property owners with land assembly
- ▶ Promote phased development of larger sites
- ▶ Provide information about state, regional or federal programs that provide developers with tax incentives or subsidies

Implementation Strategies

Transit Strategies

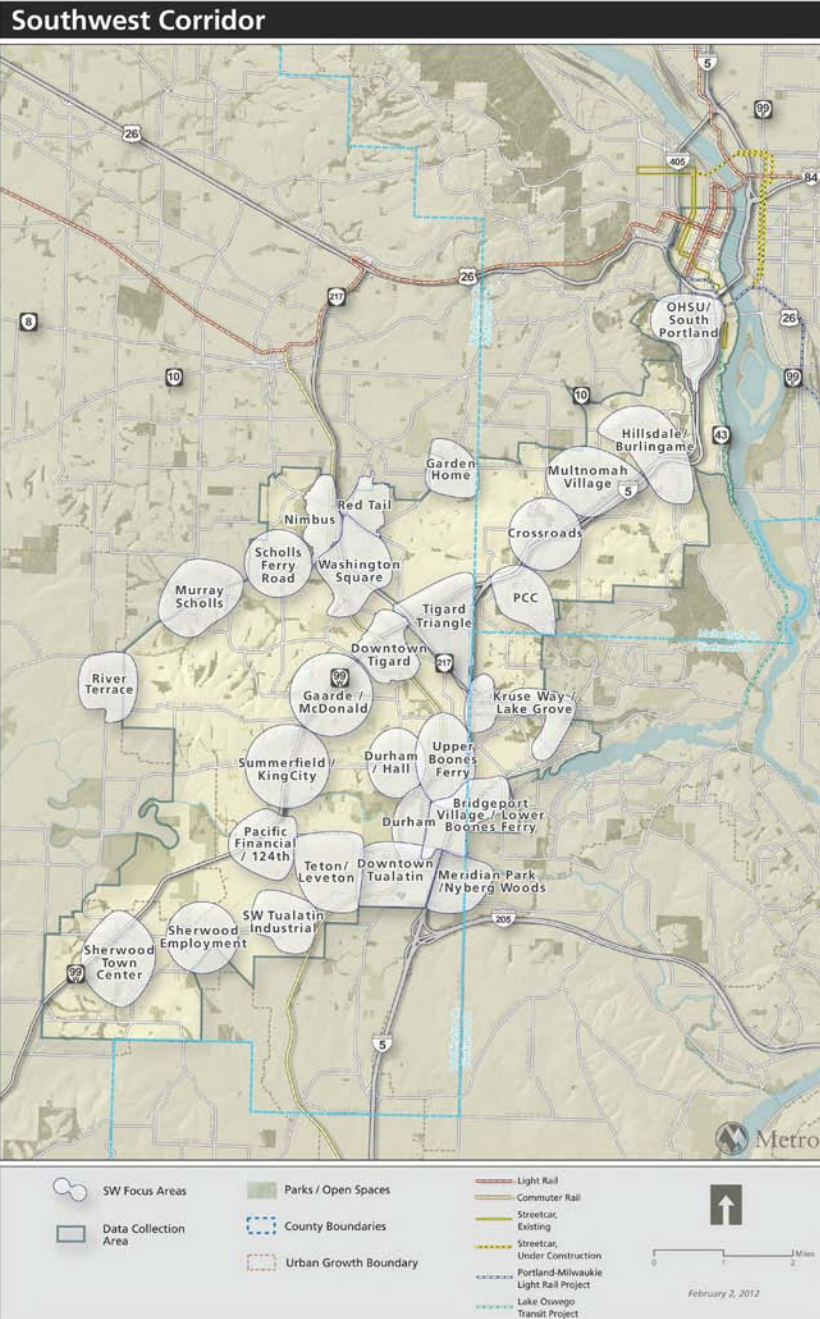
- ▶ Determine type of transit service needed in specific locations
 - ▶ Estimated number of residents and businesses in area
 - ▶ Coordination with local employers and institutions
 - ▶ Consideration of different transit models – e.g., flexible shuttles vs. fixed routes, TriMet vs. local system; current vs. new alternative funding strategies
- ▶ Refine and prioritize plans and locations for suggested transit facilities, as needed
- ▶ Coordinate with TriMet, Metro, other cities
- ▶ Determine most appropriate approaches to service provision and funding
- ▶ Advocate for city needs and build community support
- ▶ Implement transit-supportive land use and connectivity actions

Implementation Strategies

Other Transportation Facility Strategies

- ▶ Further evaluate proposals in TSP process
- ▶ Prioritize suggested improvements
- ▶ Coordinate with property owners, businesses, 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

Relationship to Southwest Corridor Plan



- ▶ Southwest Corridor is Metro's next priority for regional high capacity transit
- ▶ Range of transit alternatives is being narrowed in 2012, with recommended mode and alignment by Spring 2013
- ▶ Possible modes include light rail, bus rapid transit, commuter rail, rapid streetcar, high occupancy vehicle lanes, and improved local bus service
- ▶ Possible alignments include I-5, Highway 99 and others not yet defined
- ▶ Linking Tualatin Plan is Tualatin's local contribution to the Southwest Corridor Plan
- ▶ Linking Tualatin is an opportunity to identify transit needs for this community – local transit and potential links to regional high capacity transit

Southwest Corridor Plan Preliminary Findings

- ▶ Findings based on projected future number of housing units or jobs per acre within a given area
- ▶ General objective: 20-50 jobs per acre (or higher) or 20-40 (or more) housing units per acre needed to support high capacity transit
- ▶ Bridgeport Village and possibly Tualatin's Downtown projected to have enough employees and housing units for direct service by high capacity transit
- ▶ Alignment, mode and frequency of service for high capacity transit that directly serves these areas (I-5 alignment or other route from Tigard) could make sense
- ▶ High capacity transit along Highway 99 would only directly benefit Pacific Financial/124th area; Leveton/Herman Road, Teton and the Southwest Industrial area could indirectly benefit.
- ▶ Transit along Tualatin-Sherwood Road is a high priority for future; Bridgeport, the Downtown, Teton, Leveton/Herman Road and Southwest Industrial would benefit
- ▶ Overall transit recommendations for Tualatin include:
 - ▶ Connections from high capacity transit (if it is built) to other parts of Tualatin
 - ▶ Enhanced local transit system within Tualatin along Tualatin-Sherwood Road, Tualatin Road, Herman Road, and 124th Avenue; emphasis on improved east-west connections
 - ▶ Improved or expanded park and ride facilities and transit centers or hubs in Bridgeport Village, the Downtown, OR 99W and southeastern Tualatin (near I-5)
 - ▶ Study different alternatives for cost-effectively providing future transit service
- ▶ Recommendations are preliminary ideas; further discussions needed with Transportation Task Force, Transit Working Group, Planning Commission, City Council and other community members

Next Steps

- ▶ Define implementation measures in more detail (July-August)
- ▶ Prepare draft Linking Tualatin Conceptual Plan (August)
- ▶ Review draft Plan with Transportation Task Force, Transit Working Group, Planning Commission, TPARK, City Council and citizens (August-September)
- ▶ Revise Draft Plan and review further with Task Force and community (August-September)
- ▶ Refine Draft Plan further, as needed (October)
- ▶ Conduct Planning Commission and City Council review and adoption process (October-December)



Linking Tualatin Preliminary Recommendations

Relationship to the Southwest Corridor Plan

Overview

The Southwest Corridor Plan addresses the Barbur Boulevard/OR 99W/I-5 corridor between Portland and Sherwood. The plan is being developed through a partnership of the cities of Beaverton, Durham, King City, Lake Oswego, Portland, Sherwood, Tigard, and Tualatin, Washington and Multnomah counties, ODOT, TriMet, and Metro.

The Southwest Corridor is identified as Metro's next priority for a regional high capacity transit corridor in Metro's Regional High Capacity Transit Plan. According to Metro, it shows the greatest ridership projections for potential high capacity transit corridors in the region. In December 2010, Metro received a grant from the Federal Transit Administration to analyze alternatives for improving transit in the corridor. Metro expects to narrow the range of transit alternatives in 2012, and ultimately select a preferred mode of high capacity transit. Light rail, bus rapid transit, commuter rail, rapid streetcar, high occupancy vehicle lanes, and improved local bus service are among the alternatives being studied. The transit alternatives analysis is part of a larger planning process, which will also take into consideration improvements to the roadway, bike, pedestrian, and freight systems in the corridor. A variety of alignments are currently being considered within the larger corridor and no decisions about the alignment or type of transit service have been made as of the preparation of this Plan.

The Linking Tualatin project is Tualatin's local contribution to the Southwest Corridor Plan and considers high capacity transit areas throughout Tualatin, in addition to those on the OR 99W corridor and in the vicinity of Interstate 5. The Linking Tualatin Plan recommendations are expected to be consistent with Southwest Corridor Plan goals and guidelines. The City of Tualatin's efforts are being conducted in coordination with the regional framework. At the same time, the City of Tualatin is also using Linking Tualatin as an opportunity to identify specific transit needs for the community, including both local transit service and potential links to regional high capacity transit. Tualatin's local efforts should provide the basis for and guide regional plans as they relate to Tualatin.

Potential Linking Tualatin Connections to Future Regional Transit Facilities or Services

Linking Tualatin represents an opportunity for the City of Tualatin to recommend how high capacity transit could best serve the community's needs in the future. It also has created an opportunity to evaluate how areas in Tualatin may or may not have enough jobs or households in the future to be served either directly or indirectly by high capacity transit. The ability to provide high capacity transit service typically depends on having enough workers or residents within a given area to provide enough riders to warrant investments in high capacity transit facilities and services. This is measured by the number of housing units or jobs per acre within a given area. Measurements are for each entire transit ready place. Selected areas within these places could have higher or lower development densities. General rules-of-thumb used by Metro and other regions indicate that approximately 20-50 jobs per acre (or higher) or 20-40 (or more) housing units per acre are needed to support high capacity transit although these numbers can vary depending on a variety of other factors.



LINKING Tualatin

In this discussion of findings, “direct” benefits refer to those areas that are very close to a potential high capacity transit stop or station (e.g., within one-quarter to one-half mile). “Indirect” benefits refer to those area that are farther away from such a facility but could access it by another transit connection or via driving or bicycling (assuming most people would not walk more than one-half mile to access transit). Based on the preliminary alternatives and recommendations for Transit Ready Places in Tualatin, the project team has developed the following preliminary findings associated with planning for regional transit facilities and services:

- No matter what alignment or service type for high capacity transit is ultimately recommended by the region, providing connections to it and creating local transit service to Tualatin’s employment areas, commercial, mixed use and residential areas is essential. A variety of ideas have been identified to date during the Linking Tualatin process to meet this goal. Many of them are summarized in a Linking Tualatin Plan and in recommendations from the city’s TSP process. In general, they include the following:
 - Connections from high capacity transit (if it is built) to other parts of Tualatin such as the residential neighborhoods and less dense employment areas such as Teton, Leveton, Southwest Industrial, Meridian Park and Pacific Financial/125th to create opportunities for workers, residents, and visitors to travel between Tualatin and other parts of the region
 - An enhanced local transit system within Tualatin along Tualatin-Sherwood Road, Tualatin Road, Herman Road, and 124th Avenue, with an emphasis on improved east-west connections and adequate service for all residents and workers
 - Improved or expanded park and ride facilities and transit centers or hubs in key locations, including Bridgeport Village, the Downtown, OR 99W and the southeastern portion of the city
 - Study of different alternatives for providing future transit service, with recommendations that result in a cost-effective method for providing local transit service in a way that maximizes investments and ongoing funding by the city and its businesses and residents
- Preliminary analysis indicates that, on average, only the Bridgeport Village area and possibly Tualatin’s Downtown are expected to have sufficient employees and housing units to support direct service by high capacity transit within a 10-20 year planning horizon. This is based on a threshold of 25 or more jobs per acre and 20 or more housing units per acre needed to support high capacity transit. Based on land use and development assumptions, only these two areas would meet these thresholds. This may argue for an alignment, type and frequency of service for high capacity transit that directly serve these areas. This could be an I-5 alignment or some other route from Tigard that would directly serve these areas.
- Businesses and workers within the Teton, Leveton/Herman Road and Southwest Industrial areas also would benefit from connections to high capacity transit, as would residents in nearby residential areas. The analysis indicates that, on average, these areas would have enough jobs to support regular or in some cases frequent bus service in the future. Participants in the Linking Tualatin and Tualatin Transportation System Planning processes have identified some type of transit service along Tualatin-Sherwood Road as a high priority future transit recommendation.
- If high capacity transit were located along Highway 99, the only transit ready place which would directly benefit from this service would be the Pacific Financial/124th area. Based on preliminary land use alternatives for this area and the thresholds described above, it is not expected, on average, to have enough workers and housing units to directly support high capacity transit service. However, nearby employment areas (Leveton/Herman Road, Teton and



LINKING Tualatin

the Southwest Industrial area) could indirectly benefit, as would residents in nearby residential areas.¹

This discussion of recommendations related to high capacity transit service should be considered as a preliminary set of ideas only. These and other recommendations associated with future regional transit service are being discussed in more detail with the Transportation Task Force, Transit Working Group, Planning Commission, City Council and other community members as the project moves forward. Those discussions will be incorporated in a set of refined recommendations in subsequent drafts of a Linking Tualatin Plan.

Next steps for Integration of Southwest Corridor Plan and Linking Tualatin

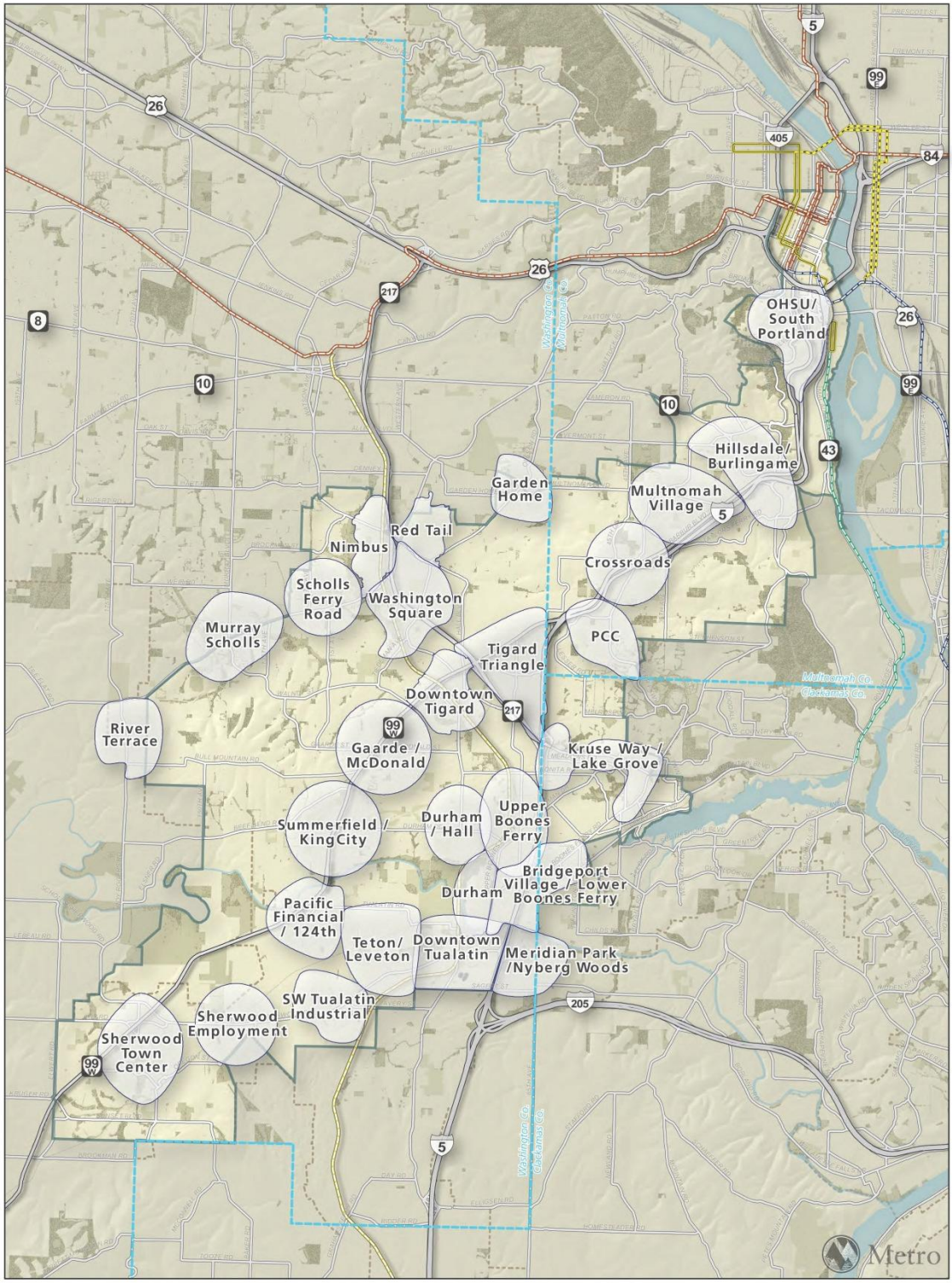
Next steps in the Southwest Corridor Plan to be undertaken by Metro in coordination with their regional partners include the following, as documented by Metro on its Southwest Corridor Plan web site:

- Analyze land use and transportation conditions within the corridor
- Develop and then narrow a range of alternatives
- Define strategies for the corridor to implement proposed alternatives
- Identify and evaluate a preferred alternative and associated implementation strategies and partnerships

The City of Tualatin will continue to coordinate its Linking Tualatin planning efforts with these regional efforts. In turn, the region will review and incorporate the City's efforts in its land use analysis and development of alternatives and associated strategies. The City also will use the results of Linking Tualatin to continue to advocate for improved local transit service from the region (i.e. TriMet) and/or explore other methods for providing local transit service.

¹ The Transit Working Group recommends that the City be open to high density zoning in the area south of 99W in the Pacific Financial area. This reflects the group's support of modifying zoning/land use in this area if high capacity transit is ultimately recommended along 99W.

Southwest Corridor



	SW Focus Areas		Parks / Open Spaces		Light Rail
	Data Collection Area		County Boundaries		Commuter Rail
			Urban Growth Boundary		Streetcar, Existing
					Streetcar, Under Construction
					Portland-Milwaukie Light Rail Project
					Lake Oswego Transit Project

0 1 2 Miles

February 2, 2012



MEMORANDUM

CITY OF TUALATIN

TO: Tualatin Planning Commission Members

THROUGH: Aquilla Hurd-Ravich, Planning Manager

FROM: William Harper, Senior Planner

DATE: 08/09/2012

SUBJECT: Update on Tonquin Industrial Group (TIG) Revisions to Southwest Concept Area Plan/Manufacturing Business Park

ISSUE BEFORE TPC:

Tualatin Planning Commission (TPC) will be updated on a proposal formulated by the Tonquin Industrial Group (TIG) and the Community Development Department to add an overlay to the Manufacturing Business Park Planning District provisions that were adopted with the Southwest Concept Plan and Plan Text Amendment PTA-10-04 (adopted April, 2011). The proposal will be Plan Text Amendment PTA-12-01 Tonquin Light Manufacturing Overlay, that will add particular allowed uses and requirements for the TIG owner properties located within the overlay.

PTA-12-01 is scheduled to be reviewed by the TPC at the September 4 meeting, by the Council during Work Session on September 10 and to a public hearing on September 24.

EXECUTIVE SUMMARY:

- The Tonquin Industrial Group (TIG) includes six (6) business owners located on approximately 50 acres of land in the southeast part of the Southwest Concept Plan (SWCP) area north of SW Tonquin Road and west of the Portland & Western Railroad tracks. The TIG members participated in the SWCP process and the implementing Plan Map and Plan Text Amendment process to advocate for their concerns about planning and development issues that affect their portions of the SWCP and the Southwest Regionally Significant Industrial Area (SWRSIA) designated by Metro.
- When Council adopted the SWCP, they directed staff to continue working with TIG to develop an overlay. Council direction was to find a way to allow the existing businesses to annex to the City as conforming uses.
- Prior to and following the adoption of the SWCP and the Manufacturing Business Park Planning District provisions in PTA-10-04, the Staff has continued to meet with the TIG group and their consultants to find a solution to their concerns while ultimately achieving the vision and goals of the Southwest Tualatin Concept Plan for the SWRSIA. As a product of the meetings, staff proposed the overlay approach that could address questions

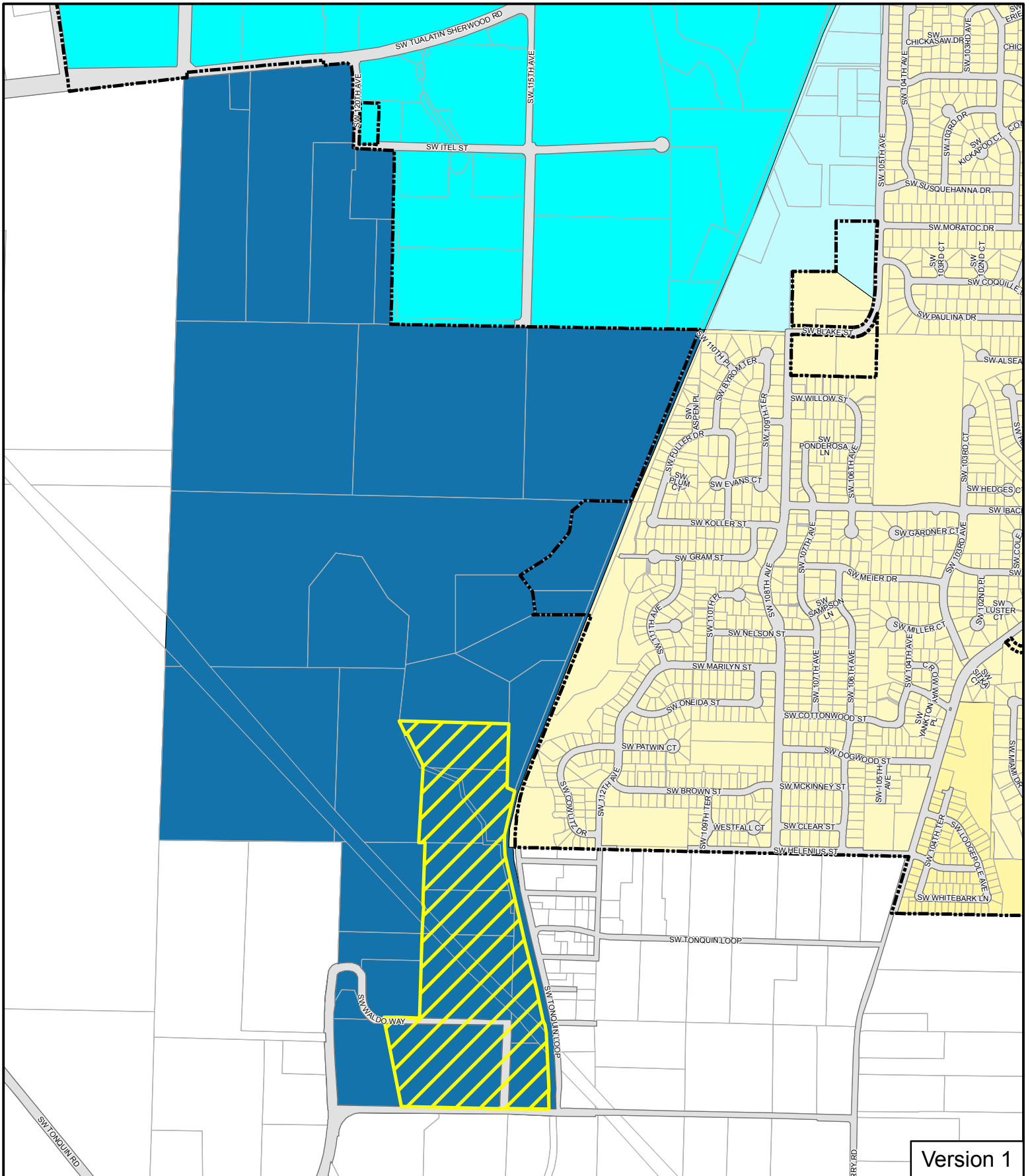
of allowed uses and development standards that the TIG agreed would be satisfactory. The overlay will apply to the TIG properties, recognize the existing uses on the properties, and allow for continuance and expansion consistent with existing Light Manufacturing (ML) Planning District standards. It includes means for annexation plans and Master Plans and standards of development that are intended to ensure adequate infrastructure and compliance with Tualatin's development standards.

- This update will be a verbal summary of the discussions with TIG and a preview of the proposal for a Tonquin Light Manufacturing Overlay that will be brought forward in PTA-12-01 on September 4, 2012.

RECOMMENDATION:

This is an update for information purposes only. No action by the TPC is required.

Attachments: A - Tonquin Industrial Group Properties in SWCP Area



Version 1

- General Manufacturing
- Light Manufacturing
- Medium Low Density Residential
- Manufacturing Business Park
- City Boundary
- Tonquin Industrial Group



RF 1:11,500

This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin, OR assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". -Engineering and Building Dept.
Printed 7/30/2012