



City of Tualatin

MEETING AGENDA

TRANSPORTATION TASK FORCE

August 16, 2012, 5:00 pm

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

1. WELCOME AND CALL TO ORDER:

Purpose of Meeting: (1) Linking Tualatin discussion on the draft Linking Tualatin Conceptual Plan, Transit Ready Place Recommendations, Implementation actions and the relationship to the SW Corridor Plan; and (2) Continued discussion of TSP Refinement Areas - Refinement Area 4: Tualatin and Herman Roads.

2. COMMUNICATION FROM THE PUBLIC:

Limited to 3 Minutes

3. GENERAL ITEMS:

- A. Accept Meeting #12 Summary
- B. Announcements

4. PROJECT UPDATE: LINKING TUALATIN

5. LINKING TUALATIN TOPICS

- A. Conceptual Plan overview
- B. Transit Ready Place Recommendations
- C. Implementation Actions
- D. Relationship to SW Corridor Plan – What message do you want to send for linking public transit in Tualatin to the rest of the region?

6. LINKING TUALATIN NEXT STEPS

7. COMMUNICATION FROM THE PUBLIC:

Limited to 3 Minutes

8. BREAK

9. TRANSPORTATION SYSTEM PLAN: Refinement Area Discussion

10. COMMUNICATION FROM THE PUBLIC:

Limited to 3 Minutes

11. NEXT MEETING

August 23, 2012 – Transportation System Plan



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 – *TPC Representative*

Bethany Wurtz – *Tualatin Tomorrow Rep.*

Bill Beers – *TPC Representative*

Brian Barker – *TVF&R*

Bruce Andrus-Hughes – *TPARK Rep.*

Charlie Benson – *Citizen Representative*

Cheryl Dorman – *Tualatin Chamber of Commerce*

Deena Platman – *Metro*

Judith Gray – *City of Tigard*

Julia Hajduk – *City of Sherwood*

John Howorth – *Alt. Citizen Representative*

Lidwien Rahman – *ODOT*

Jan Giunta – *CIO Representative*

Nancy Kraushaar – *Citizen Representative*

Travis Evans – *Citizen Representative*

Steve L. Kelley – *Washington County*

Wade Brooksby – *City Councilor*

Ed Truax – *City Councilor*

Nancy Grimes – *City Councilor*

Committee Members Absent

Allen Goodall – *Business Representative*

Candice Kelly – *Alt. Tualatin Tomorrow Rep.*

Joelle Davis – *City Councilor*

Gail Hardinger – *Alt. Business Representative*

Kelly Betteridge – *TriMet*

Karen Buehrig – *Clackamas County*

Monique Beikman – *City Councilor*

Nic Herriges – *Alt. Citizen Representative*

Mike Riley – *CIO Representative*

Ryan Boyle – *Citizen Representative*

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 Rivergrove 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 TPC 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 Ave to the 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 Blvd and to widen Boones Ferry Road. He noted that the Hall Blvd 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 Giunta** 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 Blvd 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 Blvd, 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; 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.

Linking Tualatin Preliminary Recommendations

Implementation Actions and Next Steps

Overview

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

- **Adoption of the Linking Tualatin Conceptual Plan.** The Plan is expected to be adopted by reference as an ancillary or supporting document of the City's Comprehensive Plan. As such, it helps provide guidance for the city as it makes decisions and takes action related to land use planning and development, as well as transit and other related transportation improvements.
- **Development Code amendments.** A number of amendments to the city's Development Code are recommended to help implement the land use and transportation proposals in the Plan. Some of the proposed amendments may be recommended for adoption as part of the Linking Tualatin adoption process. Others may be deferred until a later date, particularly those that require more time and community conversation than is feasible within the Linking Tualatin project timeframe or those that might be needed to support specific proposals for high capacity transit in Tualatin.
- **Other land use and development strategies.** These strategies would be undertaken as development in transit ready places proceeds over time. Some of them (e.g., implementation of specific funding strategies) may require additional community conversation and/or separate planning processes to implement.
- **Transit facilities and services.** These recommendations are generally oriented to providing a certain level of local transit to support Tualatin's businesses, workers and residents. Some also may be linked to or more specifically support potential future high capacity transit service to Tualatin. All of them will require or entail more detailed planning and analysis, as well as coordination with a variety of local and regional stakeholders.
- **Other transportation recommendations.** These include possible improvements to local streets, bicycle or pedestrian facilities to support future transit use and associated land use recommendations. These will need to be evaluated further in conjunction with the city's Transportation System Planning effort.

Development Code Amendments

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

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

- Expand the city's Mixed Use Commercial Overlay District to other areas, including in the vicinity of the Bridgeport Village lifestyle center and/or in the Downtown area. This overlay district allows a mix of uses including commercial, retail, office and residential. It also contains design standards intended to create a pedestrian-friendly environment and enhance compatibility between residential and other uses.
- Refine the city's Industrial Business Park Overlay Planning District to allow for more types of businesses and provide greater flexibility in development and design. This overlay can be applied in the manufacturing districts (ML and MG zones) and is intended to emphasize industrial uses but allow a broader mix of retail and office uses to support industrial businesses.
- Use the city's Manufacturing Business Park Commercial Services Overlay in existing manufacturing areas to allow for small shops, restaurants or other services. The city also could consider revising this overlay to allow for health and fitness studios.
- Relax current restrictions on commercial uses in manufacturing districts along arterials roads, while maintaining environmental restrictions and provisions to reduce the number of curb cuts. Currently, the manufacturing districts (MG and ML) require a special setback of 300-350 feet for commercial uses along certain arterials (Tualatin-Sherwood Road, SW 124th Avenue and Highway 99W). The setback creates a potential barrier to developing commercial uses in these districts. Amendments to this language could remove the barrier but still limit access from arterials and continue to preserve mobility in these corridors.
- Redesignate specific properties to allow for shops, restaurants and services for workers and nearby residents or to expand the types of developments allowed. The Linking Tualatin Plan includes changes to existing land use designations in some areas, which requires a Plan Map amendment. A Plan Map amendment can be initiated by a property owner (quasi-judicial process) or by the city (legislative process). The procedure for an amendment requires public notice, a neighborhood meeting, a recommendation from the Planning Commission and a public hearing before the City Council. It is assumed that any recommended Map Amendments would be implemented as part of a separate planning process, conducted after the Linking Tualatin process is completed.
- Adopt Planned Unit Development (PUD) provisions into city's Development Code. PUD provisions can be applied in any district and are useful for providing maximum flexibility to develop projects. PUD provisions are typically optional and their use generally involves coordination with property owners, developers, staff and neighbors. They allow flexibility in development and design standards without requiring an additional adjustment or variance process. The city does not currently have PUD provisions but could adopt them if deemed suitable.
- Improve opportunities for development by better communicating permitting or review processes and requirements with potential development applicants.
- Allow for higher employment densities to help create opportunities for transit-supportive development if there is road or transit capacity. Specific strategies for increasing densities could include:

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- Consider potential revisions to parking or landscaping requirements to allow for higher development densities
- Allow for and/or increase opportunities for density bonuses or density transfers
- Permit higher density in the transit area, as an incentive

Other Land Use and Development Actions

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

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

Transit Services and Facilities

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

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

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- Implement transit-supportive land use and connectivity actions as identified in the Linking Tualatin Plan. The Linking Tualatin Plan identifies areas where providing new or expanded transit service is a priority.

Other Transportation Improvements

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

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

Next Steps

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

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