



City of Tualatin

MEETING AGENDA

TRANSPORTATION TASK FORCE

July 19, 2012, 5:00 pm

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

1. WELCOME AND CALL TO ORDER

Purpose of Meeting: TSP meeting focused on the Refinement Area discussions.

2. COMMUNICATION FROM THE PUBLIC:

Limited to 3 Minutes

3. GENERAL ITEMS:

- A. Accept Meeting #11 Summary
- B. Announcements

4. PROJECT UPDATE: TRANSPORTATION SYSTEM PLAN

5. REVIEW OF REFINEMENT TOPIC AREA ANALYSIS

- A. Nyberg Interchange
- B. 65th Avenue
- C. North – South Connectivity
- D. Herman Road and Tualatin Road

6. TUALATIN TRANSPORTATION SYSTEM PLAN NEXT STEPS

7. COMMUNICATION FROM THE PUBLIC

Limited to 3 Minutes

8. NEXT MEETING

August 16, 2012



City of Tualatin

**Tualatin Transportation Task Force
DRAFT Meeting #11 Summary
July 12, 2012, 5:00-7:00pm**

Tualatin Police Department
8650 SW Tualatin Road
Tualatin, OR 97062

Committee Members Present

Alan Aplin – *TPAC Representative*
Bruce Andrus-Hughes – *Parks Advisory*
Cheryl Dorman – *Tualatin Chamber of Commerce*
Joelle Davis – *City Councilor*
Kelly Betteridge – *TriMet*
Travis Evans – *Citizen Representative*
John Howorth – *Alternate Citizen Representative*
Ryan Boyle – *Citizen Representative*

Candice Kelly – *Alternate Tualatin Tomorrow Representative*
Cathy Holland – *Alternate CIO Representative*
Mike Riley – *CIO Representative (as TPAC Rep)*

Committee Members Absent

Allen Goodall – *Business Representative*
Amanda Hoffman – *City of Wilsonville*
Bethany Wurtz – *Tualatin Tomorrow Rep.*
Bill Beers – *TPAC Representative*
Brian Barker – *TVF&R*
Charlie Benson – *Citizen Representative*
Deena Platman – *Metro*
Gail Hardinger – *Alt. Business Representative*
Jan Guinta – *CIO Representative*
Judith Gray – *City of Tigard*

Julia Hajduk – *City of Sherwood*
Karen Buehrig – *Clackamas County*
Lidwien Rahman – *ODOT*
Monique Beikman – *City Councilor*
Nic Herriges – *Alt. Citizen Representative*
Nancy Kraushaar – *Citizen Representative*
Randall Thom – *Small Business Representative*
Steve L. Kelley – *Washington County*
Wade Brooksby – *City Councilor*

Public in Attendance

Connie Ledbetter
Joe Lipscomb
June Bennett

Staff, Project Team and Special Guests

Cindy Hahn – *City of Tualatin*
Aquilla Hurd-Ravich – *City of Tualatin*
Matt Hastie – *Angelo Planning*

Eryn Kehe – *JLA Public Involvement*
Kelly Skelton – *JLA Public Involvement*

WELCOME AND CALL TO ORDER

Eryn Kehe from JLA Public Involvement welcomed the group and thanked them for their attendance. She explained that the focus of this meeting was the Linking Tualatin project. The group will review the materials from the community workshop (charrette) held in early June, and get feedback from this committee on the concepts so that a draft plan can be started. Eryn said that no decisions will be made tonight; the purpose of this meeting is to get everyone on this committee up to speed, and to allow them to express opinions about the direction the project is going.

GENERAL ITEMS

Accept Meeting #10 Summary

There were no questions or comments about the meeting summary, members approved the meeting summary by consensus.

Announcements

Eryn announced that a few staff members will be at the TSP booth at the farmer's market on Friday the 13th, they will be handing out TSP bookmarks and gathering comments via the online forum on an iPad.

Eryn asked if any committee members had visited the online forum and if they found it easy to use or had some feedback for the project team. Comments received included:

- The sign-in process was difficult due to password requirements and issues. Eryn reminded people that they can bypass the login and use the "guest" option instead.
- The voting function is unclear. It isn't obvious that you're voting when you put your cursor on a star. Perhaps a dialog box explaining that you cannot undo a vote once you have made it would be helpful.
- The fact that you can deselect the layers to look at fewer projects is not obvious.

Eryn reminded the committee that the next Task Force meeting is July 19th from 5:00-8:00 pm (note the new end time); this will be a TSP-focused meeting. The purpose of this meeting will be to discuss four of the six refinement areas. Eryn encouraged people to attend because it will be an important meeting.

The next Transit Working Group meeting is Tuesday, July 17th from 6:00-8:00 pm and will have an agenda similar to tonight with less emphasis on maps, and more focus on implementation strategies. Because it will be the last meeting for this working group there will be a small celebration and cake.

COMMUNICATION FROM THE PUBLIC

None.

Draft Linking Tualatin Conceptual Plan

Matt Hastie gave a brief overview PowerPoint about the Draft Linking Tualatin Conceptual Plan. The PowerPoint included:

- Project Status: Right now the project is in between steps three and four, which includes a preliminary list of implementation strategies.
- Workshop Overview: 4 day workshop
 - 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: A computerized model which looked at employment and residential impacts
- Workshop recommendations
 - Bridgeport Village
 - Downtown
 - Meridian Park/Nyberg Woods
 - Leveton/Herman Rd.
 - Teton
 - SW Industrial
 - Pacific Financial/124th
- Transit recommendations
- IINDEX results

Questions/Comments

- Regarding Pacific Financial/124th and Meridian Park/Nyberg Woods: A few of the large property owners and a hospital representative came to the workshop and they were supportive of the potential outcomes.
- Someone asked exactly how many acres are proposed for land use changes? Matt said he doesn't know but can easily tally the number.

Discussion

Eryn asked the committee to get up and review the seven maps displayed at the side of the room and asked that people post comments on the maps for group discussion. After about 20 minutes the Task Force reconvened and started their discussion. For the sake of saving time they prioritized the maps and began with those maps that had comments from the group.

Meridian Park discussion included:

- Many agreed that Sagert/65th is a very busy area with a lot of traffic and maneuvering problems due to congestion.
- The map showed potential mixed-use development off 65th, some questioned if an additional road connection will be required if that development happens. The concern was about traffic impacts to nearby neighborhoods. There was one comment on the map that suggested a different road could directly connect Sagert/Borland instead of 65th.
- Other comments had to do with constraints of doing mixed-use in this area (to support the hospital, additional housing, small-scale commercial services) with the challenging topography of the area (backing up to I-205, substation, and neighborhood traffic issues).
- Neighbors in this area will be concerned about Sagert cut-through traffic and there is an overall concern with traffic that will likely result from commercial development.
- There was discussion at the charette about synchronizing the signals at 65th and Borland, and then the road wouldn't be necessary.
- Mayor Ogden commented that this area is currently under examination by the TSP teams. There is a whole host of issues all along 65th regardless of zoning changes.
- A concern was raised about potential increase in traffic as a result of a zoning change; Matt Hastie said they would not know specific impacts unless they look at it more closely.
- The Task Force agreed to leave this area on the table for further analysis and consideration.

Downtown discussion included:

- The community workshop (charrette) had a couple of options for this area and the preferred idea was not changing the mixed-use designation very much, and keeping it more commercial.
- There was a discussion about the popularity of this area for residents, they want to live downtown. Currently there is an abundance of vacant commercial space; perhaps too much mixed-use was converted to commercial. The project team clarified that there is a mixed-use overlay that is not obvious when looking at these maps, the group agreed that there needs to be clarification on what exactly is allowed under the current zoning in this area.
- Matt Hastie clarified that these are just recommendations, and the next step is to reach out to property owners to get their feedback within the next few weeks. They will focus on those properties where a zoning change is being recommended.

Leveton/Herman Rd. discussion included:

- Parking and transit was a big part of the discussion of this area at the community workshop (charette), some people on the committee were concerned about lack of parking at the potential Community College site due to limited parking at the residential care facility to the north of the site.

Implementation Strategies

Matt returned to his PowerPoint presentation to finish sharing the implementation strategies. What are the types of things that would need to be done to get the plan implemented?

1. Development code changes
2. Other land use and development strategies
3. Transit strategies
4. Other transportation facility strategies

A member commented that they were surprised to see urban renewal money included again; he understood that there was no longer an interest. Angelo said it's just seen as a tool. Another member suggested adding bond funding as an option. The working group will look at this list in more detail at their meeting next week, this group will discuss again in August.

Relationship to SW Corridor Planning Process

A Task Force member commented that is unclear how residential land is tallied and reported. They asked the project team to look at how the housing ratio is calculated on Barbur Blvd. for comparison.

Linking Tualatin Next Steps

- Review draft Plan with Transportation Task Force, Transit Working Group, Planning Commission, TPARK, City Council and citizens (July-August)
- Prepare draft Linking Tualatin Conceptual Plan (July)
- Define implementation measures in more detail (July-August)
- 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)

Eryn thanked Candice Kelley for the article she wrote for Tualatin Life. Candice said the deadline for the next publication is August 3rd if another Task Force member would like to write a story.

Communications from the Public

June Bennett commented that they city has finally trimmed the shrubs and foliage by the Oil Can Henry's, greatly improving visibility. She feels like this is a positive sign for future improvements.

Next Meeting

July 19, 2012 – Transportation System Plan from 5:00-8:00 PM (note extended meeting time).

Meeting adjourned.

Refinement Area #1: Nyberg Interchange

Concept Package #1: Safety-Focused Solutions

Goal Statement

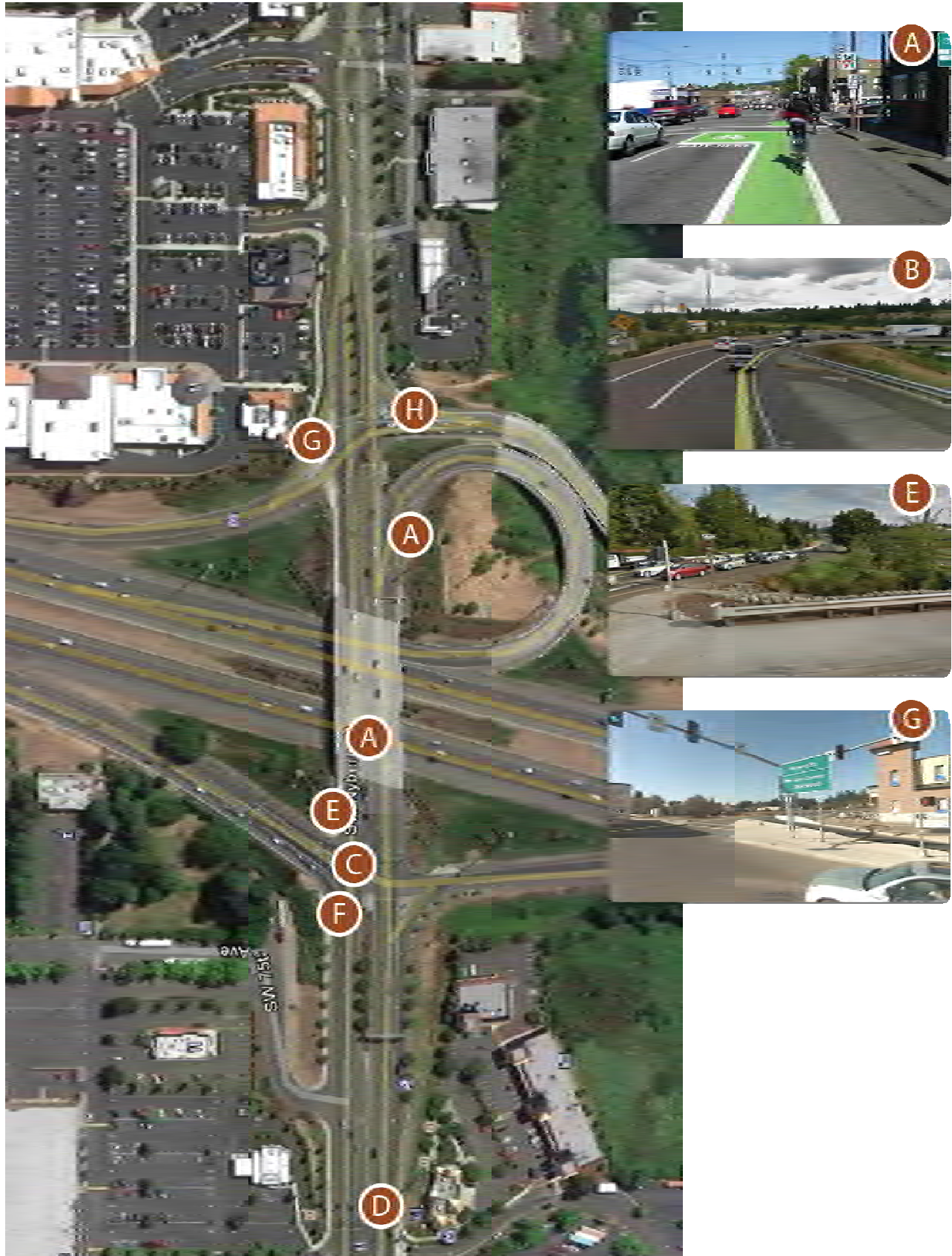
The primary goal for this refinement area is to address safety concerns at the Nyberg interchange, for all modes. The interchange serves as the main connection between Tualatin and the I-5 freeway, but also via Nyberg Road provides a main connection between downtown and east Tualatin. The interchange ramps have the highest crash rates in Tualatin, including 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 affect traffic and safety near the interchange?	- Minor effects on motor vehicle traffic - Moderate safety benefits from visible separation between bicycle and motor vehicle traffic	●
How would this solution affect traffic city-wide?	Minimal effect on city-wide traffic	◐
Design Constraints / Considerations	- 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	- 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)

Goal Statement

Concept package #2 addresses a goal to reduce congestion on Tualatin-Sherwood Road for eastbound drivers between Martinazzi Avenue and I-5. Traffic backups have been reported at the southbound on ramps which have been verified through field visits. However, traffic analysis for the Nyberg interchange does not show congestion concerns either now (2012 traffic volumes) or in the future (forecasted 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.



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 affect traffic near the interchange?	- 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 affect traffic city-wide?	This potential solution has minimal effect on city-wide traffic	
Design Constraints / Considerations	- Width of Tualatin-Sherwood Road/Nyberg Street from Martinazzi to the east is tight - No impacts forecasted to the Fred Meyer truck access road, though walls may be needed to ensure truck access retained - 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 / Policy Considerations	- 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

Goal Statement

This option provides an alternative to crossing the Tualatin River in a north-south direction east of I-5. The 65th Avenue corridor serves as a major north-south route. It serves residents and medical facilities located east and west of 65th Avenue, notably the Legacy Meridian Park hospital. 65th Avenue is owned and maintained by Washington County. Although current traffic levels are within accepted County and City standards, future traffic 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 and consider a roundabout at this location.

Consideration Area	Comments	Score
How would this solution affect traffic locally?	- 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, Borland Road, 50th Avenue, SW Wilke Road, and Nyberg Lane	
How would this solution affect traffic city-wide?	- 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	- Available right of way is 40' ± 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 / Policy Considerations	- 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	

Refinement Area #2: 65th Avenue

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

Goal Statement

This option addresses forecasted future congestion on 65th Avenue. The 65th Avenue corridor serves as the major north-south route east of I-5. It serves residents and medical facilities located east and west of 65th Avenue, notably the Legacy Meridian Park hospital. 65th Avenue is owned and maintained by Washington 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

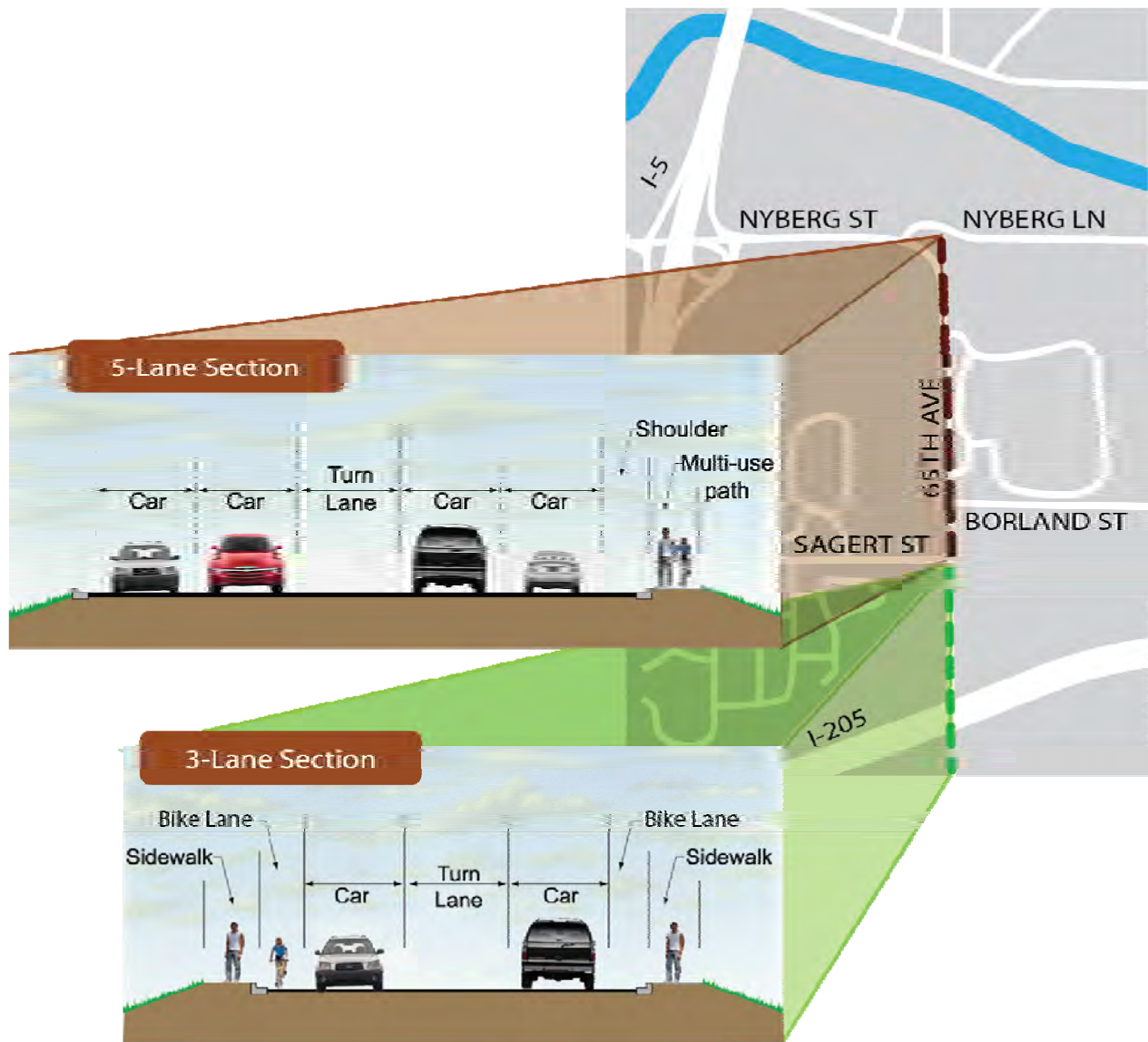
This potential solution consists of the following:

- 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 to city limits
- 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 affect traffic locally?	• Helps meet future motor vehicle demand along 65th Avenue • 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 affect traffic city-wide?	• Little effect realized city-wide	
Design Constraints / Considerations	• 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 right of way 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 / Policy Considerations

- 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

Goal Statement

This option provides an alternative to crossing the Tualatin River in a north-south direction east of I-5, as well as addresses forecasted future congestion on 65th Avenue. 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 owned and maintained by Washington 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 affect traffic locally?	• 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 affect traffic city-wide?	• Similar effects as the 65th Avenue extension	
Design Constraints / Considerations	• See constraints/considerations from the two previous options	
Environmental / Policy Considerations	• 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 • The City of Rivergrove does not have a TSP	

Refinement Area #3: North/South Connectivity

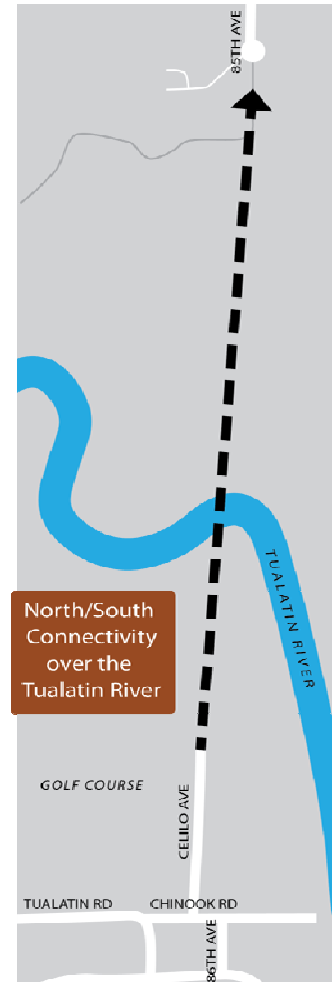
Option 1: Extension East of Country Club and West of Railroad Track

Goal Statement

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

Potential Solution

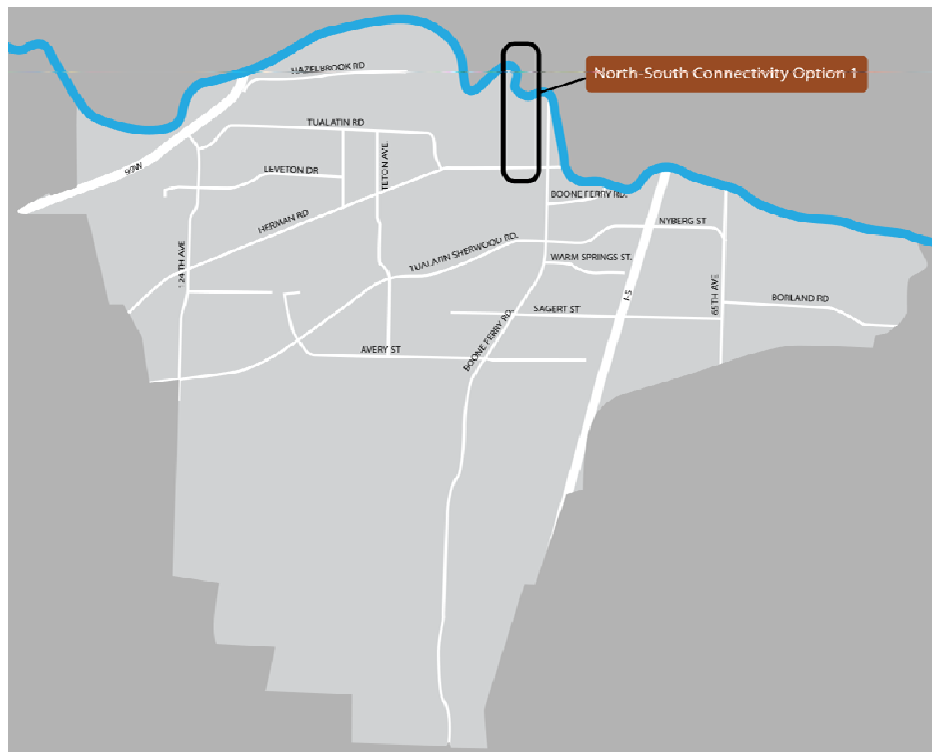
- An extension west of the railroad tracks, in the general vicinity of SW 86th Avenue east of the Country Club appears to be feasible
- Road would extend northward in the vicinity of SW Celilo Road and connect with SW 85th Avenue north of the Tualatin River



Consideration Area	Comments	Score
How would this solution affect traffic locally?	• 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 • Will increase traffic on Boones Ferry Road in front of Tualatin Community Park – uncertain whether signal warrant would be met	

Consideration Area	Comments	Score
How would this solution affect traffic city-wide?	- 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	- 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 / Policy Considerations	An extension of Hall Boulevard into Tualatin is included in the Tigard TSP (long-term not fiscally constrained project list) and in the Washington County TSP	○

North-South Connectivity Option 1 Vicinity



Refinement Area #3: North/South Connectivity

Option 2: Widen Boones Ferry Road

Goal Statement

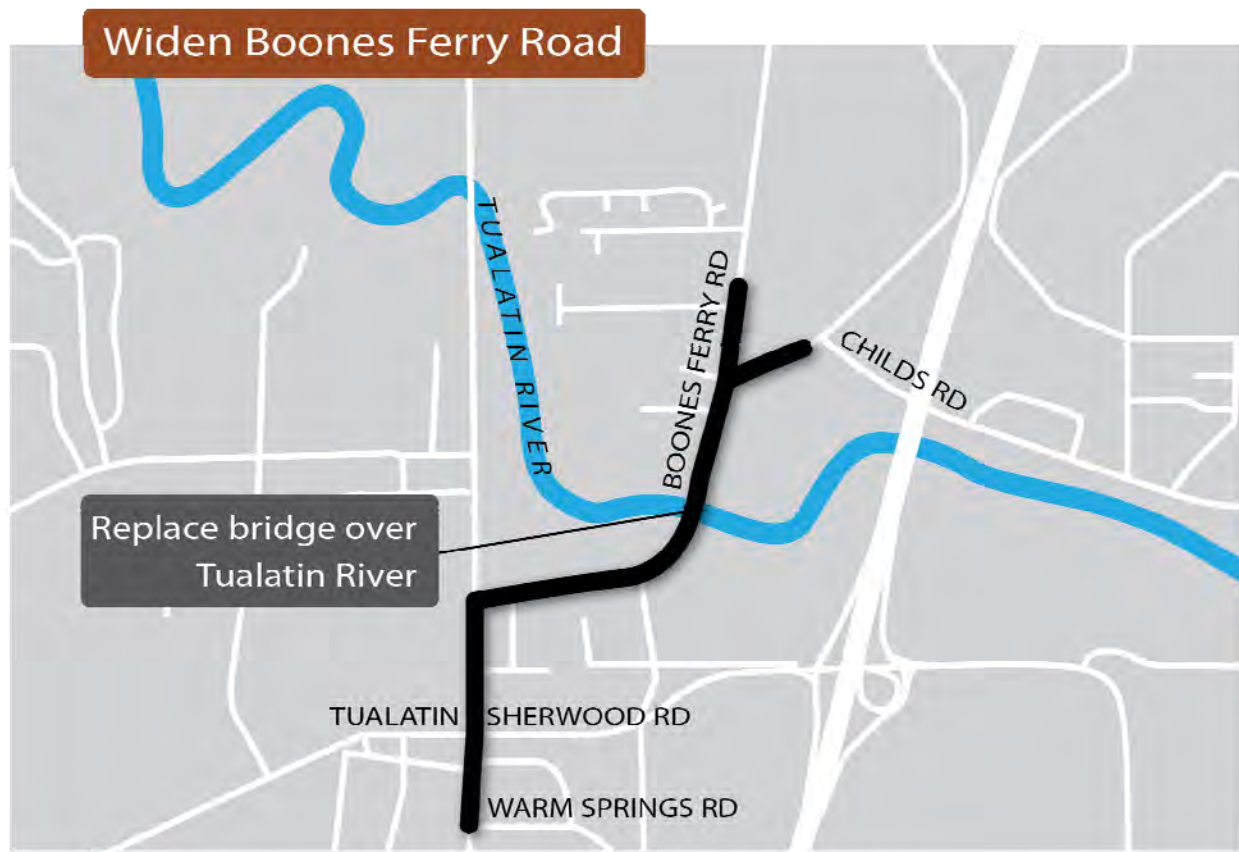
This option improves connectivity in the north-south direction west of I-5, by increasing capacity along the existing Boones Ferry Road between downtown and north of the river, towards the communities of Durham and Tigard. Connections in Tualatin west of I-5 are limited to Boones Ferry Road and 99W in 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 affect traffic locally?	• Potential to shift traffic from Tualatin-Sherwood Road (east of Boones Ferry Road) and away from the Nyberg interchange	
How would this solution affect traffic city-wide?	• Moderate shift in traffic from Hwy 99W/Durham Road to Boones Ferry Road • Moderate shift in traffic from I-5 between the Boones Ferry Road and Nyberg interchanges to Boones Ferry Road	

Consideration Area	Comments	Score
Design Constraints / Considerations	4 lane and 5 lane options have significant impacts to right of way/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	○
Environmental / Policy Considerations	- 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	○



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 the Country Club were to redevelop to another use.

Refinement Area #4: Herman Road and Tualatin Road

Goal Statement

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. 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.

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 affect traffic locally?	- 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 affect traffic city-wide?	- Minimal effects to city-wide traffic - Majority of effects are local	●

Consideration Area	Comments	Score
Design Constraints / Considerations	- 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 right of way 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 / Policy Considerations	- 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	◐

