



City of Tualatin

Tualatin Transportation Task Force

Meeting #14 Summary

August 23, 2012, 5:00-8:00pm

Tualatin Police Department

8650 SW Tualatin Road

Tualatin, OR 97062

Committee Members Present

Alan Aplin – *TPAC Rep.*

Allen Goodall – *Business Rep.*

Bill Beers – *TPAC Rep.*

Bruce Andrus-Hughes – *TPARK Advisory*

Candice Kelly – *Alt. Tualatin Tomorrow Rep.*

Charlie Benson – *Citizen Rep.*

Cheryl Dorman – *Tualatin Chamber of Commerce*

Joelle Davis – *City Councilor*

Jan Giunta – *CIO Rep.*

Karen Buehrig – *Clackamas County*

Lidwien Rahman – *ODOT*

Monique Beikman – *City Councilor*

Nic Herriges – *Alt. Citizen Rep.*

Nancy Kraushaar – *Citizen Rep.*

Travis Evans – *Citizen Rep.*

Ray Phelps – *Business Rep.*

Committee Members Absent

Amanda Hoffman – *City of Wilsonville*

Brian Barker – *TVF&R*

Bethany Wurtz – *Tualatin Tomorrow Rep.*

Deena Platman – *Metro*

Gail Hardinger – *Alt. Business Rep.*

Kelly Betteridge – *TriMet*

John Howorth – *Alt. Citizen Rep.*

Julia Hajduk – *City of Sherwood*

Judith Gray – *City of Tigard*

Mike Riley – *CIO Rep.*

Ryan Boyle – *Citizen Rep.*

Steve L. Kelley – *Washington County*

Wade Brooksby – *City Councilor*

Public in Attendance

June Bennett

Jack Browne

Steve Titus

Tom and Kathy Re

Kathy Newcomb

Joan Batten

Kevin Ferrasci O'Malley

Warren Brown

Dolores Hurtado

Christopher Nelson

Mark Fryburg

Randy Pitchore

Joe Lipscomb

John and Carol Lemiti

Brian Wegener

Chris Stiddles

Nancy Breton

Staff, Project Team and Special Guests

Ben Bryant – *City of Tualatin*

Dayna Webb – *City of Tualatin*

Kaaren Hofmann – *City of Tualatin*

Theresa Carr – *CH2M Hill*

Alan Snook – *DKS Associates*

Eryn Kehe – *JLA Public Involvement*

Sam Beresky – *JLA Public Involvement*

WELCOME AND CALL TO ORDER

Eryn Kehe from JLA Public Involvement welcomed the group and thanked them for their attendance. She explained that the focus of the meeting will be to decide which refinement area projects to advance to the Transportation Summit on September 20th. She mentioned that the Summit will combine an Open House-Town Hall type discussion with the Task Force meeting at the end to help set the direction for the TSP. After the summit, there will be one more Task Force meeting on October 4th.

Eryn let the group know that the goal of the Task Force is consensus, which will be the Task Force agreeing on the best options for the group, even if the option goes against individual views. If consensus is not reached, the team will record the votes of the Task Force and the decision to include the refinement area will be decided by the city council.

COMMUNICATION FROM THE PUBLIC

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

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

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

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

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

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

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

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

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

GENERAL ITEMS

Accept Meeting #13 Summary

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

Announcements

Bruce Andrus-Hughes proposed to return a trail overpass project to consideration at the Transportation Summit. He mentioned that the bike/ped bridge over 99W was originally removed

because of the lack of funding but he said that the Parks Department might have funding for the project. In addition, Theresa said that the crossing was originally discussed as separate from the Tonquin Trail but when considered as part of the Tonquin Trail and the regional trail network, the demand for the project skyrockets. Eryn mentioned that the Task Force did not originally remove the project.

Voting: All green signs to move the overpass trail to the Transportation Summit.

TRANSPORTATION SYSTEM PLAN REFINEMENT AREA DISCUSSIONS

Theresa gave a short overview PowerPoint presentation that included:

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

Revisit 65th Avenue Refinement Area #3:

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

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

General Discussion Included:

- Many task force members expressed concern about the high cost of the project with some

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

Voting: 17 green signs to advance both cost option projects, with phasing options, for further review at the Transportation Summit.

Refinement Area #3: North to South Connectivity

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

General Discussion Included:

- Bruce Andrus-Hughes let the group know that TPARC recommended that the Task Force NOT move the North to South side of the hybrid connectivity project forward to the summit, as it would have a very negative impact to the park.
- A member expressed concern that the high cost of the project would not improve the Tualatin-Sherwood Road/Boones Ferry intersection.
- There was concern that overall the project would do nothing for the overall traffic in Tualatin but would just be shifting traffic onto different roads.
 - o Alan Snook said that the traffic shifts would be to a more appropriate facility (i.e. move a local trip to a local road rather than a regional facility).
- Members expressed that all of the projects should be analyzed together, to see how they work, or don't work with each other. Others expressed interest in advancing the project to see how they all interact together and that something needs to be done to improve traffic in Tualatin.
- A member noted that the project is included in Tigard's TSP as a placeholder for 2040 at a cost of \$60 million. Tualatin's cost estimates should be much higher and include no at-grade crossing of railroad tracks due to the projected increase of rail traffic and to not disturb the large public investment in WES.
 - o Theresa noted that Tigard's cost estimate is for a wider facility.

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

Explanations of some Red signs:

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

Explanation of Yellow sign:

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

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

Refinement Area #5: Tualatin-Sherwood Road

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

General Discussion Included:

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

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

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

Refinement Area #6: Boones Ferry Road

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

General Discussion Included:

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

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

Preliminary vote: 11 green and 5 yellow

There was a discussion about the need to model all of the options, in the context of the other projects, to see how they perform with each other.

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

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

Revisiting Refinement Area #4: Herman Road and Tualatin Road

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

General Discussion Included:

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

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

Preliminary vote: 11 green, 1 yellow, 3 red

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

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

Refinement Area #7: Downtown Connectivity

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

General Discussion about the Bike/Ped Bridge Included:

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

Voting: 14 red votes and 1 yellow (Nancy Kraushaar explained that she voted yellow to voice her

opinion that bikes should be allowed to be ridden around the lake)

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

- A member expressed a concern about bike/ped safety. He mentioned that the intersection is already unsafe for everyone and nothing should be done to make it worse for the safety of bikes and pedestrians.

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

COMMUNICATION FROM THE PUBLIC

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

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

NEXT MEETING:

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

October 4, 2012 – Transportation Task Force Meeting

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

Meeting adjourned.