



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

FROM: Sherilyn Lombos, City Manager

DATE: April 8, 2013

SUBJECT: Work Session for April 8, 2013

6:00 p.m. (30 min) – 124th Avenue & Basalt Creek Planning. Representatives from Washington County will be present to give an update on the 124th Avenue extension alignment options and also to give an update on the Basalt Creek Transportation Refinement Plan.

6:30 p.m. (20 min) – Southwest Corridor Project Update. The Southwest Corridor Plan is a comprehensive land use and transportation plan focused on identifying and prioritizing public investments in the corridor between downtown Portland and Sherwood for the next 15 years. Tonight, the potential high capacity transit routes will be reviewed along with the public outreach schedule.

6:50 p.m. (5 min) – Council Meeting Agenda Review, Communications & Roundtable. This is the opportunity for the Council to review the agenda for the April 8th City Council meeting and take the opportunity to brief the rest of the Council on any issues of mutual interest.



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos

FROM: Ben Bryant, Management Analyst

DATE: 04/08/2013

SUBJECT: SW 124th Avenue Alignment Options

ISSUE BEFORE THE COUNCIL:

1. Update on the Basalt Creek Transportation Refinement Plan
2. Update on the SW 124th Avenue Alignment Options

EXECUTIVE SUMMARY:

1. Basalt Creek Transportation Refinement Plan Update

On December 11, 2012, the Basalt Creek Policy Advisory Group (PAG) unanimously recommended the east-west conceptual roadway alignment between Grahams Ferry Road and Boones Ferry Road along with several other network improvements south of Tualatin (Attachment A). This was the same option the Tualatin City Council discussed and voted to recommend on December 10, 2012.

Next Steps

- Spring 2013: City Council Consideration of an Intergovernmental Agreement to solidify recommendation
- Spring / Summer 2013: Begin Land Use Concept Planning efforts

2. SW 124th AVENUE EXTENSION ALIGNMENT REFINEMENT

Background

Last year, Washington County developed a preferred alignment for SW 124th Avenue. However, this alignment ended at Tonquin Road. As a result of the Basalt Creek PAG recommendation, there is a need to ensure that the future extension of SW 124th Avenue is designed to accommodate a future east-west roadway in the Basalt Creek Area.

The long-term vision to have SW 124th follow a relatively straight line has significant short-term constraints. Most notably, the southernmost section (approximately half-mile) of the straight

alignment is currently an active quarry (Knife River). In addition, the southernmost section of the straight alignment is currently outside the Urban Growth Boundary. While current law provides an exception process to build regional transportation facilities outside the UGB, Washington County has advised that a short-term "interim" alignment be selected due to current topographical constraints until the quarry site is reclaimed.

Original Short-Term "Interim" Alignments

Last Spring, Washington County proposed three "interim" alternative concepts in an effort to build the road in the short-term. At the direction of the "124th Interested Parties Group" comprised of property owners and business leaders in the community, an interim alignment was selected ("Option 1" in Attachment B).

Refined Short-Term "Interim" Alignments to Connect with Basalt Creek

Since last Spring, the Basalt Creek Transportation Refinement Plan was unanimously recommended to move forward. As a result, Washington County conducted more detailed engineering analysis to determine how it would connect to the new east-west roadway alignment through Basalt Creek. In the design process, Washington County developed four alignment options for connecting SW 124th Avenue with a future east-west roadway (Attachment B).

Preferred "Interim" Alignment Options

Option 4 is the preferred alignment. This is the result of input received at a "124th Interested Parties Group" meeting and an open house held in March. Option 4 is the least expensive and met the needs of the property owners, including the Tonquin Industrial Group and Knife River.

Next Steps

- **Spring 2013:** Washington County will select an alignment option with input gathered from Tualatin

Attachments: [Attachment A: Basalt Creek Transportation Refinement Action Plan](#)
 [Attachment B: SW 124th Avenue Alignment Options](#)
 [Attachment C: Presentation](#)

Tualatin-Sherwood Road

124th Avenue Project

to Grahams Ferry Road

Document Path: P:\W\WPWX00000143\06000\INFO\GIS\arcmap\Base Map\Concept_Alignments_2013-Mar.mxd
Date: 3/19/2013 Time: 11:06:19 AM User Name: axjb

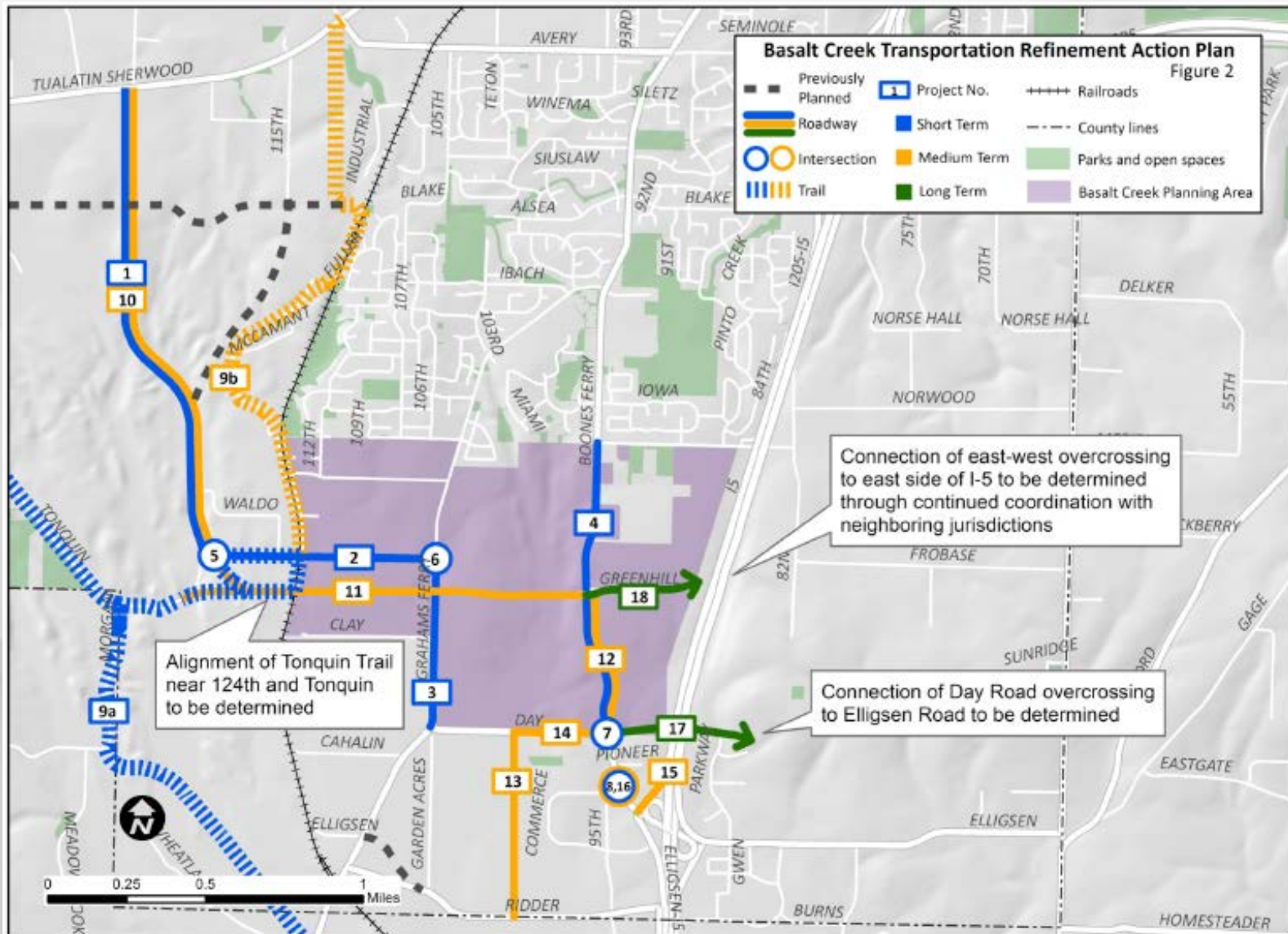


Basalt Creek Transportation Refinement Plan & SW 124th Avenue Alignment Options

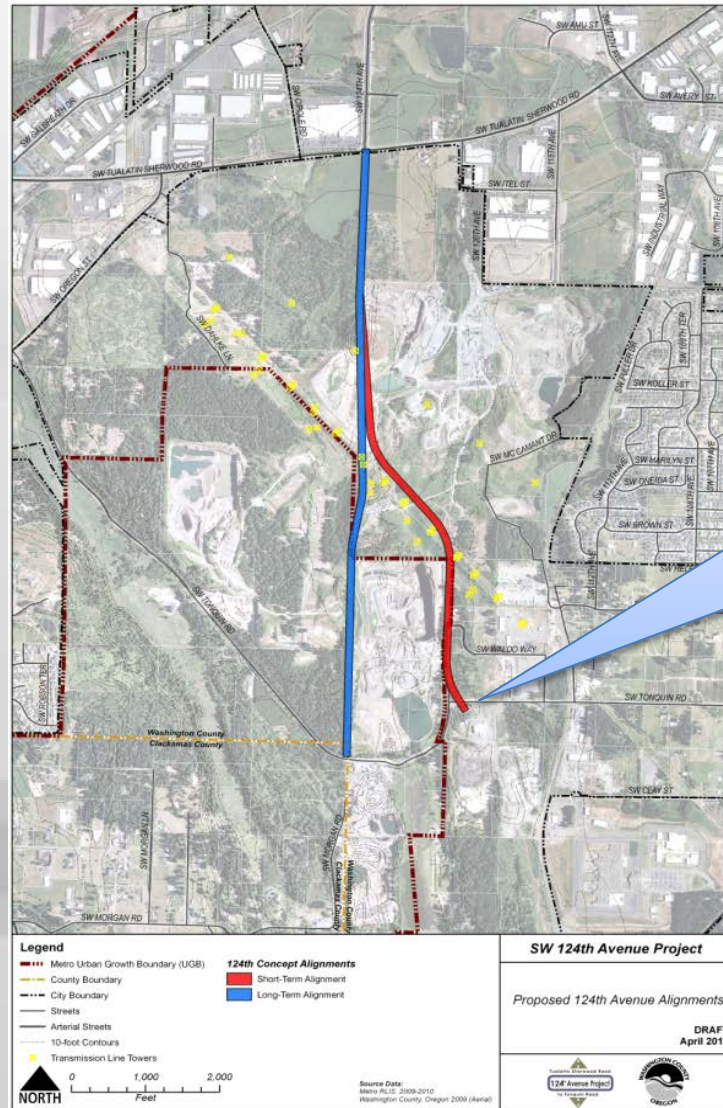
Tualatin City Council
Work Session
April 8, 2013



Basalt Creek Refinement Plan

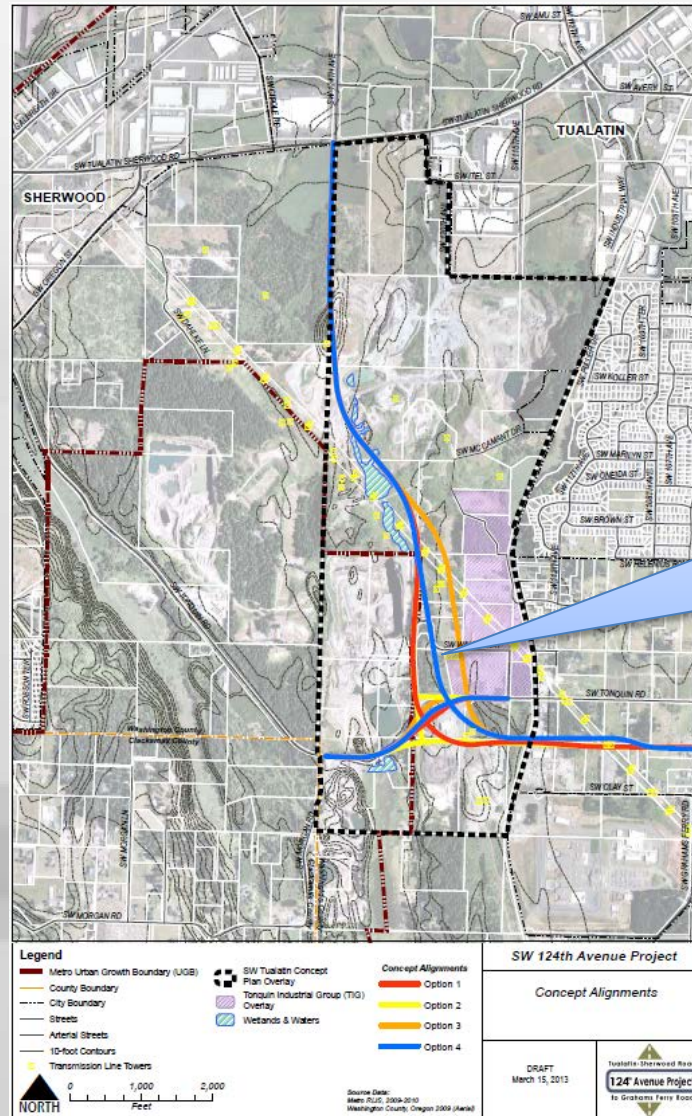


SW 124th Avenue Original Alignment



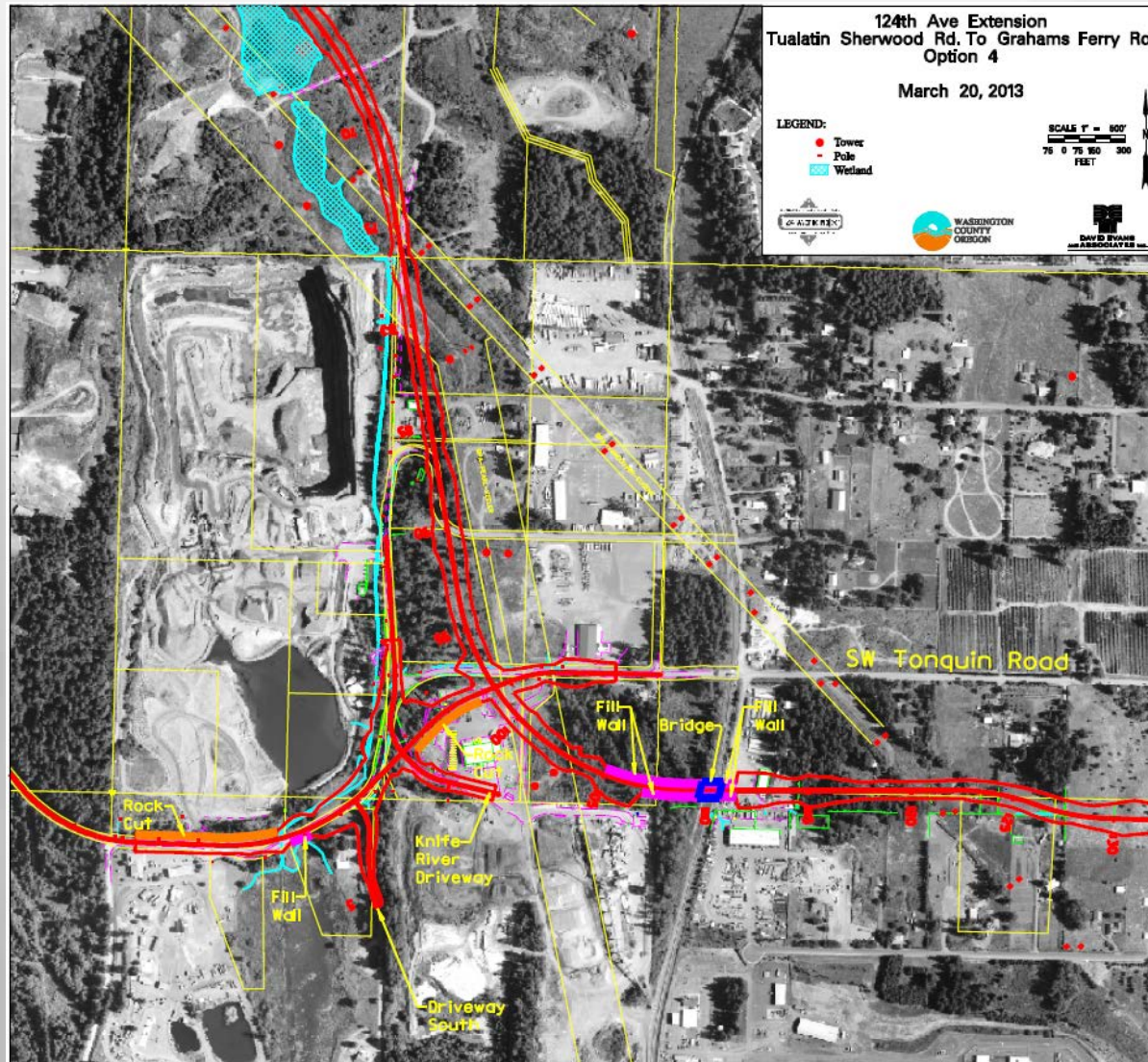
Did not include connection to Basalt Creek "east-west" roadway.

SW 124th Avenue Refined Alignment



Option 4 (Blue):
Preferred Alignment

SW 124th Avenue Preferred Alignment



SW 124th Avenue Alignment Evaluation



124th Extension – Tualatin Sherwood Road to Grahams Ferry Road

OPTIONS EVALUATION MATRIX

PUBLIC MEETING - 3-20-13



	Option 1	Option 2	Option 3	Option 4
Project Cost	\$36.3 M	\$34.2 M	\$32.8 M	\$31.6 M
Geometry and Safety				
Smaller Intersection Size (Crossing distance and turn lanes)	●	○	●	●
Roadway Grades for Freight (124th and Tonquin)	●	●	●	●
Intersection Skew and Geometry	●	●	○	●
Connections to Existing Public Roads	●	○	●	●
Traffic and Capacity				
Traffic Operations	●	○	●	●
Consistency with Long Range Plan Future Alignments	○	●	●	○
Impacts				
Developed Property Full Acquisition / Relocation	○	●	●	○
Wetland / Waterway Impacts	●	●	○	○
Large Walls / Rock Cuts	○	○	●	●
Transmission Easements, Line and Tower Impacts (BPA & PGE)	●	●	○	●
Private Access Impacts	●	●	●	●
Consistent with SW Tualatin Concept Plan	●	●	○	●
TOTAL RATING	13	12	13	15

Worst → Best



0



1



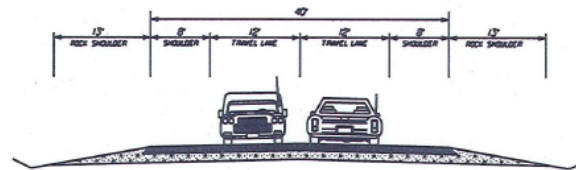
2

SW 124th Avenue Cross Section

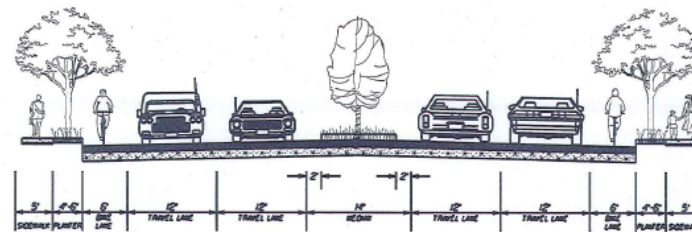
SW 124TH AVENUE EXTENSION TUALATIN SHERWOOD RD. TO GRAHAMS FERRY RD.

TYPICAL SECTIONS

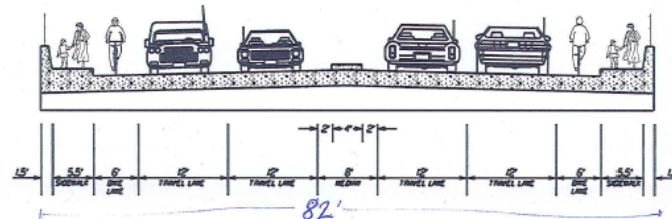
February 28, 2012



Rural Section (Interim)



Urban Arterial Section (Future)



Bridge Section (Future)

Next Steps

Basalt Creek:

- Spring 2013** – City Council consideration of an Intergovernmental Agreement to approve Basalt Creek Transportation Refinement Plan
- Spring/Summer 2013** – Begin Land Use Concept Planning

SW 124th Avenue Extension

- Spring 2013** – Washington County will select alignment with input from community



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos

FROM: Ben Bryant, Management Analyst

DATE: 04/08/2013

SUBJECT: Southwest Corridor Upcoming Schedule

ISSUE BEFORE THE COUNCIL:

Provide input on the upcoming public outreach schedule for the Southwest Corridor Project

EXECUTIVE SUMMARY:

Background

The Southwest Corridor Plan is a comprehensive land use and transportation plan focused on identifying and prioritizing public investments in the corridor between downtown Portland and Sherwood for the next 15 years. One of the most significant investments that is envisioned to be made in this corridor is transit service.

Potential High Capacity Transit Routes

Earlier this year, Metro, in partnership with TriMet, ODOT, and the cities within the corridor, developed five potential transit alignments (Attachment A). These alignments were developed with guidance from local land use and transportation plans developed in each of the communities in the corridor. In Tualatin, we called this effort, "Linking Tualatin."

Currently, the technical team at Metro, TriMet, and ODOT is modeling and evaluating these five transit alignments. In addition to the transit element, many other future projects are included in the modeling and evaluation. These projects encompass all of the other investments that would need to be made to ensure the transit alignment is successful. For example, in order for Bus Rapid Transit (BRT) to reach downtown Tualatin, the Boones Ferry Road bridge would need to be widened as suggested in Tualatin's Transportation System Plan (TSP).

Upcoming Schedule

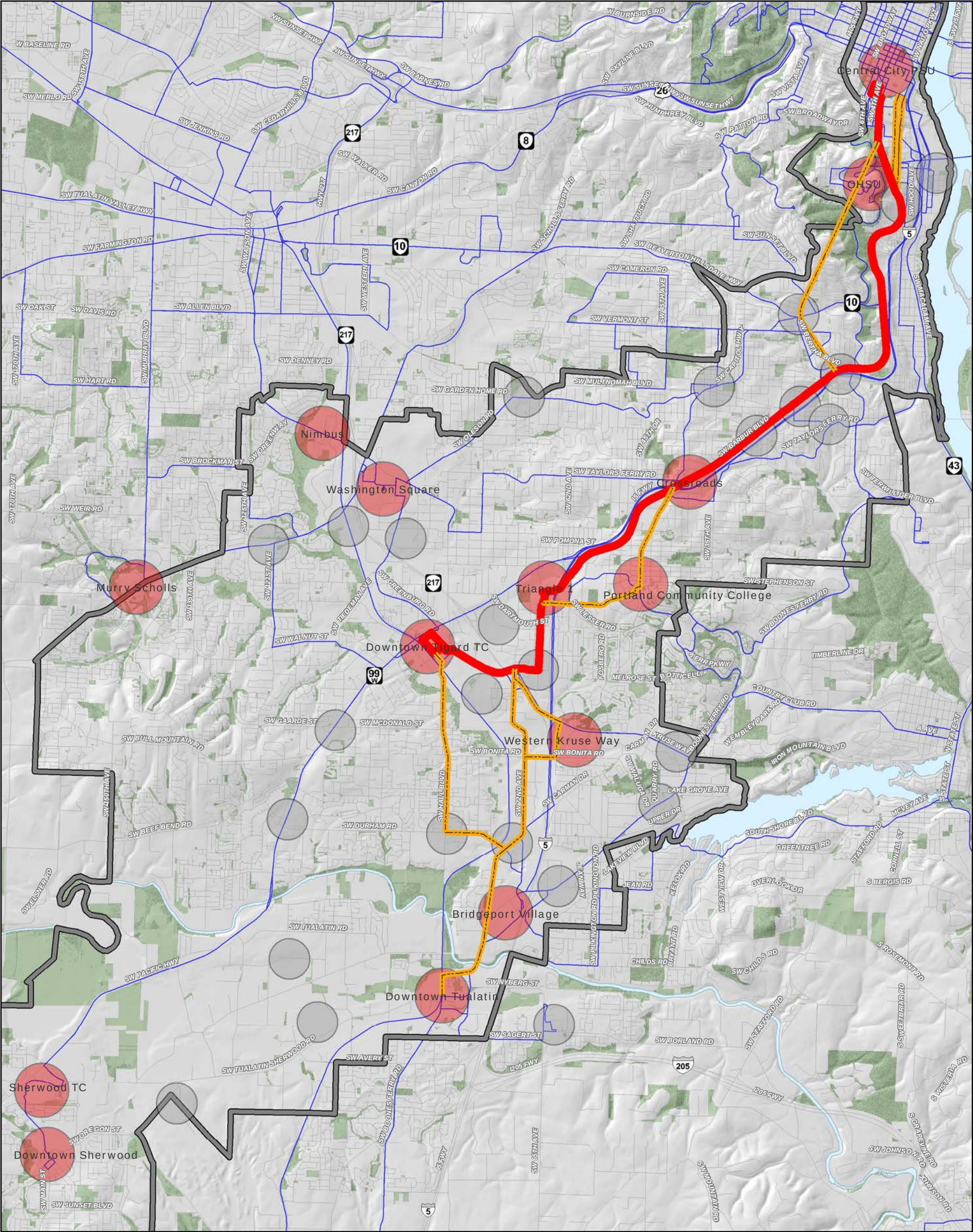
In May, Metro will release the evaluation results for the various transit alignments. The goal is to use this information to guide the Metro Steering Committee's final decision on July 22, 2013 regarding which option to move forward to more detailed design and engineering.

In an effort to accomplish this goal, City staff members have developed a proposed outreach and decision making schedule (Attachment B). The proposed outreach schedule is similar to the process utilized during the TSP. We are proposing to reconvene the Transportation Task Force for one meeting to assist with giving the community feedback on this project. Last fall, many of the Task Force members expressed an interest in this meeting. The proposed schedule includes an open house, Transportation Task Force meeting, multiple meetings of the TPARK and TPC, and a couple of City Council meetings.

Attachments: Attachment A: HCT Potential Routes
 Attachment B: Upcoming Schedule
 Attachment C: SW Corridor Update Presentation

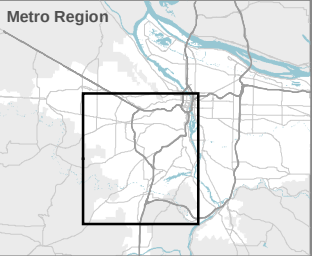
Southwest Corridor

LRT to Tigard Alignment Options



Map 19.A
LRT to Tigard Alignment Options

- Baseline
- Alternatives Alignment
- Existing Transit
- Streets
- Study Area
- Other Identified Places
- Priority Places



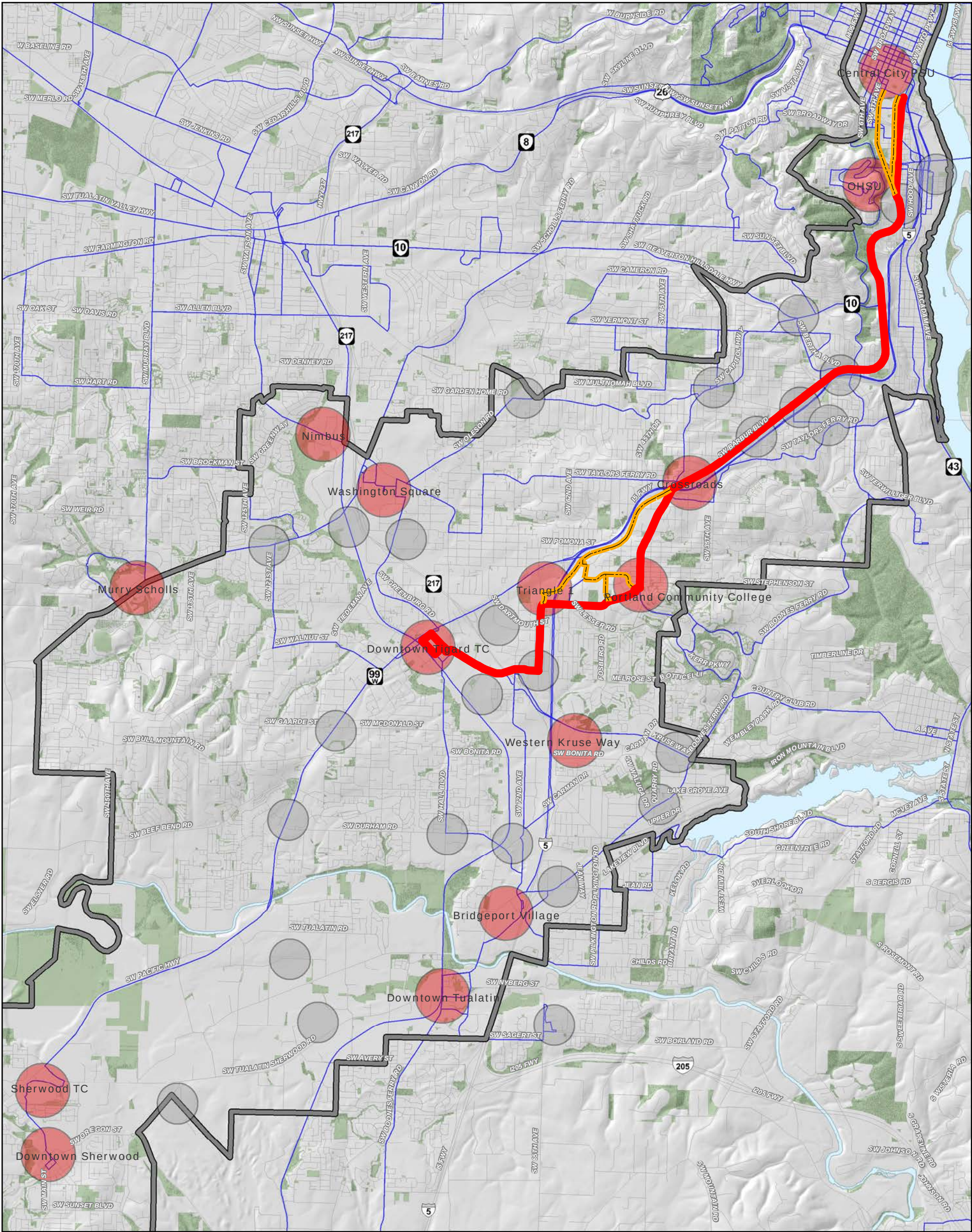
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Metro

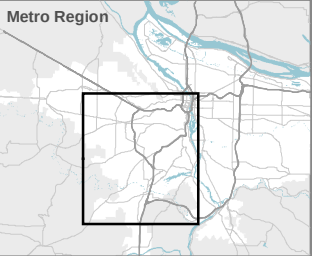
Southwest Corridor

BRT to Tigard Alignment Options



Map 19.B
BRT to Tigard Alignment Options

- Baseline
- Alternative Alignments
- Existing Transit
- Streets
- Study Area
- Other Identified Places
- Priority Places

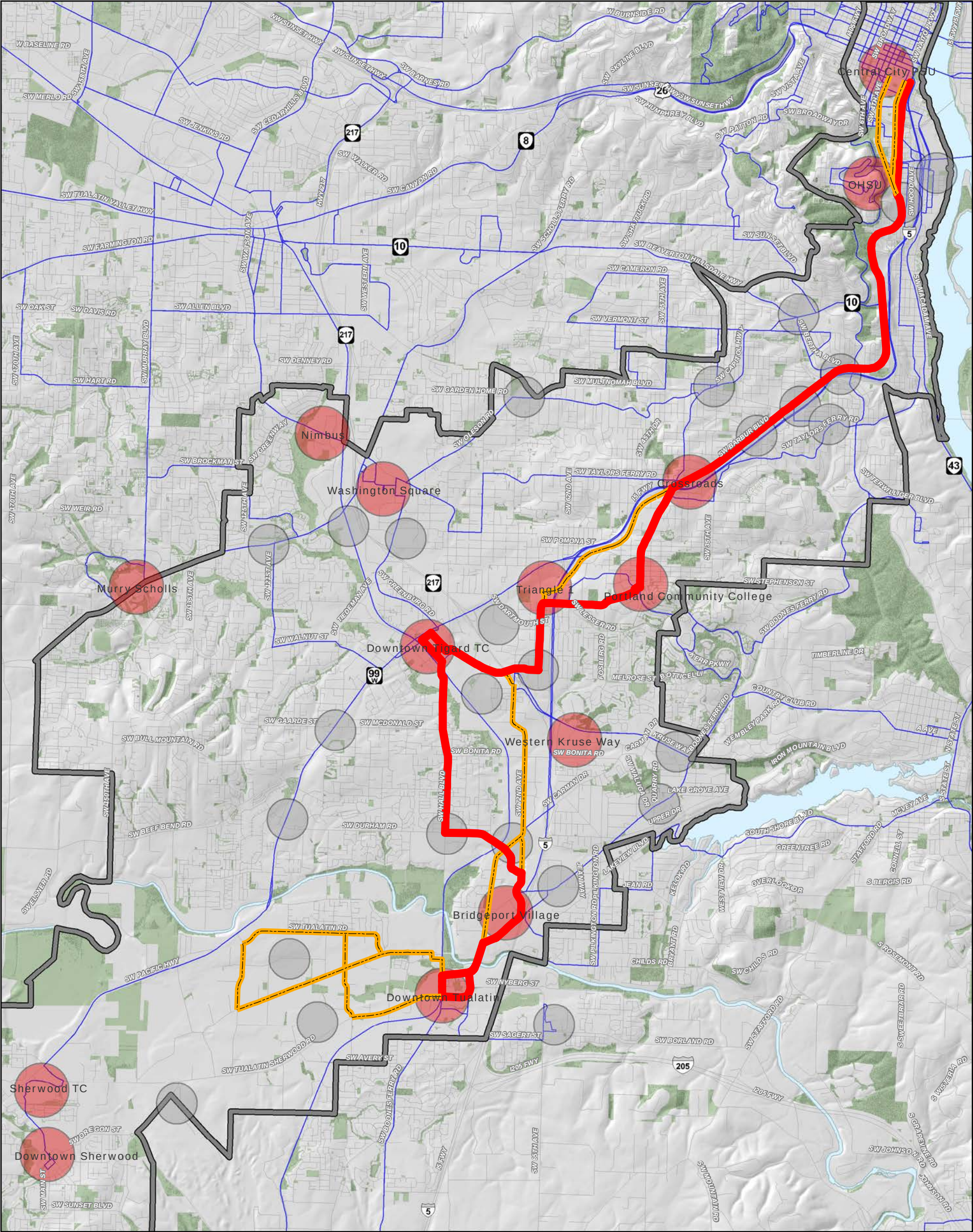


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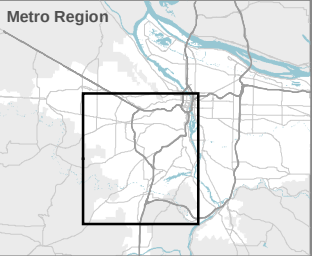
Southwest Corridor

BRT to Tualatin Alignment Options



Map 19.C
BRT to Tualatin Alignment Options

- Baseline
- Alternative Alignments
- Existing Transit
- Streets
- Study Area
- Other Identified Places
- Priority Places

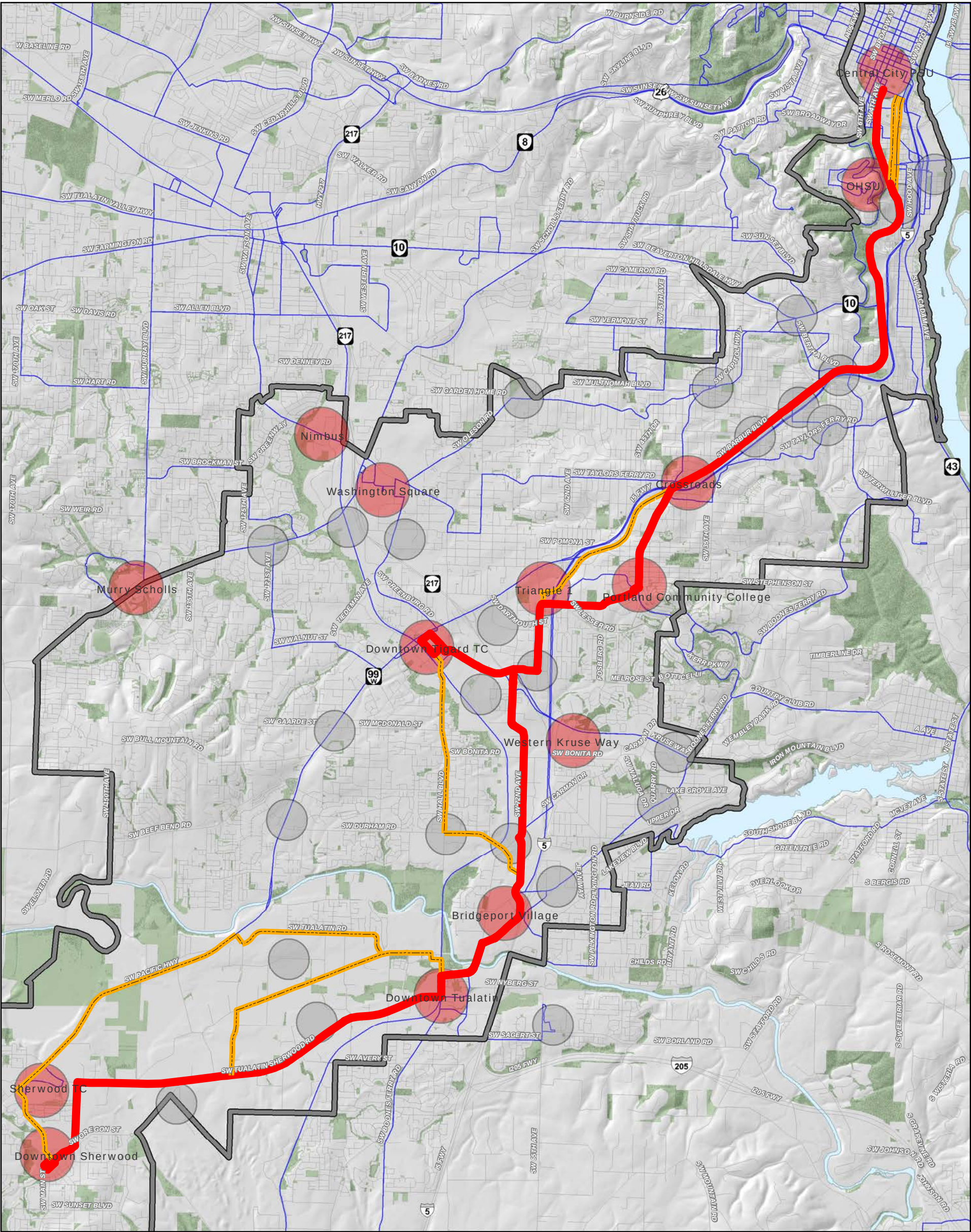


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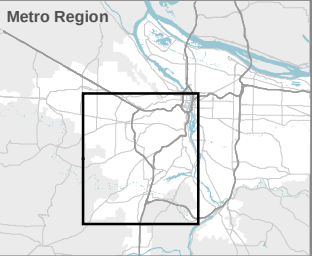
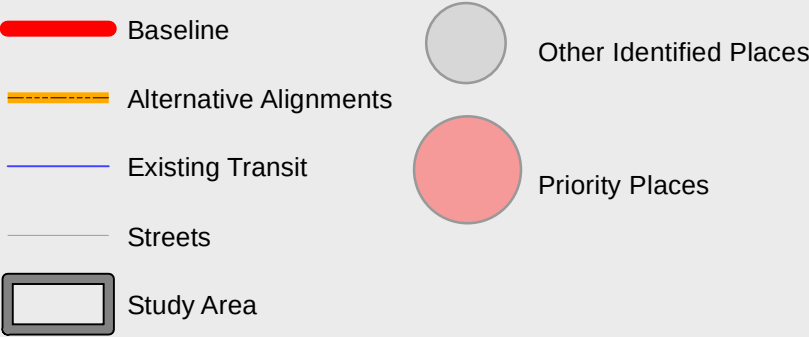


Southwest Corridor

BRT to Sherwood Alignment Options

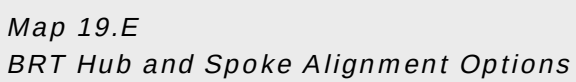


Map 19.D
BRT to Sherwood Alignment Options



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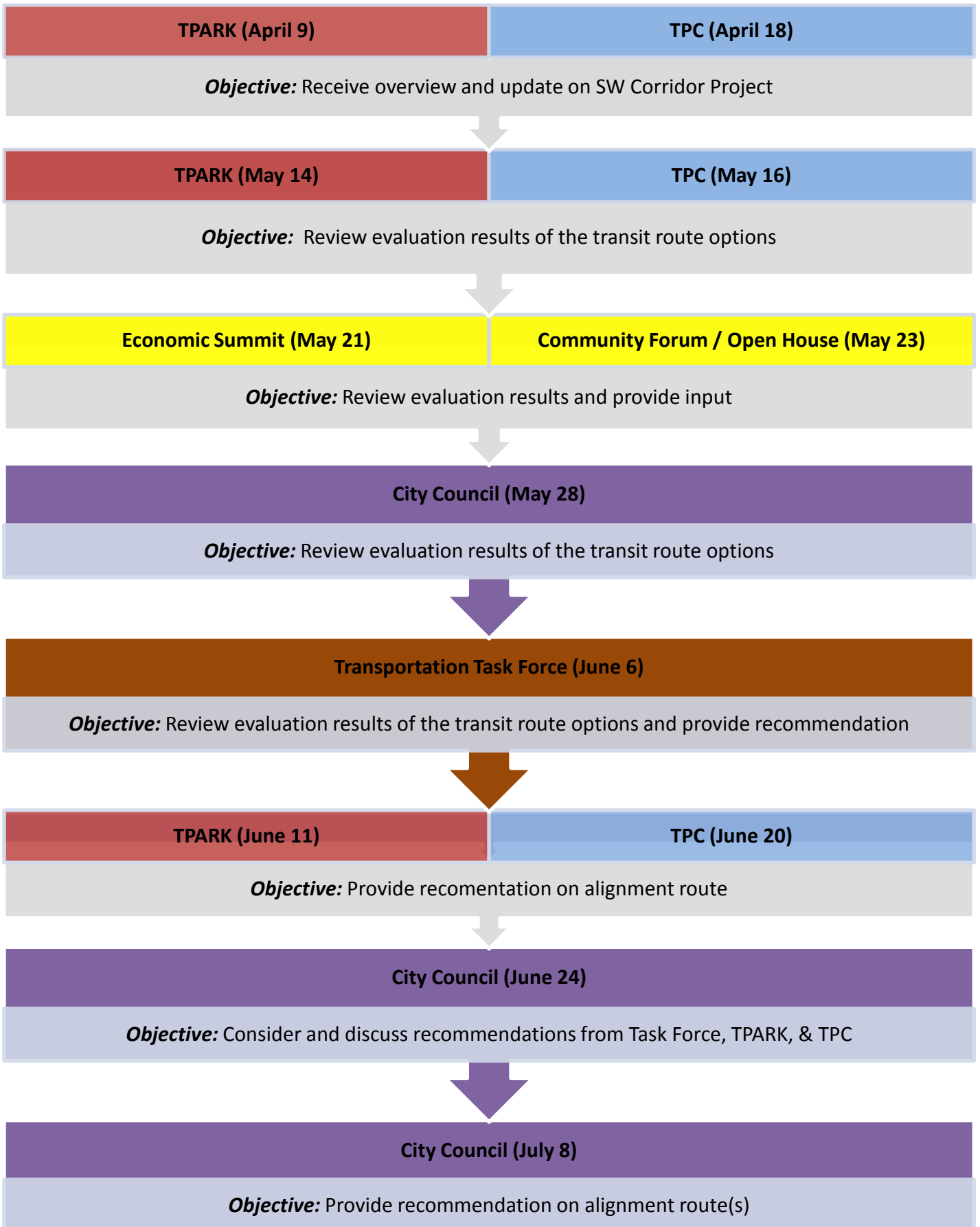
A map of the Metro Region, with a black rectangle highlighting the study area. The map shows major roads and water bodies. A line points from the text 'Metro Region' to the highlighted area.



Attachment B

Southwest Corridor Public Outreach

Developing Tualatin's Recommendation





Tualatin City Council Work Session April 8, 2013

SW Corridor Update

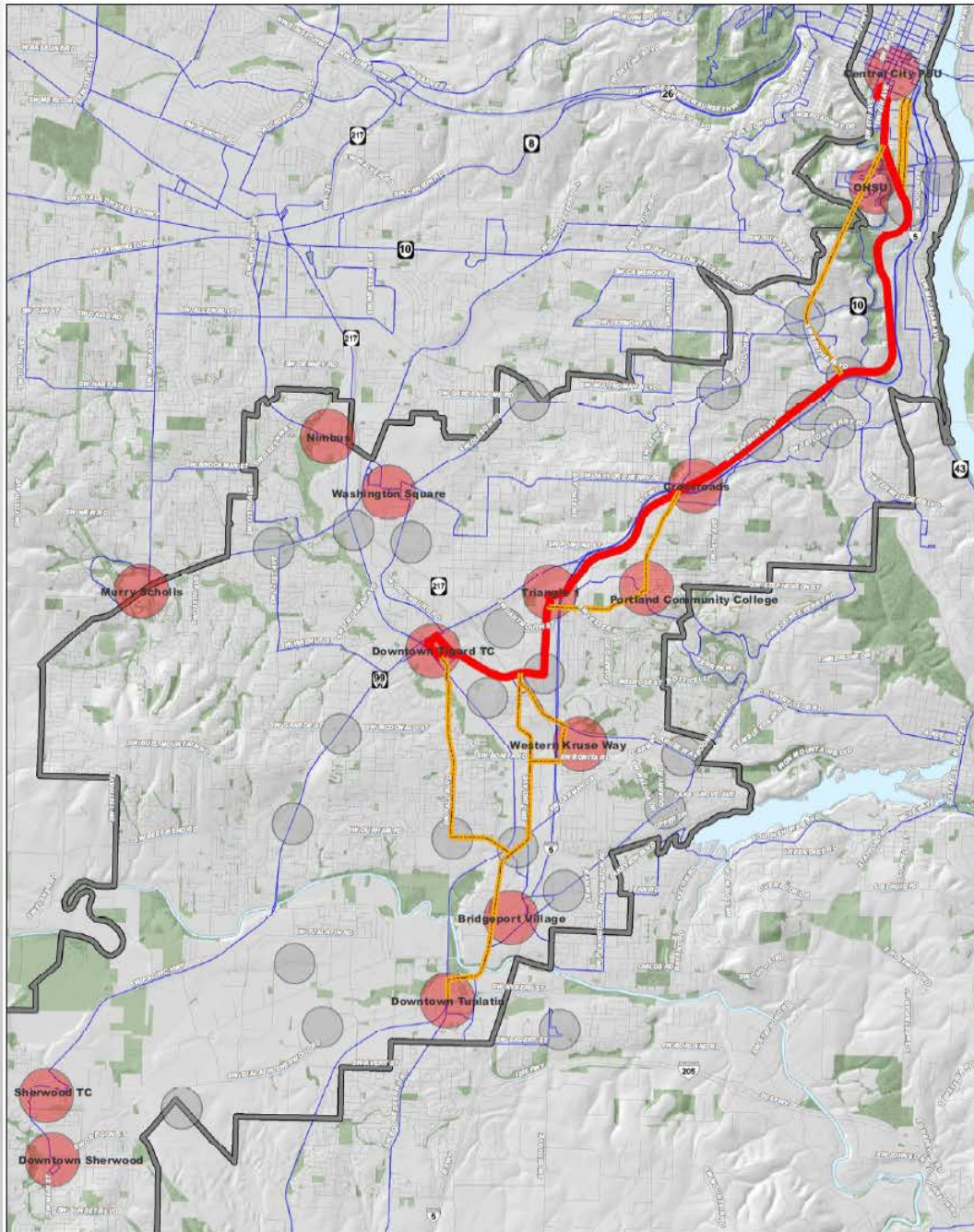
1. Review Potential High Capacity Transit Routes

2. Outline Public Outreach Schedule

Potential Alignments

Southwest Corridor

LRT to Tigard Alignment Options



Map 19.A
LRT to Tigard Alignment Options

- Baseline
 - Alternatives Alignment
 - Existing Transit
 - Streets
 - Study Area
 - Other Identified Places
 - Priority Places
- Attachment C



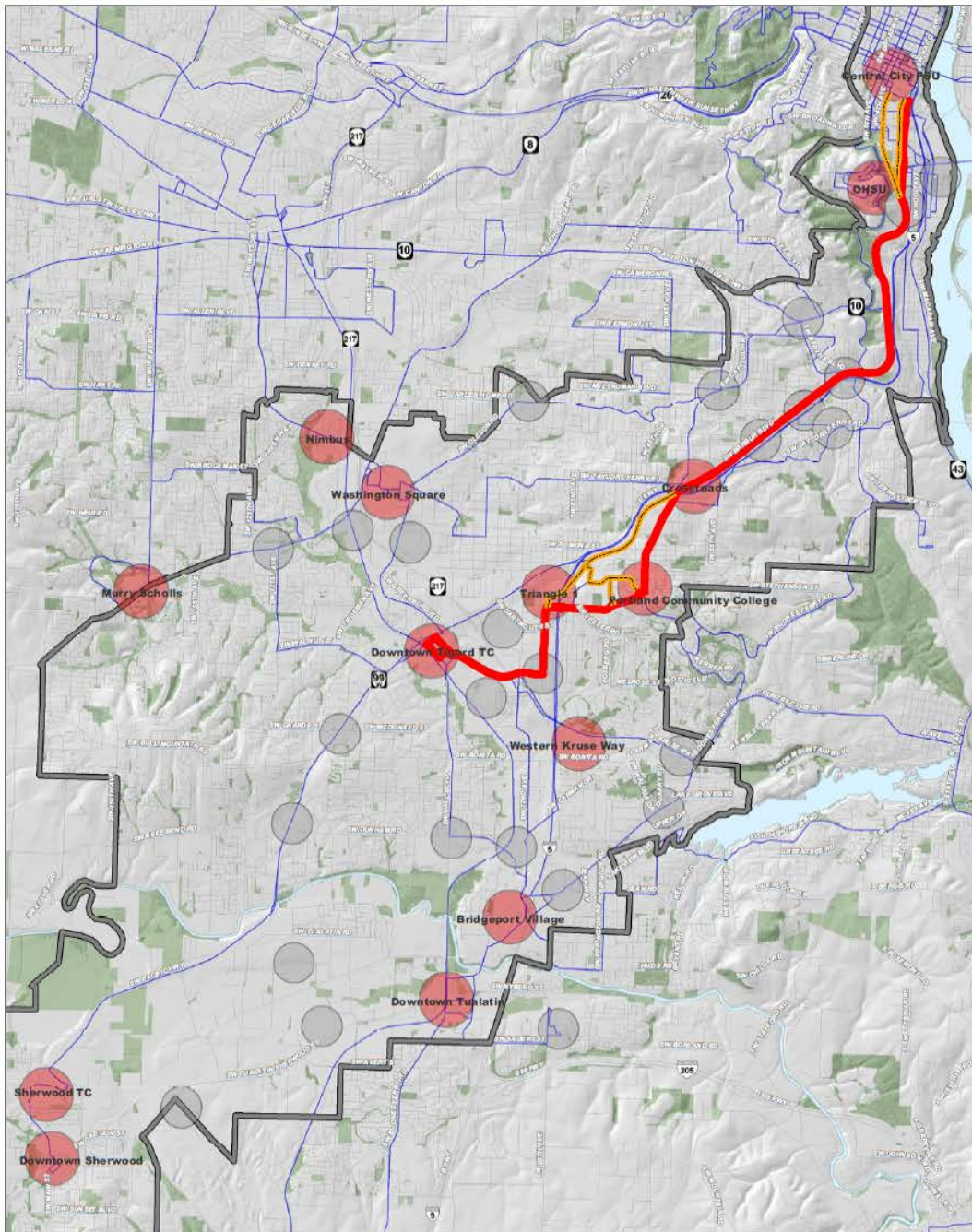
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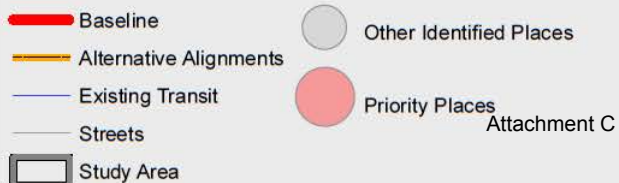
Potential Alignments

Southwest Corridor

BRT to Tigard Alignment Options



Map 19.B
BRT to Tigard Alignment Options



Attachment C

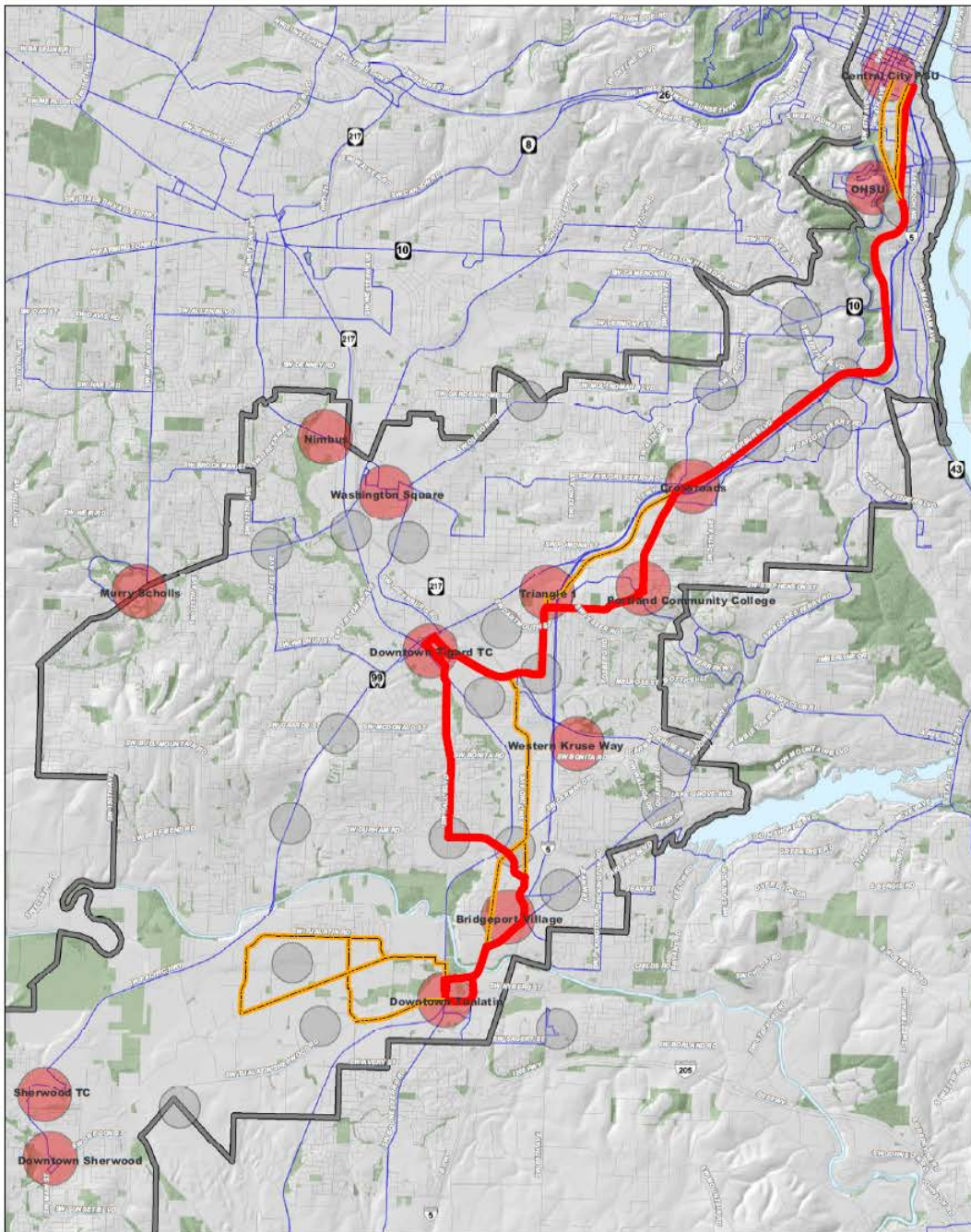


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Potential Alignments

Southwest Corridor BRT to Tualatin Alignment Options



Map 19.C
BRT to Tualatin Alignment Options

- Baseline
- Alternative Alignments
- Existing Transit
- Streets
- Study Area
- Other Identified Places
- Priority Places

Attachment C



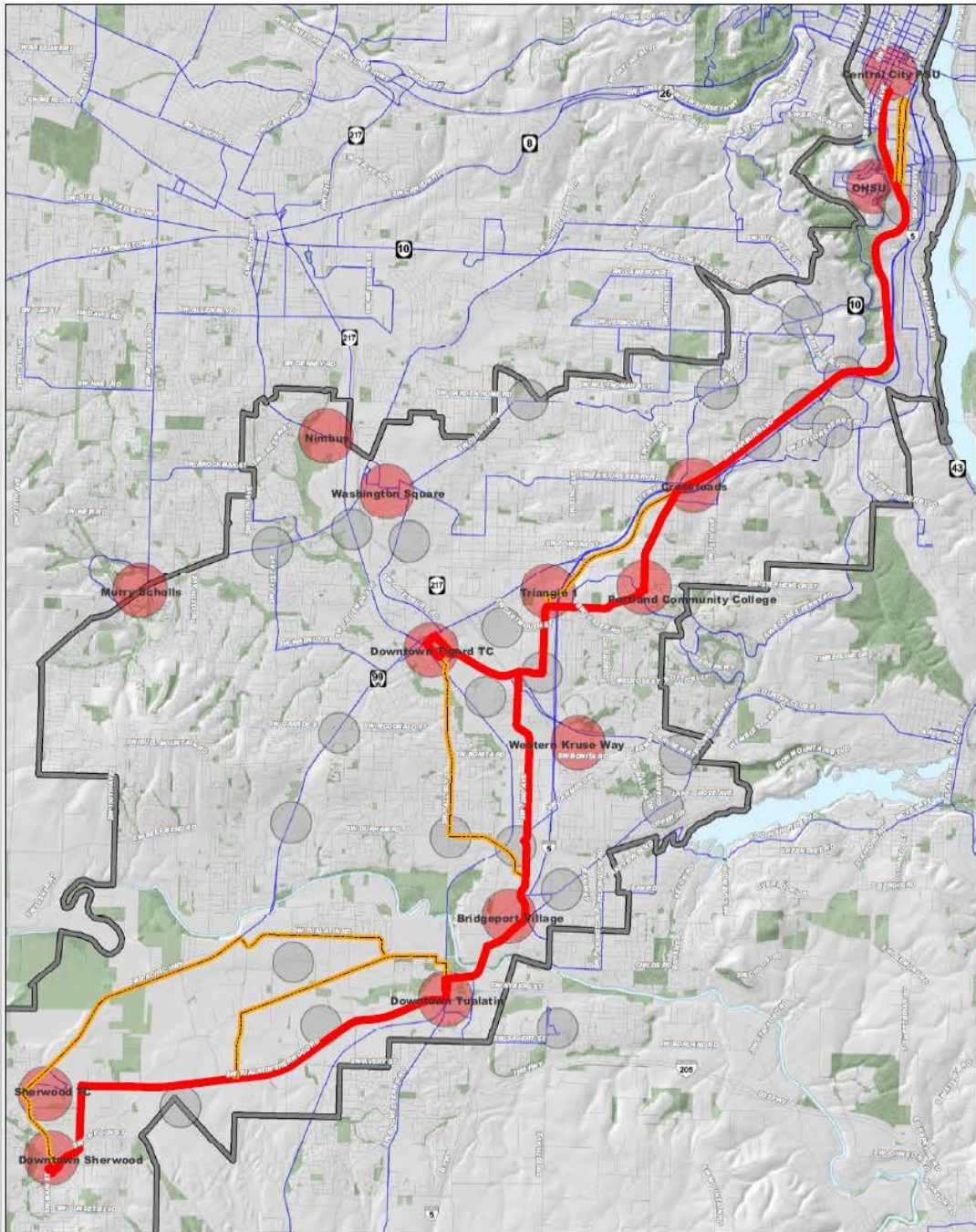
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Potential Alignments

Southwest Corridor

BRT to Sherwood Alignment Options



Map 19.D
BRT to Sherwood Alignment Options



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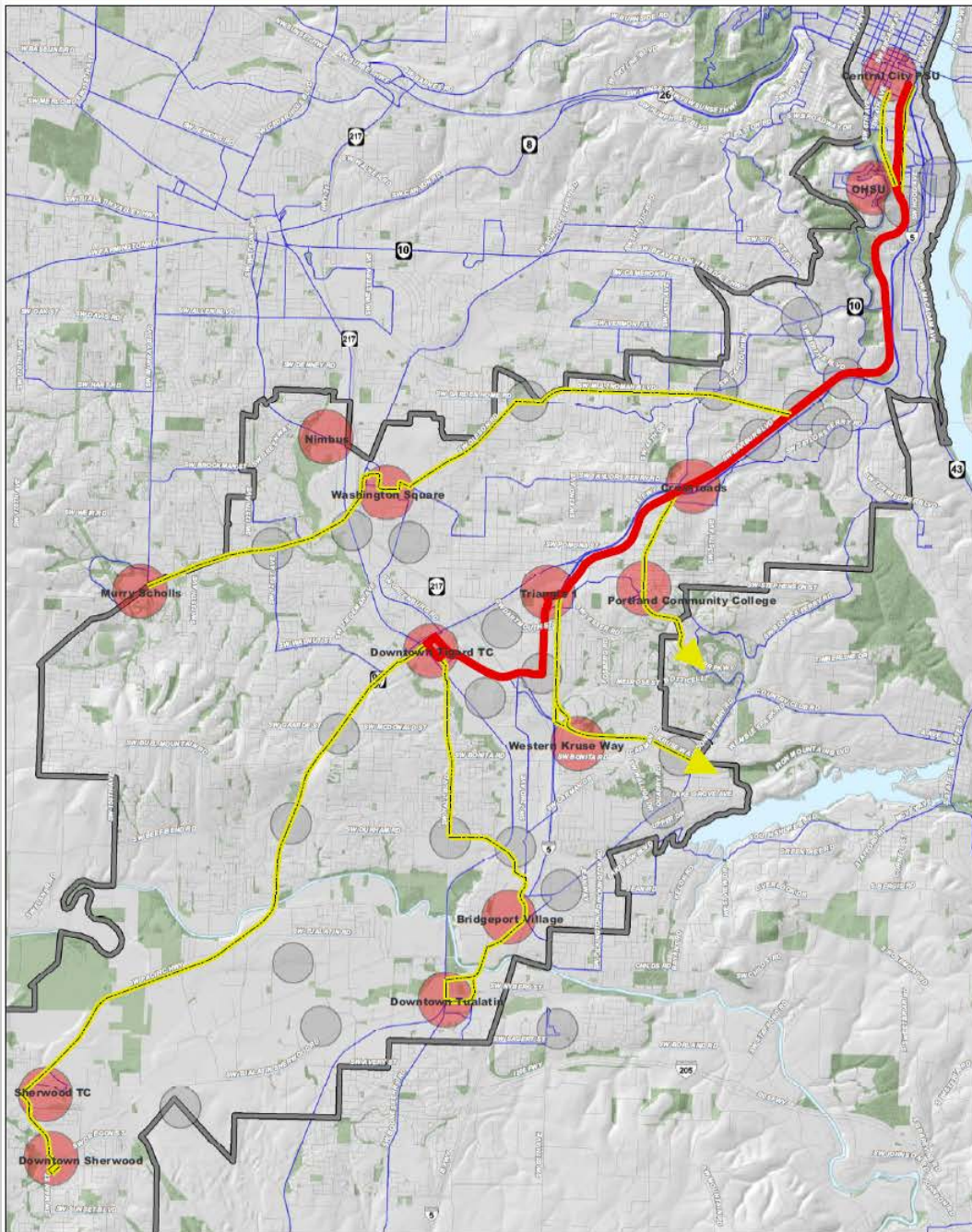


Attachment C

Potential Alignments

Southwest Corridor

BRT Hub and Spoke Alignment Options



Map 19.E
BRT Hub and Spoke Alignment Options

- Baseline
- Spokes
- Existing Transit
- Streets
- Study Area
- Other Identified Places
- Priority Places

Attachment C



0 0.5 1 Miles



Proposed Public Outreach

