



## MEMORANDUM CITY OF TUALATIN

**TO:** Honorable Mayor and Members of the City Council

**FROM:** Sherilyn Lombos, City Manager

**DATE:** OCTOBER 24, 2016

**SUBJECT:** Work Session for October 24, 2016

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**5:30 p.m. (30 min) – Mobile Food Units: Confirmation of Council Direction.** Staff is seeking to confirm the direction provided by Council at the October 10<sup>th</sup> work session regarding code components and the regulatory process for a potential mobile food unit ordinance.

**6:00 p.m. (30 min) – 2016 Community Survey Results.** The City of Tualatin contracted with the National Research Center to conduct the National Citizen Survey. City staff will present findings from the survey which was conducted from July through September 2016.

**6:30 p.m. (15 min) – Regional Flexible Fund Allocation – Herman Road Active Transportation Project Update.** Staff will present information about the project and the funding process.

**6:45 p.m. (10 min) – Council Meeting Agenda Review, Communications & Roundtable.** Council will review the agendas for the October 24<sup>th</sup> City Council meeting and brief the Council on issues of mutual interest.



# MEMORANDUM

## CITY OF TUALATIN

**TO:** Honorable Mayor and Members of the City Council

**THROUGH:** Sherilyn Lombos, City Manager

**FROM:** Charles Benson, Associate Planner  
Alice Cannon, Assistant City Manager

**DATE:** 10/24/2016

**SUBJECT:** Food Carts: Confirmation of Council Direction on Code Components and Process

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### **ISSUE BEFORE THE COUNCIL:**

Staff is seeking to confirm direction provided by Council at the October 10, 2016 City Council work session regarding code components and regulatory process for a potential food cart ordinance.

### **DISCUSSION:**

At the October 10, 2016 work session, staff presented an update to Council on the public outreach efforts regarding the preliminary approach to modifying food cart regulations in Tualatin. Staff also provided an updated list of suggested code components based on direction provided by Council at the August 22, 2016 City Council work session. Council direction provided at the October 10, 2016 work session on regulatory process and suggested code components are reflected as follows.

### **Council Direction on Process**

- Simplify code components
- Inform CCIO and Tualatin Chamber of Commerce of simplified code
- Return to Council for Public Hearing

### **Council Direction on Code Components**

#### **Define**

- “Mobile Food Unit” means a vehicle that is self-propelled or that can be pulled or pushed down a sidewalk, street, highway or water, on which food is prepared, processed or converted or which is used in selling and dispensing food to the ultimate consumer. – Source: OAR 333-150-0000(4)(z) – Oregon Health Authority Food Sanitation Rule

- “Site” means a lot or parcel of property on which a mobile food unit is permitted to operate.  
– Source: Lots and Parcels are units of land defined under State and City codes.

### **Business Licenses and Regulatory Requirements**

- Obtain a City business license
- Submit documentation to the City that establishes the person obtained all required health and sanitary licenses from the State of Oregon and Washington or Clackamas Counties, as applicable
- Comply with all health, safety, and environmental laws, including but not limited to proper disposal of cooking waste and wastewater
- Must have wheels and wheels must not be removed

### **Location Standards**

- Commercial and Manufacturing Planning Districts
  - Must operate on an existing parking lot or other hard-surfaced area
  - May not park or operate within a public right of way
- Residential Planning Districts
  - May only stop or park on the right side of a street closest to the street edge or curb, and not block a driveway or otherwise create a safety hazard
- Location standards do not apply to vendors under an approved City event permit, or where a street closure permit is granted.

### **Site Standards in Commercial and Manufacturing Districts**

- Not obstruct pedestrian pathways, driveways, drive aisles, or public rights of way, or otherwise create a traffic or safety hazard.
- Not operate at any site between the hours of 12 AM and 6 AM daily
- Must completely vacate the site during the hours of 12 AM to 6AM.
- Provide garbage and recycling for its patrons.
- Have self-contained water, sewer, and electrical systems
- Connections to public or private water, sewer, and electrical utilities are prohibited.

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**Attachments:**    [Attachment A - PowerPoint Presentation](#)

# Food Carts: Confirmation of Council Direction

Tualatin City Council  
Work Session  
October 24, 2016



*City of Tualatin*



# Purpose of Tonight's Discussion

- **Confirm direction provided at October 10, 2016 City Council work session regarding code components and process for a potential food cart ordinance**



# City Approved Events

- **Proposed standards do not apply to vendors under an approved City event permit, or where a street closure permit is granted**



# Council Direction—Process

- **Simplify!**
- **Inform CCIO and Tualatin Chamber of Commerce of simplified components**
- **Return to Council for Public Hearing**



# Business License & Regulatory Requirements

- Obtain a City business license
- Submit documents to the City that establishes the vendor has obtained all required health and sanitary licenses
- Comply with all health, safety, and environmental laws
- Units have wheels; no semi-permanent or permanent units



# Location Standards:

- **Commercial & Manufacturing Districts**
  - Operate on an existing parking lot or other hard-surfaced area
  - May not park or operate within a public right-of-way



# Location Standards

- **Residential Districts**
  - **May only stop on the right side of a street closest to the street edge or curb, and not block a driveway or otherwise create a safety hazard**



# Site Standards

- **Commercial & Manufacturing Districts**
  - **Cannot obstruct pedestrian pathways, driveways, drive aisles, or public rights-of-way**
  - **Vacate the site during the hours of 12 AM and 6 AM daily (nothing allowed to stay overnight)**
  - **Must provide garbage and recycling receptacles for their patrons**
  - **Units must have self-contained water, sewer, and electrical systems**
  - **Connections to public or private water, sewer, and electrical utilities are prohibited**



# Definitions

- **Mobile Food Unit**

- Defined as “a vehicle that is self-propelled or that can be pulled or or pushed down a sidewalk, street, highway or water, on which food is prepared, processed or converted or which is used in selling a dispensing food to the ultimate consumer”
- Source: OAR 333-150-0000(4)(z) – Oregon Health Authority Food Sanitation Rule

- **Site**

- Defined as “a lot or parcel of property on which a mobile food unit is permitted to operate”
- Source: lots and parcels are units of land defined under State and City codes





# Discussion





# MEMORANDUM

## CITY OF TUALATIN

**TO:** Honorable Mayor and Members of the City Council

**THROUGH:** Sherilyn Lombos, City Manager

**FROM:** Tanya Williams, Assistant to the City Manager

**DATE:** 10/24/2016

**SUBJECT:** 2016 Community Survey Results

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### **ISSUE BEFORE THE COUNCIL:**

The City of Tualatin contracted with the National Research Center (NRC Inc) to conduct the National Citizen Survey. City staff will present the findings from the survey which was conducted from July through September 2016 for the residents of Tualatin.

### **EXECUTIVE SUMMARY:**

The City contracted with National Research Center's to conduct the National Citizen Survey (NCS) which is an assessment of Tualatin's "livability" based on statistically valid survey results from residents in our community. A similar survey has been conducted every three years. The NCS was selected for a variety of reasons, including:

- Is part of a proven performance measurement program used nationwide and is the only citizen survey endorsed by ICMA and the National League of Cities
- NCS provides benchmark comparisons to jurisdictions nationwide
- Online surveys are also included to supplement the statistically valid survey information
- Tualatin has used the NCS survey in 2013 and 2010 and offer comparable data for benchmarking

The NCS captures residents' opinions within the three pillars of a community- Community Characteristics, Governance and Participation- across eight central facets of community. These include Safety, Mobility, Natural Environment, Built Environment, Economy, Recreation and Wellness, Education and Enrichment and Community Engagement. The community livability report highlights resident feedback in each of these areas.

NCS prepared the survey reports, currently in draft form, which are included as attachments and include the results of all survey data collected.

### **RECOMMENDATION:**

Staff recommends that the City Council receives and reviews the community livability report and provide any additional direction.

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**Attachments:** Draft Tualatin NCS Survey 2016  
Presentation

**THE NCS**<sup>TM</sup>  
The National Citizen Survey<sup>TM</sup>

**Tualatin, OR**  
Community Livability Report

DRAFT  
2016



**NRC**  
National Research Center Inc

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Boulder, Colorado 80301  
n-r-c.com • 303-444-7863

**ICMA**

*Leaders at the Core of Better Communities*

777 North Capitol Street NE Suite 500  
Washington, DC 20002  
icma.org • 800-745-8780

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The National Citizen Survey™  
© 2001-2016 National Research Center, Inc.

The NCS™ is presented by NRC in collaboration with ICMA.

NRC is a charter member of the AAPOR Transparency Initiative, providing clear disclosure of our sound and ethical survey research practices.

# About

The National Citizen Survey™ (The NCS) report is about the “livability” of Tualatin. The phrase “livable community” is used here to evoke a place that is not simply habitable, but that is desirable. It is not only where people do live, but where they want to live.

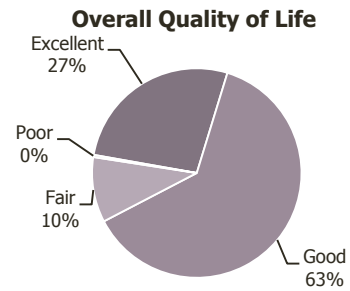
Great communities are partnerships of the government, private sector, community-based organizations and residents, all geographically connected. The NCS captures residents’ opinions within the three pillars of a community (Community Characteristics, Governance and Participation) across eight central facets of community (Safety, Mobility, Natural Environment, Built Environment, Economy, Recreation and Wellness, Education and Enrichment and Community Engagement).

The Community Livability Report provides the opinions of a representative sample of 321 residents of the City of Tualatin. The margin of error around any reported percentage is 6% for the entire sample. The full description of methods used to garner these opinions can be found in the *Technical Appendices* provided under separate cover.



# Quality of Life in Tualatin

Most residents rated the quality of life in Tualatin as excellent or good. This rating was similar to those seen in other communities (see Appendix B of the *Technical Appendices* provided under separate cover).



Shown below are the eight facets of community. The color of each community facet summarizes how residents rated it across the three sections of the survey that represent the pillars of a community – Community Characteristics, Governance and Participation. When most ratings across the three pillars were higher than the benchmark, the color for that facet is the darkest shade; when most ratings were lower than the benchmark, the color is the lightest shade. A mix of ratings (higher and lower than the benchmark) results in a color between the extremes.

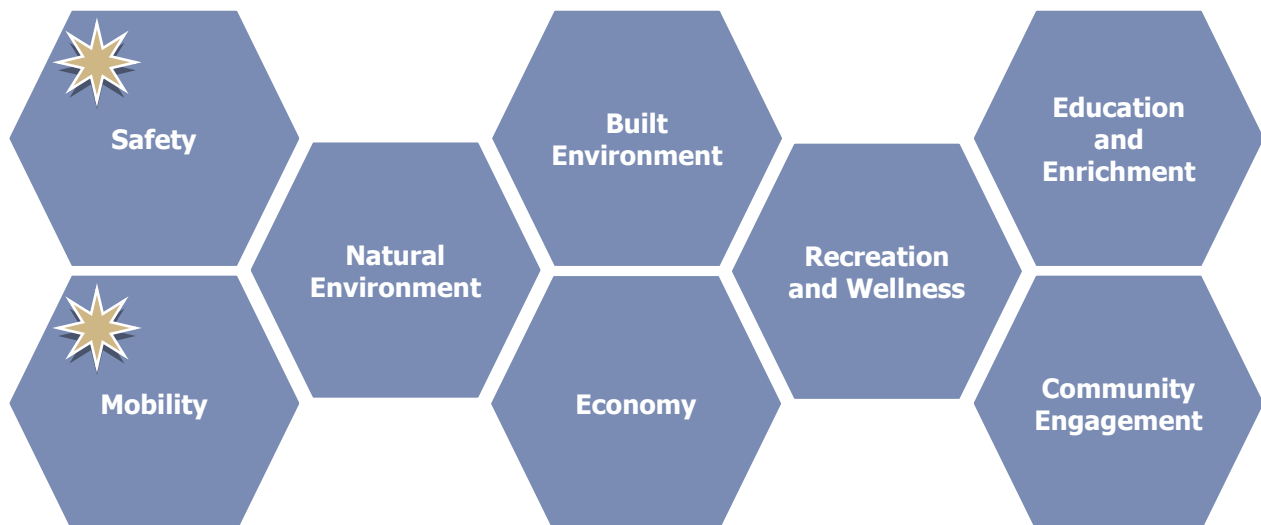
In addition to a summary of ratings, the image below includes one or more stars to indicate which community facets were the most important focus areas for the community. Residents identified Safety and Mobility as priorities for the Tualatin community in the coming two years. It is noteworthy that Tualatin residents gave favorable ratings to both of these facets of community. Ratings for Natural Environment, Built Environment, Economy, Recreation and Wellness, Education and Enrichment and Community Engagement were positive and similar to other communities. This overview of the key aspects of community quality provides a quick summary of where residents see exceptionally strong performance and where performance offers the greatest opportunity for improvement. Linking quality to importance offers community members and leaders a view into the characteristics of the community that matter most and that seem to be working best.

Details that support these findings are contained in the remainder of this Livability Report, starting with the ratings for Community Characteristics, Governance and Participation and ending with results for Tualatin's unique questions.

## Legend

- Higher than national benchmark
- Similar to national benchmark
- Lower than national benchmark

- ★ Most important



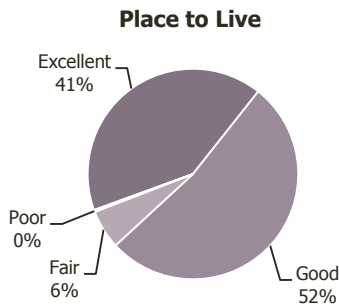
# Community Characteristics

*What makes a community livable, attractive and a place where people want to be?*

Overall quality of community life represents the natural ambience, services and amenities that make for an attractive community. How residents rate their overall quality of life is an indicator of the overall health of a community. In the case of Tualatin, 94% rated the City as an excellent or good place to live. Respondents' ratings of Tualatin as a place to live were similar to ratings in other communities across the nation.

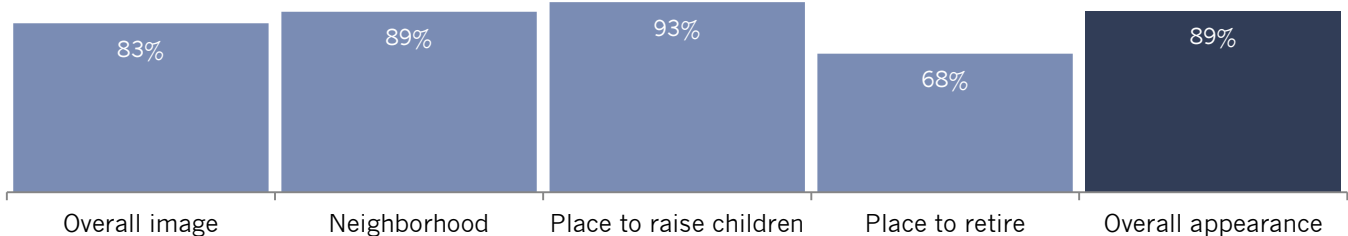
In addition to rating the City as a place to live, respondents rated several aspects of community quality including Tualatin as a place to raise children and to retire, their neighborhood as a place to live, the overall image or reputation of Tualatin and its overall appearance. Most respondents favorably rated their neighborhood as a place to live, Tualatin as a place to raise children and to the overall appearance of Tualatin. Roughly 8 in 10 residents gave positive ratings to the overall image of Tualatin, while about two-thirds gave excellent or good ratings to Tualatin as a place to retire. All of these aspects received ratings similar to the benchmark comparison, with the exception of the overall appearance of Tualatin, which received ratings higher than in benchmark communities.

Delving deeper into Community Characteristics, survey respondents rated over 40 features of the community within the eight facets of Community Livability. Generally, ratings for aspects of Community Characteristics were strong across each of the eight facets. Almost all residents gave positive ratings to their feeling of safety in their neighborhoods, while around 9 in 10 felt safe overall in Tualatin and in the City's downtown/commercial area. Ratings within Mobility were mixed: at least 7 in 10 residents positively rated the availability of paths and walking trails (rated higher than the national benchmark), as well as the ease of walking in Tualatin. Around half of respondents or less, however, positively rated overall ease of travel, travel by public transportation or car, and traffic flow. Ratings for travel by car, overall ease of travel and traffic flow were lower than the national benchmark. Roughly 4 in 5 respondents rated all aspects of Natural Environment as excellent or good. Several aspects of Economy received positive ratings from a majority of respondents and shopping and employment opportunities were rated higher than seen in comparison communities. The remaining facets of Recreation and Wellness, Education and Enrichment and Community Engagement were similar to comparison communities and rated positively by a majority of respondents.



Compared to the 2013 survey, ratings decreased for traffic flow, travel by car and availability of affordable quality housing. Meanwhile, ratings increased for Tualatin's overall appearance and the City as a place to retire. Additionally, several aspects within the facets of Mobility, Natural Environment, Economy, Recreation and Wellness and Education and Enrichment also increased over time. For additional information regarding the trends please review the *Trends Report* under separate cover.

Percent rating positively (e.g., excellent/good)





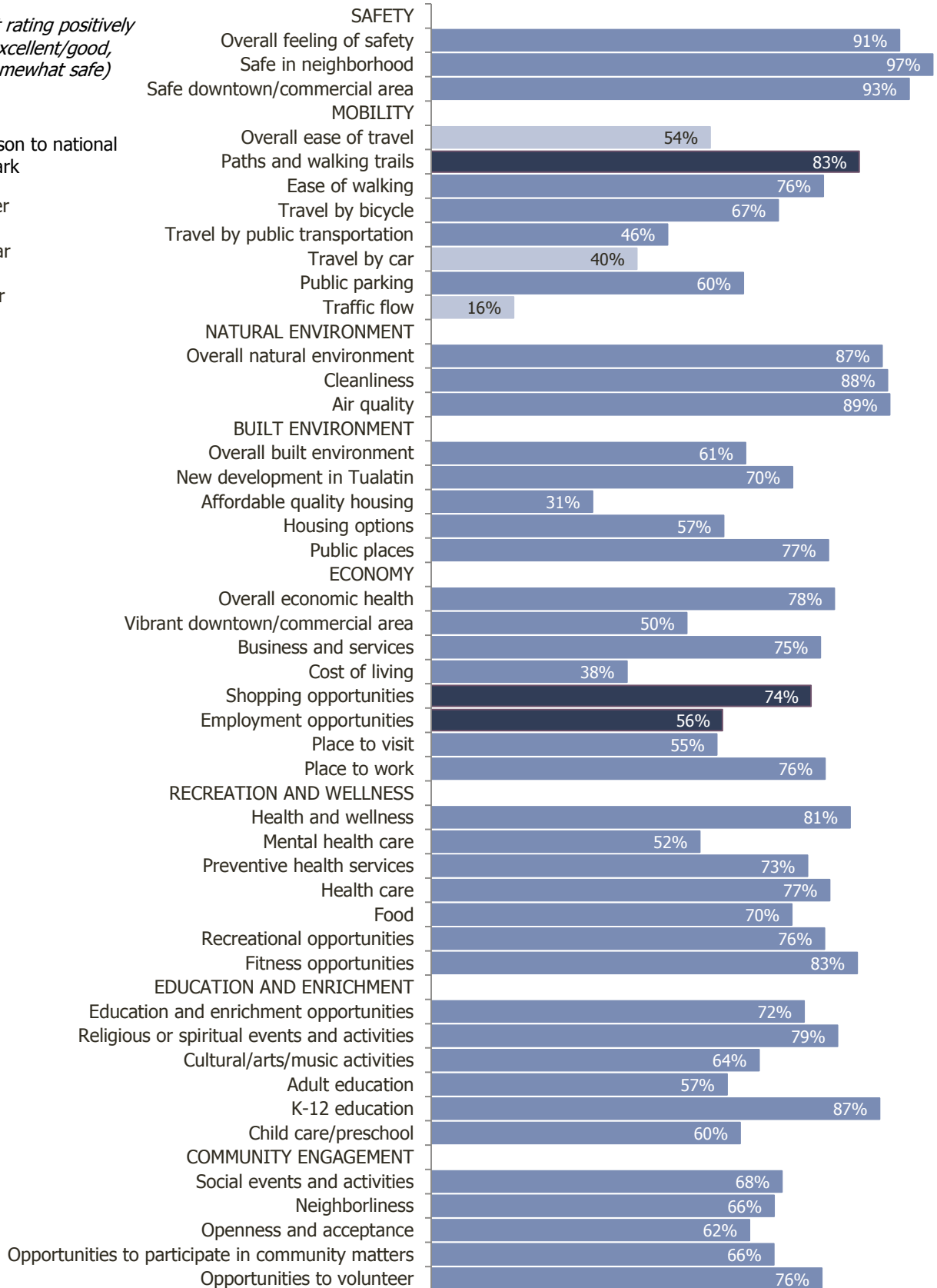
# The National Citizen Survey™

Figure 1: Aspects of Community Characteristics

*Percent rating positively  
(e.g., excellent/good,  
very/somewhat safe)*

Comparison to national  
benchmark

- Higher
- Similar
- Lower



# Governance

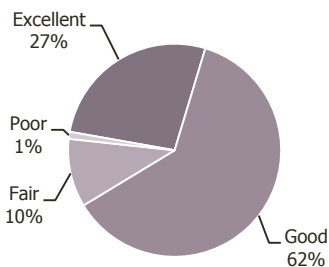
*How well does the government of Tualatin meet the needs and expectations of its residents?*

The overall quality of the services provided by Tualatin as well as the manner in which these services are provided are a key component of how residents rate their quality of life. The overall quality of services provided by the City of Tualatin received excellent or good ratings by more than 8 in 10 residents.

Survey respondents also rated various aspects of Tualatin’s leadership and governance. Roughly 8 in 10 residents gave excellent or good ratings to the overall custom service provided by Tualatin employees. Around 7 in 10 respondents gave positive ratings to the City government treating all residents fairly (a rating higher than in comparison communities) as well as to the City government acting in the best interest of Tualatin, resident confidence and the overall direction the City is taking. The remaining aspects of Tualatin’s leadership and performance were awarded high ratings by around 6 in 10 residents or more and were similar to the benchmark.

Respondents evaluated over 30 individual services and amenities available in Tualatin. Most aspects of Governance were rated as excellent or good by a majority of respondents and tended to be similar to or higher than the national benchmark. Around 8 in 10 residents or more rated police, fire, ambulance/EMS, crime prevention and fire prevention services as excellent or good, similar to comparison communities. Half of the aspects within Mobility were rated higher than elsewhere including street repair, street cleaning, street lighting and bus or transit services. Exceptionally high marks were also given within the facets of Natural Environment (yard waste pick-up and drinking water), Built Environment (storm drainage) and Economy (economic development), with around two-thirds or more of respondents rating these items as excellent or good. The aforementioned aspects were rated higher than seen in comparison communities. A vast majority of respondents were pleased with all aspects of Recreation and Wellness and ratings for City parks and health services were rated higher than communities elsewhere. All measures of Education and Enrichment and Community Engagement were rated positively by around 7 in 10 residents or more and were similar to the national benchmark.

**Overall Quality of City Services**

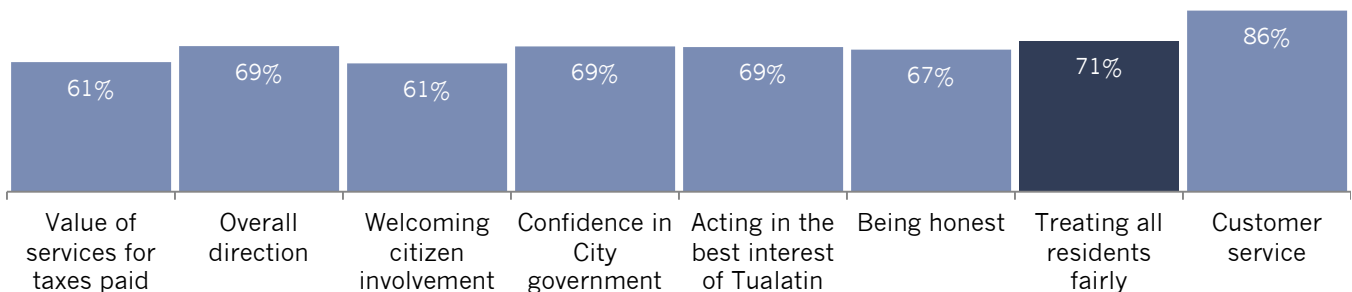


Compared to the 2013 survey, ratings decreased for traffic signal timing and public information in 2016. Meanwhile ratings increased for crime prevention, street repair, bus or transit services, economic development and overall customer service provided by Tualatin employees.

Percent rating positively (e.g., excellent/good)

Comparison to national benchmark

■ Higher ■ Similar ■ Lower



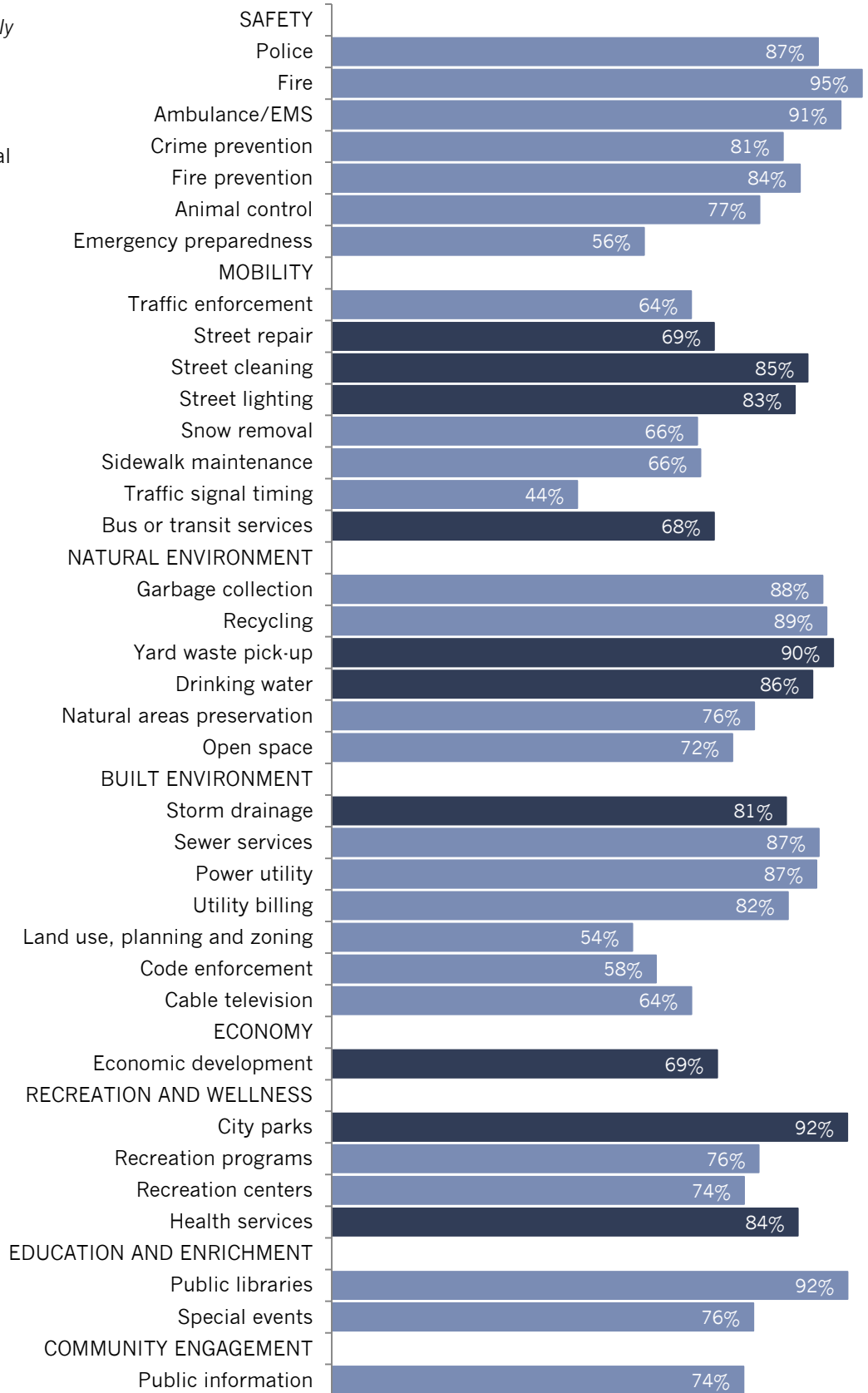
# The National Citizen Survey™

Figure 2: Aspects of Governance

Percent rating positively  
(e.g., excellent/good)

Comparison to national  
benchmark

- Higher
- Similar
- Lower



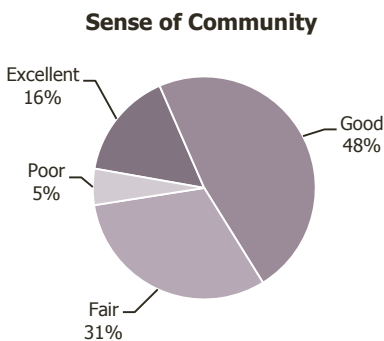
# Participation

*Are the residents of Tualatin connected to the community and each other?*

An engaged community harnesses its most valuable resource, its residents. The connections and trust among residents, government, businesses and other organizations help to create a sense of community; a shared sense of membership, belonging and history. In Tualatin, 63% of survey respondents described the sense of community as excellent or good. About 8 in 10 residents reported that they were likely to remain in Tualatin for the next five years and around 9 in 10 would recommend living in the City.

The survey included over 30 activities and behaviors for which respondents indicated how often they participated in or performed each, if at all. Levels of participation measured in the survey varied widely, though most rates of participation were similar to other benchmark communities. Within the facet of Safety, about 8 in 10 survey respondents had not been the victim of a crime or had not reported a crime, and about one-third had stocked supplies for an emergency. Within Natural Environment, almost all residents reported that they had recycled at home, a rate higher than the national benchmark. More than half of residents reported that they did not observe a code violation in the facet of Built Environment, a level higher than seen elsewhere. Within the facet of Recreation and Wellness, around 9 in 10 residents had visited a City park in the last twelve months, a level higher than the national benchmark. Within Community Engagement, around 4 in 5 residents or more had talked to, visited or had done a favor for their neighbors, read or watched local news or voted in local elections, similar to other communities. Fewer Tualatin residents reported that they had participated in religious or spiritual activities, volunteered, participated in a club or watched a local public meeting than residents in comparison communities.

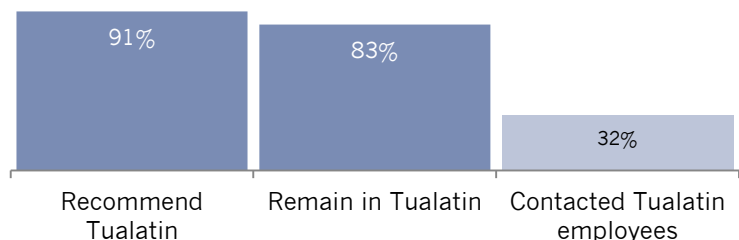
Fewer residents reported that they had used the Tualatin Public Library, watched a local public meeting or contacted a Tualatin employee in 2016 compared to 2013. However, more residents reported in 2016 that they had used Tualatin recreation centers and believed that the economy will have a positive impact on their income in the next six months.



Percent rating positively  
(e.g., very/somewhat likely,  
yes)

Comparison to national  
benchmark

■ Higher ■ Similar ■ Lower



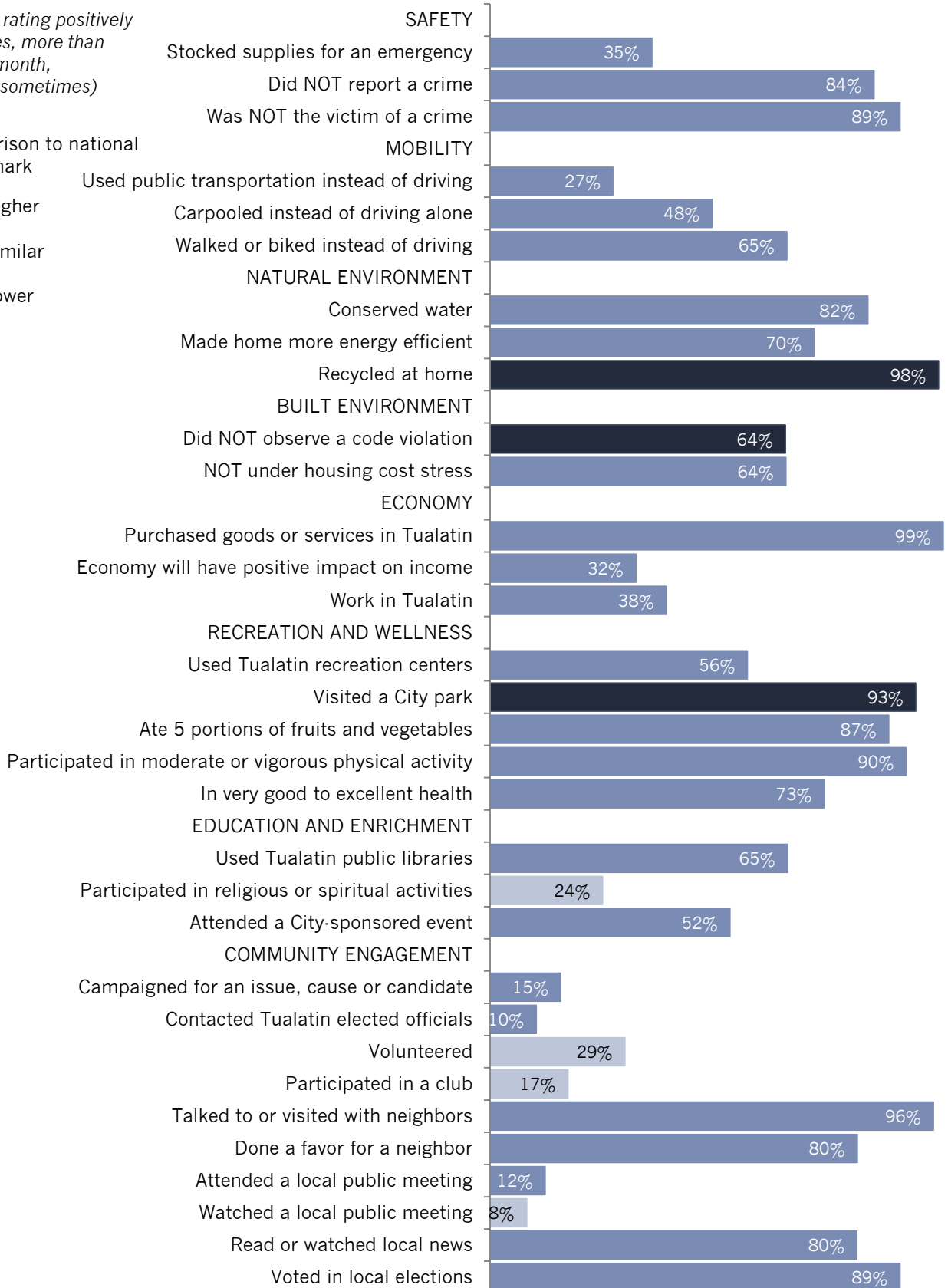
# The National Citizen Survey™

Figure 3: Aspects of Participation

Percent rating positively  
(e.g., yes, more than  
once a month,  
always/sometimes)

Comparison to national  
benchmark

- Higher
- Similar
- Lower

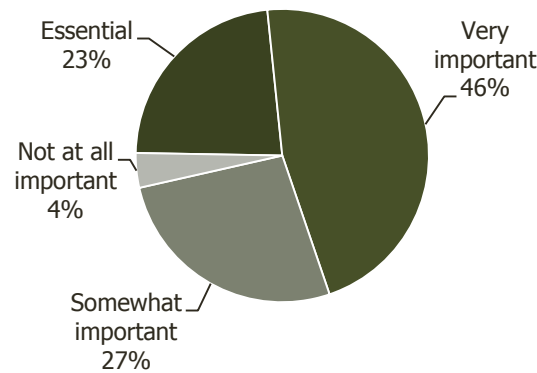


# Special Topics

The City of Tualatin included three questions of special interest on The NCS. The first question asked residents about the importance of the role of Citizen Involvement Organizations to the overall quality of public involvement in Tualatin. About two-thirds of survey participants indicated that the role of the organizations were at least very important or essential.

Figure 4: Role of Citizen Involvement Organizations

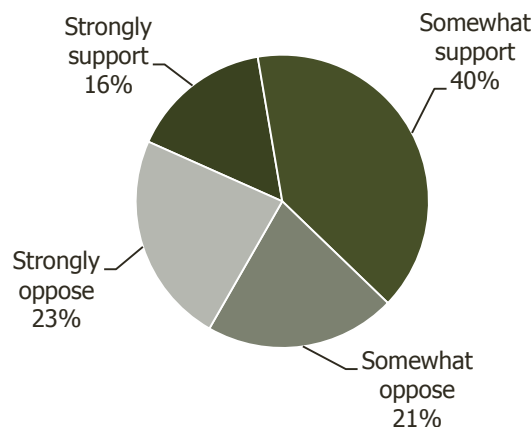
*Please indicate how important, if at all, the role of Citizen Involvement Organizations is to the overall quality of public involvement in Tualatin:*



Residents were also asked to specify their level of support for an increase in property tax to fund a new City Hall building and expand the Tualatin Public Library. Around half of residents at least somewhat supported the bond measure that would increase property taxes to residents by \$3-5 per month.

Figure 5: New City Hall Building and Library Expansions

*The City is considering building a new City Hall building and expanding the Library. The city estimates the cost of the project will range from \$24-32 million, depending on the location. Would you support a bond measure that would increase property taxes to residents by \$3-\$5 per month?*

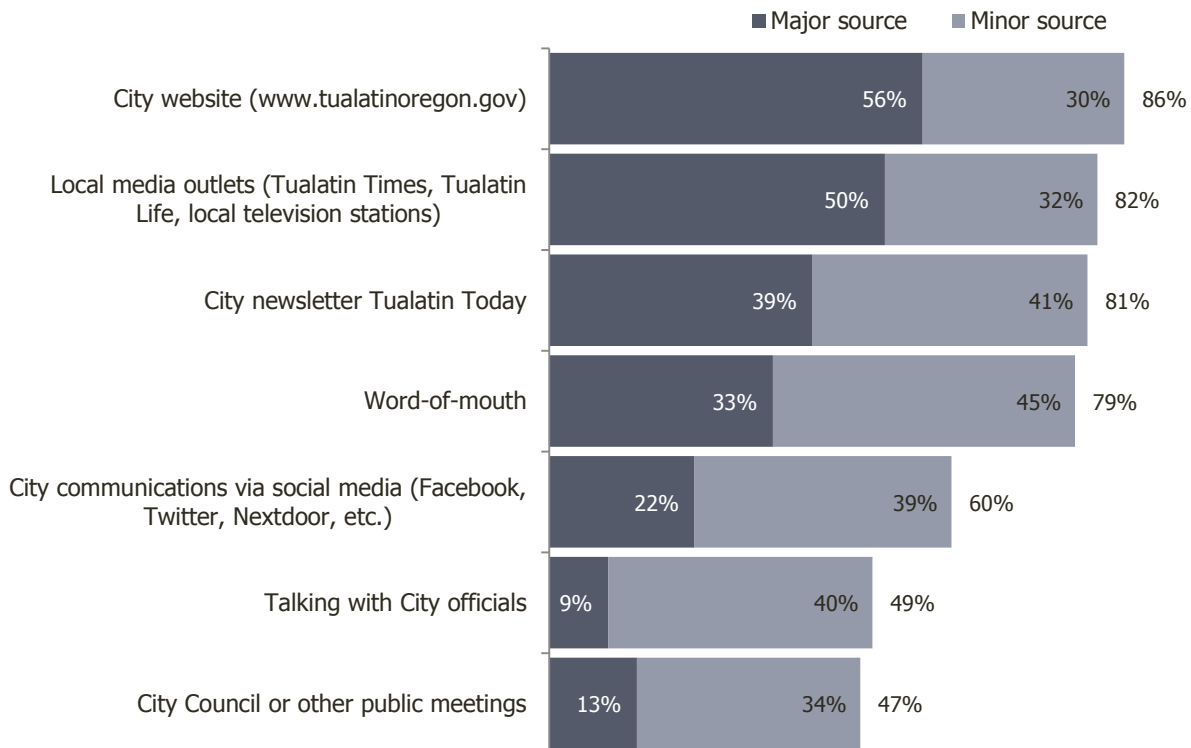


## The National Citizen Survey™

Tualatin residents were asked to indicate which methods they prefer to receive information about City government, its activities, events and services. Roughly 80% or more of respondents reported that the City newsletter, local media outlets (Tualatin Times, Tualatin Life and local television stations) and the City website were at least a minor source of information. City Council or other public meetings were considered a major or minor source of information by 47% of residents and was rated the least likely source for obtaining information about the City government.

Figure 6: Sources of City Information

*Please indicate how much of a source, if at all, you consider each of the following to be for obtaining information about the City of Tualatin and its activities, events, and services:*



# Conclusions

## **Tualatin residents continue to enjoy a high quality of life.**

A high number of survey respondents gave positive ratings to the overall quality of life in Tualatin (90% excellent or good) and the City as a place to live (94%). About 9 in 10 gave high ratings to Tualatin as a place to raise children and the overall appearance of the City, a rating higher than ratings in comparison communities. Not only did residents appreciate living in Tualatin, they also rated the sense of community positively, with more than half giving excellent or good ratings. Overall, around 9 in 10 residents would recommend living in Tualatin and about 4 in 5 planned to remain in the City for the next five years.

## **Mobility is a priority for residents.**

Survey participants indicated that Mobility is an important factor for Tualatin to focus on in the coming years. Two thirds of residents or more gave positive ratings to street repair, street cleaning, street lighting and bus or transit services, which were higher than communities elsewhere. Around 8 in 10 respondents were pleased with the paths and walking trails in Tualatin, a rating higher than given in other communities across the nation. Most of the remaining aspects of Mobility were rated similar to other communities, but some measures were less favorably rated including, traffic flow, ease of travel by car and overall ease of travel, all of which were rated lower than elsewhere in the nation. Ratings for traffic flow, ease of travel by car and traffic signal timing decreased compared to the 2013 survey iteration. However, ratings for travel by bicycle, ease of walking, paths and walking trails, street repair and bus or transit services improved since 2013.

## **Residents identified Safety as a main focus area.**

Overall, roughly 9 in 10 residents gave positive ratings to the overall feeling of safety in the City and reported that they felt safe in their neighborhoods and in Tualatin's downtown/commercial area. Safety services such as police, fire, ambulance/EMS, crime prevention and fire prevention were all rated highly by 80% or more of residents. Additionally, 89% of participants reported that they were NOT the victim of a crime. Ratings increased from 2013 to 2016 for crime prevention, while all other Safety aspects remained stable over time.



# COMMUNITY SURVEY 2016

COUNCIL WORK SESSION  
OCT 24, 2016



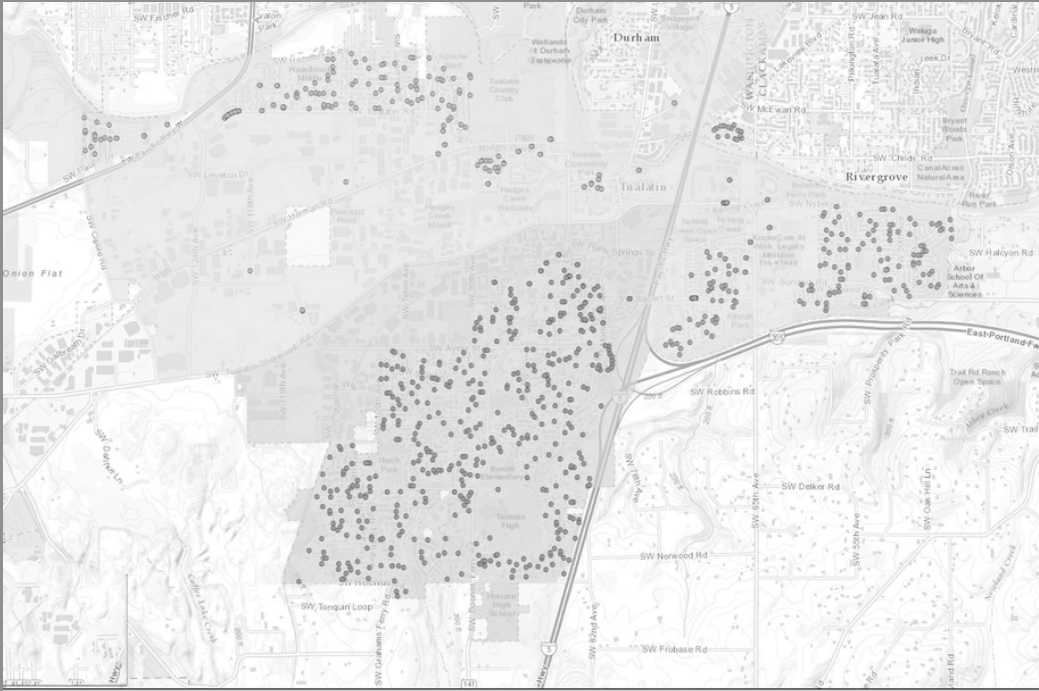
## **O V E R V I E W**

- **Survey Methodology**
- **Community Livability**
- **Key Focus Areas**
- **Trends Over Time**
- **Special Topic Questions**
- **Next Steps**



# THE NCS SURVEY

## BACKGROUND & METHODOLOGY



- Tualatin Last Completed Survey in 2013
- 321 Residents Completed the Survey
- 6% Margin of Error
- Survey Available in Spanish

### Timeline



# THE NCS SURVEY

WHAT DOES IT MEASURE?

Safety

Mobility

Natural  
Environment

Economy

Built Environment

Recreation &  
Wellness

Education &  
Enrichment

Community  
Engagement

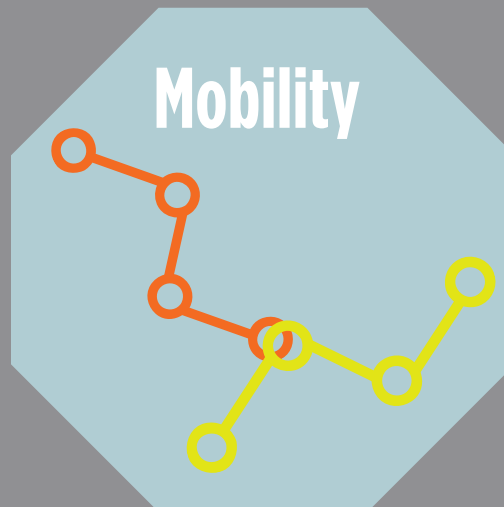
- Based on 3 Pillars of Community- including community characteristics, governance and participation
- Focuses on the Eight Facets of Livability
- Results are compared to other cities who completed the survey, and our own trends over time

# THE NCS SURVEY

T U A L A T I N ' S   K E Y   F O C U S   A R E A S



- **Survey Respondents identified Safety and Mobility as Key Areas of Focus**
- **All 8 facets rated similarly to other benchmark communities**



# QUALITY OF LIFE

**90%**

**Tualatin Residents Have  
Good or Excellent Quality  
of Life**

**94%**

**Rated Tualatin as an  
Excellent or Good Place  
to Live**

OF TUALATIN  
Public Library



# NCS SURVEY

## FEATURED HIGHLIGHTS

89 %

OVERALL APPEARANCE

**COMMUNITY  
CHARACTERISTICS**

86%

CUSTOMER SERVICE  
EXPERIENCE

**GOVERNANCE**

91%

RECOMMEND LIVING IN  
TUALATIN

**PARTICIPATION**





# TRENDS OVER TIME



**08**  
**DECREASED**

Including Traffic Flow,  
Travel By Car, and other  
Mobility Related Areas



**21**  
**INCREASED**

Including Crime Prevention,  
Street Repair, Transit Service  
and Customer Service



**63**  
**RATED SIMILARLY**

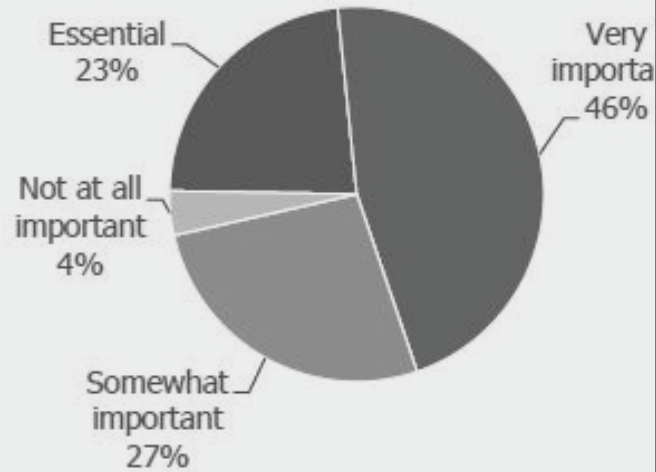
Across all areas of community characteristics,  
governance and participation

TUALATIN

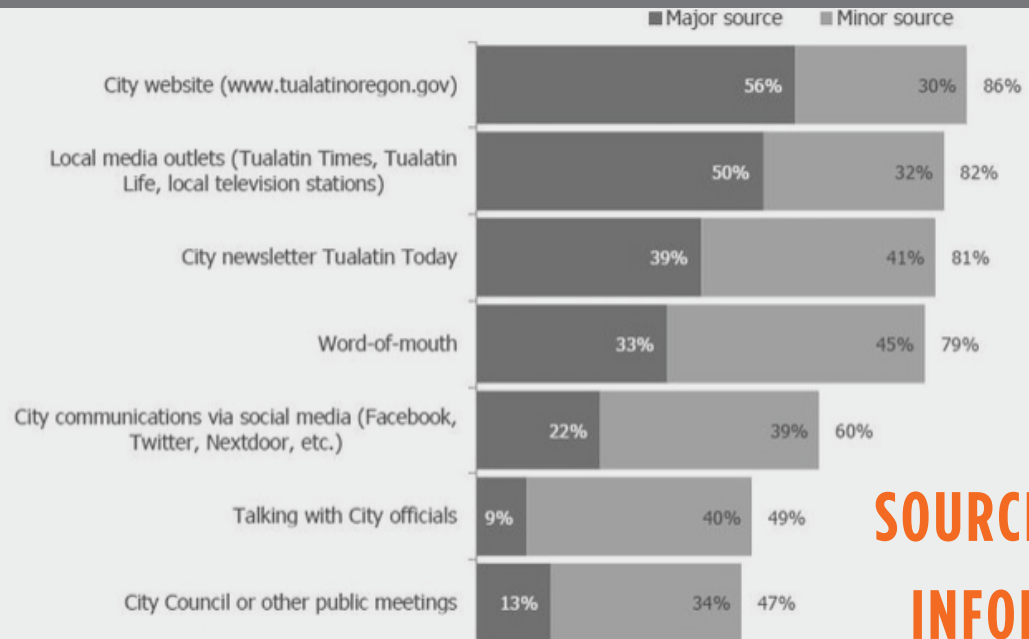
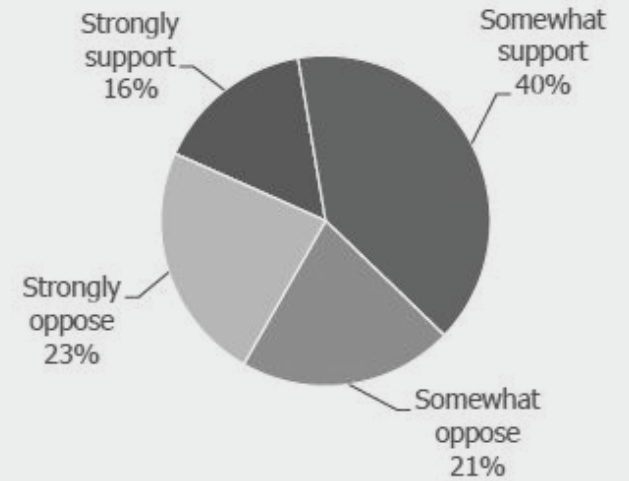


# SPECIAL TOPIC QUESTIONS

## IMPORTANCE OF CIO



## SUPPORT FOR CITY HALL



## SOURCES OF CITY INFORMATION



## **N E X T S T E P S**

- **Finalize Report**
- **Share with Stakeholders**
- **Compile Key Facts for Marketing**
- **Incorporate Highlights in Future Materials**



# MEMORANDUM

## CITY OF TUALATIN

**TO:** Honorable Mayor and Members of the City Council

**THROUGH:** Sherilyn Lombos, City Manager

**FROM:** Zoe Monahan, Management Analyst  
Alice Cannon, Assistant City Manager

**DATE:** 10/24/2016

**SUBJECT:** Regional Flexible Fund Allocation - Herman Road Active Transportation Project Update

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### **ISSUE BEFORE THE COUNCIL:**

Regional Flexible Fund Allocation - Herman Road Active Transportation Project Update

### **EXECUTIVE SUMMARY:**

On August 22, 2016 the City Council authorized City staff to submit a Regional Flexible Fund Allocation Grant application for the Design Development phase of a Transportation System Plan project that will complete the active transportation corridor along heavily traveled Herman Road between SW 108th Avenue and Tualatin Road. The project will also evaluate adding buffered bike lanes on Herman between Teton Avenue and SW 124th Avenue.

Metro Staff recently completed the technical scoring for each project and Tualatin's project was ranked number 9 out of 27 projects. Before the Metro Council awards the funds in early 2017, there will be a public comment period, both Washington and Clackamas County Coordinating Committee prioritization, and a project readiness review before the Joint Policy Advisory Committee on Transportation (JPACT) makes a recommendation to the Metro Council.

This project will provide a much needed safe corridor for bikes and pedestrians, connecting residential neighborhoods with Tualatin's major employment district. The project will also improve Herman Road to allow for transit stops on the existing last-mile transit shuttle, served by Ride Connection. The Ride Connection shuttle connects Tualatin's employment areas with Tualatin's WES transit station and TriMet's 96 express bus to downtown Portland. Currently the roadway consists of two 12-ft travel lanes with no bike lanes, sidewalks, or transit stops. This project is supported by the Chamber of Commerce, Ride Connection, TriMet, Westside Economic Alliance and local businesses, alike.

The design development phase will include significant public outreach to evaluate concepts for best serving all modes of transportation along Herman Road, select a preferred alternative, and develop construction documents for constructing the project. During design development alternative configurations will be evaluated based on community input, effectiveness, and cost.

The completed project will include buffered bicycle lanes, pedestrian facilities, upgraded lighting, and other improvements to improve safety along this roadway.

The project costs for project development are estimated to be approximately \$725,000 for the project design phase of the project.

- City would contribute \$30,000
- Washington County has approved \$70,000 from the MSTIP Opportunity Funds
- RFFA grant request will be for \$571,000

We would expect the need for additional grant funds in the future to purchase right of way and construct the project.

Total project costs including construction are estimated to be approximately \$5 million. Construction costs will be better defined during the project development phase. Tualatin will submit an application during future funding cycles to fund the construction of the project.

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**Attachments:**    [RFFA Project Update Presentation](#)





# Regional Flexible Fund Allocation Process Update

Tualatin City Council  
October 24, 2016



# Herman Road Active Transportation

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- Complete the design phase for the Herman Road active transportation between SW 108th Avenue and Tualatin Road and evaluate adding buffered bike lanes on Herman between Teton Avenue and SW 124th Avenue.
- This project will provide a much needed safe corridor for bikes and pedestrians, connecting residential neighborhoods with Tualatin's major employment district.
- The project costs estimate-**\$725,000**  
City Match- \$30,000  
MSTIP Opportunity Funds Match - \$70,000  
**RFFA Request - \$625,000**







# RFFA Ranking

## 2019-21 RFFA Project Applications

### DRAFT project technical scores

### Active Transportation/Complete Streets - \$25.81 M available

Project name	Applicant	Sub-region	Total project	RFFA request	Cumulative RFFA Request	total	rank
NE Halsey Safety and Access to Transit	City of Portland	Portland	\$5,160,000	\$2,992,800	\$2,992,800	288	1
Connected Cully: NE 72nd Av Ped/Bike Parkway	City of Portland	Portland	\$5,996,306	\$2,998,153	\$5,990,953	285	2
<b>I-5 Pedestrian &amp; Bikeway Bridge: (Town Ctr Lp to Barber St)</b>	<b>City of Wilsonville</b>	<b>Clackamas</b>	<b>\$2,950,000</b>	<b>\$2,250,000</b>	<b>\$8,240,953</b>	<b>280</b>	<b>3</b>
Jade & Montavilla Connected Centers	City of Portland	Portland	\$7,883,000	\$3,941,500	\$12,182,453	274	4
Beaverton Creek Trail: (Westside Trail to Hocken Ave)	THPRD	Washington	\$4,616,515	\$3,892,399	\$16,074,852	270	5
<b>Molalla Ave: (Beaver Creek Rd to Hwy 213)</b>	<b>City of Oregon City</b>	<b>Clackamas</b>	<b>\$7,985,379</b>	<b>\$3,985,379</b>	<b>\$20,060,231</b>	<b>268</b>	<b>6</b>
Outer Stark/Halsey Complete Streets	City of Portland	Portland	\$335,000	\$300,000	\$20,360,231	268	6
<b>Monroe St Active Transportation</b>	<b>Clackamas County</b>	<b>Clackamas</b>	<b>\$6,073,647</b>	<b>\$3,000,000</b>	<b>\$23,360,231</b>	<b>262</b>	<b>8</b>
<b>Herman Rd Active Transportation Corridor</b>	<b>City of Tualatin</b>	<b>Washington</b>	<b>\$725,000</b>	<b>\$625,000</b>	<b>\$23,985,231</b>	<b>256</b>	<b>9</b>
<b>Projects that can be fully funded with RFFA AT Funds</b>					<b>\$23,985,231</b>		
<b>Remaining RFFA AT Funds</b>					<b>\$1,824,769</b>		
Cleveland St: (Stark to Burnside)	City of Gresham	Multnomah	\$4,188,181	\$3,141,156	\$27,126,387	251	10
Brentwood-Darlington SRTS	City of Portland	Portland	\$6,201,000	\$3,100,850	\$30,227,237	248	11
Cornfoot Rd MUP	Port of Portland	Portland	\$3,708,539	\$3,327,672	\$33,554,909	245	12
Hillsdale Town Center Pedestrian Connections	City of Portland	Portland	\$3,128,000	\$2,346,000	\$35,900,909	243	13
Westside Trail Bridge Design (US26)	Washington County	Washington	\$1,011,492	\$800,000	\$36,700,909	243	13
Cornelius Pass Bike/Ped Bridge	Washington County	Washington	\$898,000	\$800,000	\$37,500,909	240	15
David Douglas SRTS	City of Portland	Portland	\$6,096,000	\$3,048,000	\$40,548,909	239	16
Sandy Blvd: (Fairview to NE 223rd)	Multnomah County	Multnomah	\$5,928,486	\$5,319,631	\$45,868,540	238	17
<b>Hwy 43 Multimodal Transportation Project</b>	<b>City of West Linn</b>	<b>Clackamas</b>	<b>\$5,810,000</b>	<b>\$3,400,000</b>	<b>\$49,268,540</b>	<b>238</b>	<b>17</b>
N Portland Greenway Trail	City of Portland	Portland	\$3,637,100	\$2,909,680	\$52,178,220	237	19
Fanno Creek Trail: (Bonita to Ki-a-Kuts Br)	City of Tigard	Washington	\$7,615,600	\$6,700,600	\$58,878,820	234	20
Division St: (Birdsdale to Wallula)	City of Gresham	Multnomah	\$4,612,380	\$3,459,284	\$62,338,104	233	21
<b>Monroe St Neighborhood Greenway</b>	<b>City of Milwaukie</b>	<b>Clackamas</b>	<b>\$2,900,000</b>	<b>\$2,320,000</b>	<b>\$64,658,104</b>	<b>233</b>	<b>21</b>
Johnson St School Access Improvement	Washington County	Washington	\$6,000,000	\$4,700,000	\$69,358,104	226	23
Hogan Rd: Powell to Rugg	City of Gresham	Multnomah	\$10,763,606	\$9,633,428	\$78,991,532	220	24
Highland/Pleasant View/190th: (Powell to Cheldelin)	City of Gresham	Multnomah	\$11,316,072	\$8,487,054	\$87,478,586	196	25
Highway 99W Sidewalk Improvements	City of Sherwood	Washington	\$2,518,000	\$2,168,000	\$89,646,586	178	26
<b>I-205 Bike/Ped Trail</b>	<b>City of West Linn</b>	<b>Clackamas</b>	<b>\$3,431,374</b>	<b>\$2,778,873</b>	<b>\$92,425,459</b>	<b>111</b>	<b>27</b>



# Next Steps

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- Technical scores memo to TPAC: Sept. 30
- Public comment on projects: Oct. 7 – Nov. 7
- Metro Council Public Hearing – October 27 (Metro Regional Center 2 - 5pm)
- Staff Analysis for Project Readiness Issued– October 28
- C4 Prioritization – C4 subcommittee Oct. 3, C4 Nov. 3, C4 subcommittee  
Nov. 9
- WCCC Prioritization – November 7
- TPAC recommendation to JPACT – November 18
- JPACT discussion – December 15

# Project Information



**City of Tualatin**  
www.tualatinoregon.gov

## HERMAN ROAD ACTIVE TRANSPORTATION CORRIDOR DESIGN DEVELOPMENT

### Project Description:

The City of Tualatin is seeking RFFA funding for the Design Development phase of a TSP project that will complete the active transportation corridor along heavily travelled Herman Road between SW 108<sup>th</sup> Avenue and Tualatin Road (see attached map).

This project will provide a much needed safe corridor for bikes and pedestrians, connecting residential neighborhoods with Tualatin's major employment district. The project will also improve Herman Road to allow for transit stops on the existing last-mile transit shuttle, served by Ride Connection. The Ride Connection shuttle connects Tualatin's employment areas with Tualatin's WES transit station and TriMet's 96 express bus to downtown Portland. Currently the roadway consists of two 12-ft travel lanes with no bike lanes, sidewalks, or transit stops. This project is supported by Tualatin's City Council, neighborhood leaders and employers, alike.

The design development phase will include significant public outreach to evaluate concepts for best serving all modes of transportation along Herman Road, select a preferred alternative, and develop construction documents for constructing the project. During design development alternative configurations will be evaluated based on community input, effectiveness, and cost. The completed project will include buffered bicycle lanes, pedestrian facilities, upgraded lighting, and other improvements to improve safety along this roadway.

### Funding Request:

#### Design Development Cost

RFFA Request	\$ 625,000
Local Match	\$ 30,000

#### MSTIP Opportunity Fund Request \$ 70,000

Design Development	\$ 725,000
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#### Future Phases

Anticipated Construction and Right of Way cost	\$ 4,603,000
<b>TOTAL Project Cost</b>	<b>\$ 5,327,000</b>

All costs inflated to midyear of expenditure.

Attachments: Project Extents Map and Vicinity Map

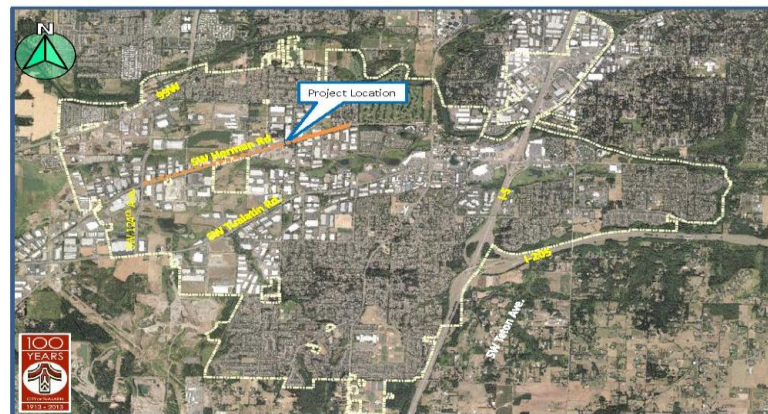
18880 SW Martinazzi Avenue | Tualatin, Oregon 97062-7092 | 503.692.2000



City of Tualatin  
www.tualatinoregon.gov

HERMAN ROAD ACTIVE TRANSPORTATION CORRIDOR - DESIGN DEVELOPMENT

PROJECT EXTENTS MAP - Washington County MSTIP Opportunity Fund Request



City of Tualatin  
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HERMAN ROAD ACTIVE TRANSPORTATION CORRIDOR - DESIGN DEVELOPMENT

VICINITY MAP - Washington County MSTIP Opportunity Fund Request

# RFFA Decision Makers: JPACT

## JOINT POLICY ADVISORY COMMITTEE ON TRANSPORTATION (JPACT) 2016

<i>Position</i>	<i>Member</i>	<i>Alternate</i>
<b>Multnomah County</b>	<b>Commissioner Diane McKeel</b>	<b>Commissioner Jules Bailey</b>
<b>Washington County</b>	<b>Commissioner Roy Rogers</b>	<b>Chair Andy Duyck</b>
<b>Clackamas County</b>	<b>Commissioner Paul Savas</b>	<b>Chair John Ludlow</b>
<b>City of Portland</b>	<b>Commissioner Steve Novick</b>	<b>Mayor Charlie Hales</b>
<b>Cities of Multnomah County</b>	<b>Mayor Shane Bemis, City of Gresham</b>	<b>Mayor Doug Daoust, City of Troutdale</b>
<b>Cities of Washington County</b>	<b>Mayor Denny Doyle, City of Beaverton</b>	<b>Mayor Jef Dalin, City of Cornelius</b>
<b>Cities of Clackamas County</b>	<b>Mayor Tim Knapp, City of Wilsonville</b>	<b>Mayor Lori DeRemer, City of Happy Valley</b>
<b>Oregon Department of Transportation</b>	<b>Rian Windsheimer</b>	<b>Kelly Brooks</b>
<b>TriMet</b>	<b>Neil McFarlane</b>	<b>Bernie Bottomly, Alan Lehto</b>
<b>Port of Portland</b>	<b>Bill Wyatt</b>	<b>Susie Lahsene, Curtis Robinhold</b>
<b>Oregon Department of Environmental Quality</b>	<b>Nina DeConcini</b>	<b>David Collier</b>
<b>Metro Council</b>	<b>Councilor Craig Dirksen (Chair)</b>	
<b>Metro Council</b>	<b>Councilor Shirley Craddick (Vice Chair)</b>	
<b>Metro Council</b>	<b>Councilor Kathryn Harrington</b>	
<b>Washington State Department of Transportation</b>	<b>Kris Strickler</b>	<b>Bart Gernhart</b>
<b>City of Vancouver</b>	<b>Councilor Jack Burkman</b>	<b>Councilor Anne McEnergy-Ogle</b>
<b>Clark County</b>	<b>Councilor Jeanne Stewart</b>	<i>Vacant</i>

# RFFA Decision Makers: Metro Council

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## Metro Council:

Council President Tom Hughes

Councilor Shirley Craddick

Councilor Carlotta Collette

Councilor Craig Dirksen

Councilor Kathryn Harrington

Councilor Sam Chase

Councilor Bob Stacey

# County Coordinating Committees

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## Washington County Commissioners:

Chair Andy Duyck

Commissioner Dick Schouten

Commissioner Greg Malinowski

Commissioner Roy Rogers

Commissioner Bob Terry

## Clackamas County Commissioners:

Chair John Ludlow

Commissioner Jim Bernard

Commissioner Paul Savas

Commissioner Martha Schrader

Commissioner Tootie Smith

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**Questions?**