



# Transportation System Plan Update Appendixes







February 2013





# Revised Tualatin Transportation System Plan Update Volume II: Appendixes

Prepared for City of Tualatin

February 2013

CH2MHILL®

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#### **Appendixes**

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- D Alternatives Analysis
- E Transportation Funding and Improvement Costs
- F TPR and RTFP Compliance
- G Public Involvement Process
- H Bicycle and Pedestrian Plan

## **Appendix G Public Involvement Process**

This Appendix describes public outreach and involvement conducted during development of the Transportation System Plan. Detailed summaries from project meetings are included in the following pages.

#### **TSP Meetings and Outreach Summary**

#### **Task Force Meetings:**

November 29, 2011

December 12, 2011

January 19, 2012

February 2, 2012

March 15, 2012

April 19, 2012

May 24, 2012

June 21, 2012

July 19, 2012

August 16, 2012

August 23, 2012

September 20, 2012

October 4, 2012

November 1, 2012

#### **Online Public Forums:**

Comment Map Open from July 15, 2011 through January 15, 2012 Online Forum and Map Open from July 2, 2012 to September 6, 2012

#### **Other Public Meetings:**

Year of Transportation Open House, February 16, 2012 Transportation Summit, September 20, 2012

#### **Working Groups:**

Industrial and Freight: February 28, 2012 April 10, 2012 June 13, 2012

Downtown:

February 28, 2012 April 2, 2012

June 4, 2012

Bicycle and Pedestrian: February 29, 2012

April 4, 2012

June 6, 2012

Major Corridors and Intersections:

March 1, 2012

April 16, 2012

June 14, 2012

Neighborhood Livability:

March 5, 2012

April 11, 2012

June 13, 2012

Transit:

February 9, 2012\*

March 8, 2012

March 29, 2012

Iune 5. 2012

July 17, 2012\*

#### **Agency, Council, and Community Briefings:**

Agency – November 29, 2011 - Discuss future land use assumptions

Agency – December 22, 2011 - Discuss future land use assumptions

Agency – January 30, 2012 - Discuss comments on Existing Conditions Report

City Council - April 23, 2012 - Presentation on Screening Results

TPARK - May 8, 2012 - Presentation on Screening Results

TPC - May 1, 2012 - Presentation on Screening Results

Agency – May 21, 2012 - Discuss project evaluation results

City Council - June 25, 2012 – Presentation on Evaluation Results

TPARK - June 12, 2012 - Presentation on Evaluation Results

TPC - June 5, 2012 – Presentation on Evaluation Results

CIO Leaders – July 2, 2012 – Online Forum overview and training

City Council - August 13, 2012 - Presentation on Refinement Area #1

TPARK - August 9, 2012 - Presentation on Refinement Area #1

TPC - August 9, 2012 - Presentation on Refinement Area #1

City Council – September 10, 2012 – Presentation on Refinement Area #2

TPARK – September 6, 2012 – Presentation on Refinement Area #2

TPC – September 4, 2012 – Presentation on Refinement Area #2

City Council – November 26, 2012 – Presentation on SW  $65^{\rm th}$  Avenue & SW Boones Ferry Road Refinement Areas

TPARK – November 13, 2012 – Presentation on SW 65<sup>th</sup> Avenue & SW Boones Ferry Road Refinement Areas

TPC – November 15, 2012 – Presentation on SW 65<sup>th</sup> Avenue & SW Boones Ferry Road Refinement Areas

<sup>\*</sup>Linking Tualatin Focused Meeting

#### **Events Outreach:**

Farmers Market 2011: July 28, August 10, and October 27 Concert on the Commons 2011: August 4 and September 9 Tualatin Chamber of Commerce Luncheon: August 25, 2011

Crawfish Festival: September 9, 2011

Tualatin Rotary Luncheon: September 28, 2011

Pumpkin Regatta: November 1, 2011

Tualatin Chamber of Commerce Luncheon: March 22, 2012

Farmers Market July 13, 2012: Crawfish Festival: August 11, 2012

#### **Media Coverage:**

In My Opinion – The Impact of Option 1, Tualatin Life, August 2012

Why Your Kids Will Care How You Vote, Tualatin Life, August 2012

Get Involved Today - Future Transportation Choices will Shape the Future of

Tualatin, Tualatin Life, August 2012

Community Input Shapes Our Future, Tualatin Life, July 2012

Tualatin unveils online forum for transportation ideas, Oregonian, July 2012

The Times They are a Changin', Tualatin Life Blog, May 2012

Help! Working Groups Are Working! Tualatin Life, February 2012

The Year of Transportation, Tualatin Life, September 2011 (pdf 540kb)

Tualatin's Transportation Project Pushes for Community Involvement,

OregonLive.com, Sept 21, 2011

City of Tualatin has smart phone ap? KATU.com August 18, 2011

Moving Tualatin - video contest deadline extended, KATU.com, August 19, 2011

There's Still Time To Enter Video Contest, The Times, August 25, 2011 (pdf 431 kb)

Moving Tualatin, Tualatin Life, August 2011 (pdf 518 kb)

Chamber Forum, Tualatin Life Crawfish Festival Advertisement, August 2011

How Do You Get Home? The Times, July 28, 2011

<u>City of Tualatin's transportation plan inspires video contest,</u> OregonLive.com, July 26, 2011

#### **2012 Online Forum Flier Distribution:**

Concert on the Commons 2012: July 13, July 27, August 10, and August 17

Tualatin Farmer's Market: July 27, August 10, and August 17

City Offices

Tualatin Library

CIO Chairs and Leaders

Task Force Members

**WES Station and Parking Lot** 

Tualatin Park and Ride

Most Businesses near downtown on the north and south sides of SW Tualatin-

Sherwood Road, SW Nyberg Road, along SW Martinazzi and SW Boones Ferry Road

#### **Spanish Language Outreach**

Bridgeport Elementary School Parent-Teacher Association (Bilingual organization), October 17, 2011

Phone calls to Spanish Language Churches:

- Tualatin Spanish Seventh-day Adventist Church left message, no return
- Esperanza Iglesia attempt a meeting and presentation to the Elder Board and the congregation

Distribute Spanish Language Bookmarks (500): Library Businesses

#### **Facebook Advertisement**

July 2012



#### Tualatin Transportation System Plan Bicycle and Pedestrian Working Group Summary February 29, 2012

#### **Deficiencies:**

- Lack of "loops" to connect neighborhoods/downtown area
- Greenway missing link
- Voids/gaps concern voiced about the width of sidewalks in various areas being inadequate (two groups mentioned this as a top concern)
- Bikeway system
- The crosswalk adjacent to the Martinazzi Avenue transit station is very hazardous.
- Maximize the new Tonquin Trail
- Improve I-5 overpass crossings on both Sagert and Nyberg Streets to better handle pedestrians and bicyclists (two groups mentioned this as a top concern)
- Improve the safety element at major intersections for pedestrians and bicyclists
- Safety concerns crossing north and south on Tualatin-Sherwood Road
- · Lack of crossings for pedestrians and bicyclists over the Tualatin River

#### **Solutions**

- Complete Tualatin River Greenway/Nyberg Creek
- Improve Martinazzi in area of transit station
- Separate the shared path along 99W
- Trail bridges
- Intersection improvements
- Pedestrian/bicyclist activated lights at major crossings
- Tonguin Trail
- "Countdown" walk sign at major intersections
- Installation of more benches in areas frequently used by pedestrians and bicyclists
- Neighborhood ties to Tonquin Trail
- Conduct a study focusing on a "loop system" for eventual presentation to the City Council
- Education through kiosks and signage (particularly along routes that school children may take)
- Connectivity to access both sides of I-5
- Infrared signals for safety purposes
- Wider sidewalks based on geographic area
- Work on the "gaps"

#### **Other Documents:**

- Pedestrian Plan http://www.ci.tualatin.or.us/departments/legal/docs/TDC/Maps/Figure11-4TualatinPedestrianPlan.pdf
- Bicycle Plan <a href="http://www.ci.tualatin.or.us/departments/legal/docs/TDC/Maps/Figure11-5TualatinBicyclePlan.pdf">http://www.ci.tualatin.or.us/departments/legal/docs/TDC/Maps/Figure11-5TualatinBicyclePlan.pdf</a>
- Greenway Locations (includes locations for off-street pedestrian and bicycle facilities) http://www.ci.tualatin.or.us/departments/legal/docs/TDC/Maps/Map72-1NRPOandGreenways.pdf



## Tualatin Transportation System Plan Bicycle and Pedestrian Working Group Summary April 4, 2012 Police Department Training Room

The purpose of this working group meeting was to study and discuss the potential solutions generated from the previous working group meeting, and to discuss the feasibility of potential projects to help decide if they should be considered in the evaluation phase of the TSP process.

The Working group separated into groups of no more than six people to discuss the project ideas on the maps. Each meeting attendee was given three cards (green = yes, yellow = maybe, and red = no). Groups first went through each project idea and showed the card that they thought was appropriate for the project to be carried forward into evaluation for the TSP. Once the projects were tallied, groups then discussed the projects and whether they should be forwarded into the TSP for further evaluation. The tally is reported below, along with notes from the conversation. Projects that received all green votes from members were not discussed further, and the recommendation from the group is to evaluate the project in the TSP.

| Pote | ential Safety-Focused Ideas   | Green | Yellow | Red |
|------|---|-------|--------|-----|
| A1   | Add pedestrian-focused crossing improvements at key crossings of Tualatin-Sherwood Rd & Nyberg St   | 11    |        |     |
| A2   | Separate walking/bike area with plantings or barriers on 65th Ave between Borland Rd and Nyberg Lane  | 4     | 7      |     |
|      | Is there room to separate facilities? On bridge, no. Where does that ROW come from? Short term – bike lanes on 65 <sup>th</sup> would be good. Short term – Connect the sidewalk that is there (east side). The 5 yellows turned to 6 Green after discussion (But not as currently written – 6 yellows) |       |        |     |
| A3   | Improve visibility and safety near schools at crosswalks  | 5     | 6      |     |
|      | Is this needed? We have crosswalks, guards, and signs already. Maybe further from actual schools (wish list)  |       |        |     |
| A4   | Improve visibility at crosswalk at Siletz Dr and Boones Ferry Rd  | 3     | 8      |     |
|      | Do we need lights? Is it needed?  |       |        |     |
| A5   | Improve lighting at Jurgens Rd and Hazelbrook Rd  | 8     | 3      |     |
|      | Would neighbors complain about lights? Who would it help? Is there much traffic? (School) Keep.   |       |        |     |
| A6   | General - Add wayfinding signs for Safe Routes to School (not on the map)   | 2     | 8      | 1   |
|      | They know where the schools are? Is it needed? Definitely no BIG signs. Focus on smaller signs that are not intrusive. "Low Profile" in neighborhood. Not limited to just safe routes to  |       |        |     |

school. Wayfinding standard would be good too. Fitness related as well. The "4" Maybe and "1" NO turned to all Green after discussion

| Faci | lity-Focused Ideas  | Green | Yellow | Red |
|------|---|-------|--------|-----|
| B1   | Connect Tonquin trail with neighborhoods  | 9     | 2      |     |
|      | It will be expensive (have to cross railroad tracks). Need at least 1 or 2 connections, reduce distance to access Tonquin Trail. A lot of connections are not needed.   |       |        |     |
| B2   | Add sidewalks & bicycle lanes on Norwood Rd   | 5     | 6      |     |
|      | Concerns with speed. The current crossing is good and wide over I-5.  |       |        |     |
| В3   | Improve Tualatin-Sherwood Rd to make it more bicycle and pedestrian friendly  | 8     | 3      |     |
| B4   | Add bicycle facilities (65th Ave near the hospital, 95th Ave and Martinazzi Ave)  | 10    | 1      |     |
| B5   | Focused bicycle facility improvements in heart of downtown, including Martinazzi Ave, Boones Ferry Rd, and Tualatin-Sherwood Rd   | 7     | 4      |     |
|      | This project is too vague. Connect bike lanes on all streets through intersections. Explore alternative routes with less traffic. Maybe not on Tualatin-Sherwood Rd but Warm Springs Rd or a separated facility off of higher traffic roads (off street too). This is a bigger issue then downtown - overall bike connectivity citywide is a bigger issue. Delineate bike and pedestrian areas in downtown core. Add more bike parking. |       |        |     |
| В6   | Better accommodate pedestrians on the bridges   | 10    |        |     |
| В7   | Build a raised intersection at Seneca and Nyberg (crossing Boones Ferry Rd)   | 1     | 8      | 1   |
|      | Lots of traffic, relatively high speeds - 35 mph. Are there trucks? (no) No – too much traffic. Would not do much. Yes, a problem, but not the right solution. Possibly remove / relocate City Council building so that intersection aligns, leading to other improvements (wider sidewalks, etc.). Bike lanes on   |       |        |     |

|     | Martinazzi are needed as well. Bus stops are in bad locations, shouldn't be stopping here. This project stays red as written as raised intersection doesn't fix problem(s).  |    |   |   |
|-----|--|----|---|---|
| B8  | Fill sidewalk gaps (Herman Rd, Grahams Ferry Rd,<br>Boones Ferry Rd, and the connection between Boones<br>Ferry Rd and Norwood Rd)   | 8  | 2 |   |
| В9  | Add bicycle and pedestrian facilities on 105 <sup>th</sup> Ave, Blake St, 108 <sup>th</sup> Ave  | 8  | 2 |   |
|     | No room for anything there – very expensive. Is there another route? Maybe signs with alternative route? Something needs to be done.   |    |   |   |
| B10 | Add a bike box on Boones Ferry Rd near the Sweek<br>House  | 5  | 4 | 1 |
|     | Good first place to implement bike boxes in Tualatin. Like the idea. Northbound? Maybe not enough bikes to warrant that improvement. Other routes could serve bikes and connections. Improvement of bike lanes rather than bike boxes. Need other off street improvements. The 2 Green, 1 Yellow, 1 Red turned to 5 Green and 1 Yellow after discussion. |    |   |   |
| B11 | Add a dedicated bike lane through intersection at Avery St & Boones Ferry Rd   | 9  | 1 |   |
| B12 | Add a pedestrian overcrossing between the Community park and Tualatin Commons  | 2  | 1 | 8 |
|     | ADA requirements – elevators expensive. How many people would use it? The road is only 1 lane each way, and is not too hard to cross now.  |    |   |   |
| B13 | Make bicycle and pedestrian facility improvements at railroad crossings  | 10 | 2 |   |
|     | Maybe a sign would be better? Rubber pad as other option.  |    |   |   |
| B14 | Pedestrian crossing improvements (Tualatin View Apartments, Boones Ferry Rd; Martinazzi Ave and Warm Springs St)   | 9  | 1 |   |
| B15 | Add bicycle lanes on Boones Ferry Rd to Day Rd   | 5  | 5 |   |
|     | Dangerous. At your own risk. Washington County is already planning on adding bike lanes. In favor or separated facility, not bike lane in-road. Off street is  |    |   |   |

| B16 | Add a separate bicycle/pedestrian bridge over I-5    | 1 | 7 | 2 |
|-----|--|---|---|---|
|     | Is it within our control? There is a better way to   |   |   |   |
|     | make this connection. Improve what you have.         |   |   |   |
|     | Group feels C1 could be a reasonable                 |   |   |   |
|     | "Replacement" for B16 provided there is              |   |   |   |
|     | connectivity on Sagert.                              |   |   |   |
| B17 | Create a bike path to Old Town Sherwood as this area | 4 | 6 |   |
|     | develops   | • |   |   |
|     | Tonquin Trail may cover this (partially).            |   |   |   |
|     | rongam tran may cover this (partially).              |   |   |   |
| B18 | Add a grade-separated crossing over 99W              | 1 | 9 |   |
|     |  |   |   |   |
|     | Tonquin Trail should put that in. (Could be part of  |   |   |   |
|     | that project). The trail project could better secure |   |   |   |
|     | funding than the City.                               |   |   |   |
| B19 | Add bike detection loops at major intersections      | 9 | 1 |   |
|     | (indicated by purple dots)                           | J | - |   |
|     | Has to do with the weight. Paint bicycle where the   |   |   |   |
|     | loop is. Good for bike/pedestrian friendliness.      |   |   |   |
| B20 | Add benches between residential and commercial areas |   |   |   |
| 520 | throughout the city, especially between the Heritage | 2 | 8 |   |
|     | Center and Haggens (not on map)                      |   |   |   |
|     | Are there benches elsewhere? Concerns with           |   |   |   |
|     | vandalism in targeted locations.                     |   |   |   |
|     | varidansin in targeted locations.                    |   |   |   |

| Trail | -Focused Ideas  | Green | Yellow | Red |
|-------|---|-------|--------|-----|
| C1    | Construct multi-use trails (between Martinazzi and 65th Aves, eastwest connection to downtown, Tonquin Trail, and east of the hospital)   | 10    |        |     |
| C2    | Build bridges for pedestrian and bicycle access over the Tualatin River   |       | 10     |     |
|       | A couple bridges are good idea, but not all. Think about destinations on the north side of the river, one on east side (look at destinations), one on west side, maybe near Jurgens Park. Don't need all shown but here are the "top" ones: Cipole (north of it), Jurgens Park (lowest priority of these), 65 <sup>th</sup> Ave, east near the Urban Growth Boundary. |       |        |     |
| C3    | Add a pedestrian shortcut between Hazelbrook Rd and 99W   | 3     | 4      | 3   |
|       | Why? What purpose? Currently graveled, hard to walk/bike to 99W. Concern – there is nothing to walk to. May be too steep.   |       |        |     |
| C4    | Create multi-use path loops connecting all major areas including residential areas (Not on map)   | 5     | 3      | 2   |
|       | Where is the best place to you spend the money? What are the impacts on existing residences? Would it be right next to homes? Would be nice to connect/have a complete system. Modify – look at gaps that exist.  |       |        |     |
| C5    | Tonquin Trail   | 9     | 1      |     |
|       | This is ok to evaluate for TSP. There is a planned path under I-5 (wetland), hospital to Fred Meyers – waterfront is priority. Evaluate further. Functional, reduce need for improvements to Nyberg.  |       |        |     |
| Mart  | inazzi – 65 <sup>th</sup>   |       | 1      |     |

Additional projects that were discussed that were not on the map:

- Connecting sidewalks, ie. Pedestrian bridge from Park across Boones Ferry to Commons, all should connect
- Wider sidewalks to allow strolling and outdoor café's with tables, chairs, etc.

#### **Bicycle and Pedestrian Working Group #3 Summary**

The Bicycle and Pedestrian Working Group met on June 6<sup>th</sup>, 2012 from 6-8 p.m. at the Tualatin Police Department. The working group heard how the project team evaluated each project, and then discussed the evaluation and the projects. At the end of the working group meeting, attendees were given five red and five green dots. Attendees were asked to place green dots on the projects that were the most important to the community and red dots on projects that they thought should not be carried forward into the TSP given the discussion and the preliminary evaluation results. One dot per project per person was allowed (attendees were not able to put all of their dots on one project).

| ID        | Project Idea   | <b>Green Dots</b> | Red Dots |
|-----------|--|-------------------|----------|
| <u>A1</u> | Add pedestrian crossing treatments at key locations on Tualatin-Sherwood and Nyberg              |                   | 1        |
| A2        | Multi-use path on 65th Ave between Borland and Nyberg  |                   | 1        |
| А3        | Improve visibility and safety near schools at crosswalks   |                   |          |
| A4        | Improve visibility at crosswalk at Siletz Dr and Boones Ferry Rd                                 |                   |          |
| A6        | Provide wayfinding for Safe Routes to School   | 3                 |          |
|           | Strong support for city-wide wayfinding signage program  |                   |          |
| B1        | Connect Tonquin trail with neighborhoods   | 2                 |          |
|           | Make "vibrant community" circle a whole circle   |                   |          |
| B2        | Add sidewalks and bicycle lanes on Norwood Rd  |                   | 2        |
|           | Discussion about Norwood – separated with and without bike lane – as it exists now instead of    |                   |          |
|           | standard sidewalks and bike lanes. Require a multi-use path on Norwood, and/or allow flexibility |                   |          |
|           | in codes throughout the city.  |                   |          |
| <u>B3</u> | Improve Tualatin-Sherwood Rd for bicyclists and pedestrians                                      |                   | 1        |
|           | Part of a corridor that will be studied further.   |                   |          |
| В4        | Add bicycle facilities near the hospital, 95th and Martinazzi                                    |                   |          |
| B5        | Improve bicycle facility treatments in downtown core   |                   |          |
|           | Include bike parking   |                   |          |
| В6        | Better accommodate pedestrians on the bridges  | 1                 |          |
|           | Boones Ferry Road specifically   |                   |          |

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| ID         | Project Idea   | <b>Green Dots</b> | Red Dots |
|------------|--|-------------------|----------|
| В7         | Build a raised intersection at Seneca and Nyberg   |                   | 4        |
|            | Full circle on vibrancy; dinged on things we don't want anyway   |                   |          |
|            | Had 3 red and 1 green when initially discussed, and then the green dot was changed to red when it                      |                   |          |
|            | was clarified that it was on Boones Ferry Rd, not Martinazzi. There is no sidewalk on the west side                    |                   |          |
|            | of Boones Ferry Road, so most attendees were against this project moving forward.                                      |                   |          |
| <u>B8</u>  | Fill sidewalk gaps on Grahams Ferry, Boones Ferry, and Herman  | 3                 |          |
|            | Graham's Ferry Road specifically – this is a huge need.  |                   |          |
| В9         | Add bicycle and pedestrian facilities on 105th Ave, Blake St, and 108th Ave  |                   |          |
|            | Separated path; nothing on-street. Leave at half circle for ability to be implemented – there are                      |                   |          |
|            | ongoing talks with a property owner, and potential paths in conjunction with already planned                           |                   |          |
| D40        | paths.   |                   | 2        |
| B10        | Add bike box on Boones Ferry Rd near the Sweek House   |                   | 3        |
|            | What is the need here? Tualatin is not like Portland. Attendees were against this project moving forward into the TSP. |                   |          |
| B11        | Add dedicated bike lane through Avery and Boones Ferry intersection  |                   |          |
| B13        | Improve bicycle and pedestrian treatments at railroad crossings  | 3                 |          |
| D13        | This should count for roads too, not just sidewalks and bike lanes.  | 3                 |          |
| <u>B14</u> | Improve pedestrian crossing along Boones Ferry Rd  |                   |          |
| <u> </u>   | Corridor for further study this summer.  |                   |          |
| <u>B15</u> | Add bicycle lanes on Boones Ferry Rd to Day Rd   |                   | 1        |
| <u> </u>   | Corridor for further study this summer   |                   | _        |
| B16        | Add I-5 multi-use crossing – connect to planned and existing multi-use paths   | 2                 |          |
|            | Carl and Paul mentioned that this is already planned for under I-5 near Fred Meyer, and would                          |                   |          |
|            | make the most sense to put in there, as future paths are planned to connect.   |                   |          |
| B17        | Create a bike path to Old Town Sherwood as this area develops  |                   | 1        |
|            | This would be redundant with the Tonquin Trail.  |                   |          |
| B18        | Add a grade-separated crossing over 99W  |                   | 1        |
|            | This will help connect the Tonquin Trail, and attendees felt that the Tonquin Trail project should                     |                   |          |
|            | pay for the improvement.   |                   |          |
| B19        | Add bike detection loops at major intersections  |                   | 1        |
| B20        | Add benches for walkers throughout the city  | 3                 |          |
|            | Need to accommodate the aging population.  |                   |          |

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| ID  | Project Idea   | <b>Green Dots</b> | Red Dots |
|-----|--|-------------------|----------|
| B21 | Allow wider sidewalks for strolling and outdoor cafes  | 3                 |          |
| C2  | Build pedestrian and bicycle bridges over the Tualatin River Currently there are 7 on the list – it is not feasible to build all of them. Will need to narrow the options to two or three bridges and determine where makes the most sense Want other people to pay. Bridges are expensive | 1                 | 1        |
| C4  | Create a bicycle boulevard system connecting major areas.  Would provide an alternative to the busier streets for bicyclists.  | 2                 |          |
| C5  | Build the Tonquin Trail<br>This project received a perfect score on the evaluation criteria – maybe add GPS markers on trail   | 2                 |          |

#### **General Comments**

Most benefit to community

MU Path standardization through City with benches, Spring Water Trail

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#### Tualatin Transportation System Plan Downtown Working Group Summary February 28, 2012

#### **Issues:**

- Pedestrian Crossing
  - Length of light
  - Vehicles don't respect the crosswalk
- 90<sup>th</sup>/Kaiser Accidents
  - o 4-Way stop?
- Train drivers/education
- Congestion
- Retail on LBFR
- Getting out of park
- Congestion at Tualatin/SW etc.
- Kmart/Fred Meyer intersection
- Rush hour congestion
- Downtown is a pass through
- Lack of connection

#### **Solutions:**

- Build a Park & Ride on 99W
- Our own transit service
- · Seneca connect through Lake and council building
- Traffic circles 1 way streets
- Bike path along Tualatin River from Browns Ferry to downtown
- Boardwalk connects near PD
- Expand WES service
- Tear down Kmart
- Pedestrian crossing re-work
  - Lighted crosswalk
  - Overcrossing
- Boones Ferry Rd over Tualatin Sherwood Rd
- Skywalk /Commons to park (shopping)
- Buy "Riverhouse" site and provide exit from park
- Re-route school busses off of Tualatin Rd
- No left turn from Park
- Pedestrian connectivity
- Raised sidewalks
- Different design widths for sidewalk
- Corridor study Connect BPV/Kmart
- 2<sup>nd</sup> right turn lane from EB Tualatin Sherwood Road to southbound on-ramp
- 2 lanes southbound onto I-5 at 72<sup>nd</sup>/BFR



## Tualatin Transportation System Plan Downtown Working Group Summary April 2, 2012 Tualatin Police Department

The purpose of this working group meeting was to study and discuss the potential solutions generated from the previous working group meeting, and to discuss the feasibility of potential projects to help decide if they should be considered in the evaluation phase of the TSP process.

The Working group separated into groups of no more than six people to discuss the project ideas on the maps. Each meeting attendee was given three cards (green = yes, yellow = maybe, and red = no). Groups first went through each project idea and showed the card that they thought was appropriate for the project to be carried forward into evaluation for the TSP. Once the projects were tallied, groups then discussed the projects and whether they should be forwarded into the TSP for further evaluation. The tally is reported below, along with notes from the conversation. Projects that received all green votes from members were not discussed further, and the recommendation from the group is to evaluate the project in the TSP.

| Pote | ential Safety-Focused Ideas   | Green | Yellow | Red |
|------|---|-------|--------|-----|
| A1   | Upgrade bridge surface and improve illumination along path near Hedges Creek  | 16    |        |     |
| A2   | Consider raised intersections for pedestrians at Seneca St and Nyberg St  | 10    | 7      |     |
| А3   | Add a grade separated railroad crossing on Tualatin-Sherwood Rd   |       | 5      | 6   |
|      | Huge cost – could be cost prohibitive. Does not necessarily solve problem. With a tunnel, you have problems with youth, flood conflicts. Technically feasible? Does the city control? Potential railroad conflicts. |       |        |     |
| A4   | Reduce speeds near Bridgeport Village   | 6     | 7      |     |
|      | Not sure if makes a difference. Speed not the issue, it's the signal timing. Pedestrian refuge island. Pedestrian bridge? (is there an issue? Mixed)  |       |        |     |
| A5   | Redesign Fred Meyer & Kmart intersection – upgrade the pedestrian connection  | 13    | 2      |     |
| A6   | Add a roundabout at Lower Boones Ferry Rd and Boones Ferry Rd   | 4     | 6      | 5   |
|      | Ask Durham. May fill up traffic circle. Impacts on downtown/Boones Ferry. How will this work? Space it would take up – private property. Right on river. Would it solve the problem?                                |       |        |     |
| A7   | Add a pedestrian island on Martinazzi Ave north of Seneca St  | 4     | 7      | 6   |
|      | Part of all downtown circulation ideas. One-way loop pedestrian refuges needed. Signs help. Pedestrian improvements may not be needed with Loop. Don't need because of A2.  |       |        |     |

| Pote | ential Congestion-Focused Ideas  | Green | Yellow | Red |
|------|--|-------|--------|-----|
| B1   | Reconfigure park entrance to right in/right out only. North intersection (Dog Park).   | 4     | 9      | 3   |
|      | Left turn is dangerous. Would be OK if there was another way in/out. Not sure there is a problem at current intersection. Coupling with B2, mixed on B2's.   |       |        |     |
| B2   | Provide secondary exit from park, and provide additional parking   | 3     | 7      | 3   |
|      | Can't use private bridge. OK to remove as a project idea. How expensive? Concerned with converting private property to parking/city. Where? Senior center. Revisit access on B1 – not just right in/right out. Impacts on Boones Ferry Road traffic. |       |        |     |
| В3   | Add an eastbound lane on Tualatin-Sherwood Rd from Martinazzi Ave to I-5   | 13    | 4      |     |
|      | Cost? Impacts to Fred Meyer?   |       |        |     |
| В4   | Add a travel lane on I-5 northbound (between Tualatin and OR 217)  | 1     | 7      | 9   |
|      | Not feasible with ODOT, Tualatin does not control. Encourage ODOT? Can it be done?   |       |        |     |
| B5   | Create a one-way circulator loop roadway around downtown   | 3     | 10     | 4   |
|      | Look at more – move South "Street" to Warm Springs. Adding congestion. Where does ROW come from? Expensive.  |       |        |     |
| В6   | Reduce ambient noise along Boones Ferry Rd in downtown   | 1     | 6      | 9   |
|      | Trail safety. Worse on Tualatin-Sherwood Road. Take this project off the list. Who is there to notice the noise? Not transportation-related  |       |        |     |
| В7   | Replace/widen bridge on Boones Ferry Rd  | 14    | 3      |     |
| В8   | Add HOV lanes on Tualatin-Sherwood Rd  | 1     | 6      | 10  |
|      | Adds traffic, Remove! Don't think it will work. No space to add lanes. Don't want Tualatin-Sherwood road to become the next highway.   |       |        |     |
| В9   | Widen Boones Ferry Rd to 5 lanes   | 5     | 8      | 4   |
|      | 5-lane, nowhere to go – would create bottlenecks elsewhere in the system.<br>Bridge is 2-lane. Take it out of consideration. OK if cost effective.   |       |        |     |

| B10 Widen Tualatin-Sherwood Rd through downtown                       | 2 | 4 |
|---|---|---|
| B11 Focused pedestrian crossing on Martinazzi & Tualatin-Sherwood Rd. | 1 |   |

| Pote       | ential Connectivity-Focused Ideas   | Green | Yellow | Red |
|------------|---|-------|--------|-----|
| C1         | Build a trail from Boones Ferry Rd to the downtown core along the river to the Tualatin River Greenway  | 14    | 2      | 1   |
|            | Private property. Transportation nexus? (Mixed) – does it go across freeway? Discussion mixed – provide in TSP if developer were to build?  |       |        |     |
| C2         | Extend Boones Ferry Rd to 85th Ave/Hall Blvd  | 2     | 5      | 10  |
|            | Not enough room for roadway. Per Kittelson study – has to be over park, not OK with being over park. Look at another river crossing if it helps traffic between 65 <sup>th</sup> & 108 <sup>th</sup> . Legal hurdles – traffic – Pandora's box, wetlands & regulatory, SWS, multiple jurisdictions.                                       |       |        |     |
| <b>C</b> 3 | Connect Nyberg Rd through the Commons   | 2     | 3      | 12  |
|            | No way for pedestrians to get on either side of commons without major road/delays to go around/impacts on the Lake/bridge may cause more problems. Turn to a pedestrian bridge or move to Seneca as road (closed on weekends). Pedestrian only? Economic – park not good connectivity could improve. Returns investments made in Commons. |       |        |     |
| C4         | Create a grid system near the Kmart, connect to Seneca St   | 4     | 8      | 5   |
|            | Problems with private ownership and public street. Keep private. Covered by F1. Forcing on property owners? Additional traffic in front of library. (mixed discussion – positives of straightening I/5) (Two felt driveway closed after library)  |       |        |     |
| C5         | General – improve street connectivity in downtown   | 5     | 8      | 4   |
|            | Keep. Sounds nice but don't know what it means.   |       |        |     |
| C6         | Create a public road between Boones Ferry Rd and SW 90 <sup>th</sup> Ave.   | 4     | 9      | 4   |
|            | Keep. Little room – signs can help. Mixed road exists, good connectivity. Private property.   |       |        |     |
| C7         | Extend Lower Boones Ferry Rd across Tualatin River  | 2     | 3      | 12  |
|            | Requires a vote to go through the park. Downtown loop may help. Trucks off road. Exacerbates to failing interchange 290 – Need vote. Legal challenge – vote serve Tualatin? Serves other communities.   |       |        |     |

| Pote | ential Land-Use Focused Ideas  | Green | Yellow | Red |
|------|--|-------|--------|-----|
| F1   | Encourage better circulation for all modes and a transit-oriented focus when these major land uses redevelop   | 14    | 2      | 1   |
|      | Loop makes cars travel around to some locations. Discourage thru traffic. Ideas about Loop routes impacts on south Martinazzi. Transportation nexus.   |       |        |     |
| F2   | Look for opportunities to improve connections from downtown to the riverfront. Transportation nexus.   | 11    | 3      | 3   |
| F3   | General – Eliminate parking minimum development requirements and consider parking maximums in downtown   | 2     | 11     | 4   |
|      | Need to have parking downtown. Create a pedestrian environment and parking need is less. Market will control maximum. Don't encourage "sea of parking". Lake Oswego example. Majority – throw out. Need to balance parking needs. Drive around looking for spaces? |       |        |     |
| F4   | General – add structured parking in the downtown core  | 12    | 5      |     |
| Tran | ransit-Focused Ideas   |       | Yellow | Red |
| E1   | Look for opportunities to build a new park-and-ride to the west of downtown towards 99W (not shown on map)   | 13    | 4      |     |
| Bicy | cle/Pedestrian-Focused Ideas   | Green | Yellow | Red |
| D1   | Redesign pedestrian crossing, consider flashing lights   | 13    | 5      |     |
| D2   | Upgrade Nyberg interchange to improve the crossing experience for bicyclists   | 13    | 4      |     |
| D3   | Optimize intersection to reduce conflicts between cars and pedestrians (Tualatin-Sherwood Rd & Martinazzi Ave and Boones Ferry Rd)   | 14    | 2      | 1   |
|      | Concern about the implications to flow, capacity – not specific enough a suggestion.   |       |        |     |
| D4   | Add pedestrian crossings along Boones Ferry Rd   | 3     | 12     | 2   |
|      | No sidewalk on the west side of Boones Ferry. No need – cross at signal. Funnel pedestrian and bike thru downtown. Doesn't make sense. No sidewalk on west side. Does this mean to add sidewalk?   |       |        |     |
| D5   | Create a pedestrian skybridge that connects downtown retail businesses and the park  | 3     | 12     | 2   |
|      | Sky bridge – no place to go. Take off. Should line up with Commons and foot bridge. Don't think there is a reason for it. There is no need, Boones Ferry is not that big of road. Why would people park? Maybe if this is where future                             |       |        |     |

structural parking is located? Other ways to address the pedestrian safety concern. Steve Titus – look at illumination in downtown. Color of bulbs, location of masts.

| D6  | Improve sidewalks and bicycle lanes on Boones Ferry Rd  | 16 | 1 |   |
|-----|---|----|---|---|
| D7  | Improve bicycle and pedestrian facilities near Bridgeport Village   | 13 | 2 | 2 |
|     | Already there – tie to A4.  |    |   |   |
| D8  | Provide "Share the Road" signage and/or other visual cues to motorists to accommodate bicycles on Boones Ferry Rd | 11 | 1 | 5 |
|     | Signs are not effective.  |    |   |   |
| D9  | Add bicycle lane or "Share the Road" signs on Martinazzi Ave  | 15 | 1 | 1 |
|     | Signs are not effective. OK A9 if bike lanes. Look at Bike Boulevards instead.                                    |    |   |   |
| D10 | General – coordinate traffic signal timing to accommodate pedestrians in downtown                                 | 11 | 3 | 3 |
|     | Tualatin is a pass through city – what are the implications for cars?   |    |   |   |
| D11 | Focused pedestrian crossing at Tonka Rd and Boones Ferry Rd (added by one group at the meeting)                   | 1  |   |   |

#### **Downtown Working Group #3 Summary**

The Downtown Working Group met on June 4<sup>th</sup>, 2012 from 6-8 p.m. at the Tualatin Police Department. The working group heard how the project team evaluated each project, and then discussed the evaluation and the projects. At the end of the working group meeting, attendees were given five red and five green dots. Attendees were asked to place green dots on the projects that were the most important to the community and red dots on projects that they thought should not be carried forward into the TSP given the discussion and the preliminary evaluation results. One dot per project per person was allowed (attendees were not able to put all of their dots on one project).

| ID        | Project Idea  | Green Dots | Red Dots |
|-----------|---|------------|----------|
| A1        | Upgrade bridge surface and improve illumination along path in back of Haggens                         | 6          |          |
|           | Not a transportation issue – it's a park issue  |            |          |
|           | It is a pedestrian and bicycle issue  |            |          |
|           | Who owns the path from police station to Haggens?   |            |          |
|           | It is currently dark and dangerous  |            |          |
|           | Include in TSP/Move to Parks Department   |            |          |
| A2        | Consider raised intersections on Martinazzi for pedestrian safety                                     |            | 3        |
|           | No. Don't think it makes sense here. Need better lighting there instead.                              |            |          |
| A4        | Reduce speeds near Bridgeport Village   |            | 2        |
| A5a       | Redesign Fred Meyer / Kmart intersection  | 2          |          |
|           | Really needs consideration – YES!   |            |          |
| A5b       | Improve pedestrian crossing at Fred Meyer/Kmart intersection  | 2          |          |
|           | Really needs consideration – YES!   |            |          |
| <u>A6</u> | Add roundabout at Boones Ferry and Lower Boones Ferry Road  |            | 2        |
|           | No – property impacts, and a roundabout would make it difficult for trucks                            |            |          |
|           | Yes – they do move traffic – it stacks in two directions and a roundabout would allow traffic to move |            |          |
| A7        | Add pedestrian island on Martinazzi Ave north of Seneca   |            | 1        |
|           | There is not enough room. There is no need; it is not a wide road.                                    |            |          |

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| ID        | Project Idea   | <b>Green Dots</b> | Red Dots |
|-----------|--|-------------------|----------|
| B1        | Improve circulation into and out of the Tualatin Community Park Right In/Right Out access to dog park/community park Look at all 3 park entrances – congestion issues, seniors going to exercise classes Concerned about implementation. It's important to look more at it and see what the options are. More discussion needed. Do not change road in park. Add lights to get out of park during rush hour. | 4                 | 2        |
| <u>B3</u> | Add an eastbound lane on Tualatin-Sherwood Rd from Martinazzi to I-5 Good idea. Needs more discussion. Need to involve the two property owners in discussion (also A5a and A5b). There is room near Jack in the Box  | 1                 |          |
| <u>B7</u> | Replace/widen Boones Ferry Road bridge over Tualatin River<br>Important. Makes sense   | 9                 |          |
| <u>B9</u> | Widen Boones Ferry Rd Related to B7 (widening). The choke point is the two lane section. This is needed for circulation. McLain already uses it as major truck through way. We don't want this to be a route for trucks going through downtown and near the community park. It would impact downtown and livability.   | 3                 | 1        |
| B10       | Widen Tualatin-Sherwood Rd through downtown Property impacts. Not sure widening would help improve circulation.  |                   | 8        |
| C1        | Build a trail from Boones Ferry to downtown core along river and extend to the greenway Great idea. Crossing at I-5 would be challenge.  | 3                 |          |
| <u>C2</u> | Provide north-south connectivity over Tualatin River for vehicles  Needs discussion – where would it go?   | 3                 | 4        |
| C4        | Create a grid system near the Kmart upon redevelopment with a connection to Seneca Will never happen. Impact to City Hall is big problem – voters rejected a bond to build a new city hall recently. Ability to implement should be empty circle. This would be hard to implement  |                   | 4        |
| <u>C5</u> | Improve downtown core street connectivity This project is not clear. Don't understand how this would be implemented. More discussion needed. Don't always need roads to connect.   |                   | 3        |

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| ID        | Project Idea  | <b>Green Dots</b> | Red Dots |
|-----------|---|-------------------|----------|
| C6        | Create road connections between Boones Ferry Rd and SW 90th Ave This would impact private property, and a connection is not necessary   |                   |          |
| D1        | Redesign pedestrian crossings, consider flashing lights in the downtown core<br>This should stay in the TSP. Really hard to cross streets in downtown. Positive comments from group   | 5                 |          |
| <u>D2</u> | Upgrade Nyberg interchange to improve the crossing experience for bicyclists  More discussion is needed on Nyberg Interchange   |                   |          |
| <u>D3</u> | Optimize intersections to reduce car/pedestrian conflicts along Boones Ferry and Tualatin Sherwood Roads Yes. One person really likes this project.   | 1                 |          |
| D4        | Add pedestrian crossing at the WES stop (Seneca)  Crossings to WES are not needed at this location – there is no where to go once you're across Boones  Ferry Rd  |                   | 5        |
| <u>D6</u> | Improve sidewalks and bicycle lane at Boones Ferry to Lower Boones Ferry. This is not a bad idea – should be part of a bike/ped plan. Coordination with Durham would be required Improve signage by public parking lots downtown                        | 6                 |          |
| D7        | Bike and pedestrian treatments near Bridgeport Village<br>Signal timing could help, but difficult to implement<br>Include overpass/interchange at Bridgeport Village area in project – this is a safety concern.<br>There are often debris in bike lane | 2                 |          |
| D8        | Provide signage and/or other visual cues to motorists to accommodate bicycles Not expensive, may not be effective   |                   |          |
| D9        | Add bicycle lane or "Share the Road" signs Most people liked this project   | 1                 |          |
| D10       | Coordinate traffic signal timing to accommodate pedestrians.  Everyone agrees   |                   | 2        |
| D11       | Add focused pedestrian crossing over Boones Ferry Road at Tonka Some discussion occurred about where nearest crossing options are. Pedestrian crossing not allowed on south side of intersection at Boones Ferry and TualatinSherwood Road.             |                   | 1        |

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| ID | Project Idea   | Green Dots | Red Dots |
|----|--|------------|----------|
| F1 | Encourage better multimodal circulation and transit-oriented redevelopment for major downtown uses  Most people liked this project | 5          |          |
| F2 | Look for opportunities to open downtown's connection to the riverfront  Most people liked this project                             | 3          |          |
| F3 | Eliminate parking minimums, consider parking maximums  |            | 2        |
| F4 | Add structured parking in downtown core Is there enough need for it? Seems like a good idea. Would need more density in future.    | 3          |          |

#### **General Notes**

Don't change names of streets through downtown

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#### Tualatin Transportation System Plan Industrial and Freight Working Group Summary February 28, 2012

#### **Issues:**

- Freight through neighborhoods
  - o BFR
  - Avery
  - o Tualatin
  - o 90th
- Boones Ferry Road congested
- 65th/Borland
- 65<sup>th</sup> Bridge over river
- 90<sup>th</sup> left turn onto Tualatin
- Herman extended over river to I-5
- Teton/Tualatin congested (left hand turns)
- I-205 Exit to 65th
- Off ramps congested
- How much through traffic?
- Better way for employees to get to work
- School buses impact traffic
- · Connections-lack of
- Rail mobility-freight vs. comm.
- Shuttle program works
- Reduce SOV

#### **Ideas:**

- Reduce Tri-Met bus service
- SW 124<sup>th</sup> construct to I-5
- Complement residential/commercial
- Increase transportation knowledge
- Drivers meet w/consultants
- Right turn arrows
- Adjust signal timing

#### **Questions:**

- Volume/Capacity
- How do we determine capacity?

- What time is peak hour?
- What month was study conducted? October
- Do we have data from AM peak?
- Are we less congested further from I-5?
- How much delay is "F"? 80 seconds; 2 cycles

#### **Solutions/Ideas:**

- Urban interchange BR/BFR
- Grade separation railroads
- Tunnels/Hall ext. & Herman Rd.
- I-205 interchange to 65<sup>th</sup>
- Staggered traffic patterns
- More kids on buses vs. individual cars
- Boones Ferry bridge widening
- 124th construction-long term in mind (6 lanes)
- Limit accesses
- Rail station/freight
- Hwy 99-Build Park & Ride
  - o Loop transit system-Tualatin Loop Road
- Sound walls at neighborhood
- Plan for future
- Telecommute
- Signal timing



#### Tualatin Transportation System Plan Industrial and Freight Working Group Summary April 10, 2012 City Operations Department

The purpose of this working group meeting was to study and discuss the potential solutions generated from the previous working group meeting, and to discuss the feasibility of potential projects to help decide if they should be considered in the evaluation phase of the TSP process.

The Working group separated into groups of no more than eight people to discuss the project ideas on the maps. Each meeting attendee voted via a show of hands if they thought each project should be forwarded for evaluation in the TSP. Groups first went through each project idea and voted if they thought the project was to be carried forward into evaluation for the TSP, discussion on each project happened as the projects were voted on. The tally of the votes is reported below, along with notes from the conversation. Projects that received all green votes from members were not discussed further, and the recommendation from the group is to evaluate the project in the TSP.

| Con | gestion Focused Ideas   | Yes | Maybe | No |
|-----|---|-----|-------|----|
| A1  | Add a signal or roundabout at Sagert St and Martinazzi Ave  | 12  | 8     |    |
| A2  | Divert truck traffic from Tualatin Rd to Herman Rd  | 6   | 6     | 9  |
| A3  | Provide an undercrossing for Nyberg through traffic under I-5 to avoid signal/conflicts. Create an urban interchange  |     | 2     | 18 |
|     | Expensive.  |     |       |    |
| A4  | Reconsider the connection between 99W and Tualatin-Sherwood Rd (note: in Sherwood)  | 7   |       | 14 |
| A5  | Extend 124th Ave and connect to I-5 south of Tualatin   | 21  |       |    |
| A6  | Provide coordinated signal timing and access management along major arterials. Restrict trucks to right lane. Widen travel lanes  | 1   | 6     | 7  |
|     | Most agreed for this project along major arterials, but disagreed with restricting trucks. Coordinated signal timing – 7 yes, access management – 6 maybe, restrict trucks – 6 no, widen travel lanes – 7 no. |     |       |    |
| A7  | Widen Boones Ferry Rd. Remove right turn light at Tualatin-Sherwood Rd  | 1   |       | 20 |
|     | Based on southbound left turns.   |     |       |    |
| A8  | Close 90th Ave to 18-wheel trucks   | 12  | 2     | 5  |
| A9  | Improvements to help mobility of through-traffic (Tualatin-Sherwood Rd)   | 8   | 9     | 1  |

What does this mean? What are the options? Finish light timing – widen to all nine lanes.

| A10 | Create a loop road around central downtown, with a turn radius that works for trucks                       |    | 14 | 7 |
|-----|--|----|----|---|
|     | Need to see options, pros and cons.  |    |    |   |
| A11 | Improve turn radius at Avery St and Teton Ave, look at congestion  | 11 | 7  |   |
| A12 | Synchronize turn signals to/from Boones Ferry Rd to Tualatin-Sherwood Rd; coordinate with the train signal | 18 |    |   |

| Tran | sit-Focused Ideas  | Yes | Maybe | No |
|------|--|-----|-------|----|
| B1   | General – Add Saturday, Sunday, late evening transit shuttle   | 9   | 10    |    |
|      | WES service (evenings and weekends). No public transit at those hours to connect to. Need business specific.                   |     |       |    |
| В2   | Add rail station with easy offload and access for industry   | 4   | 15    |    |
|      | Freight terminal = location? Who will operate? Determine targeted growth industries. Accessibility to 99W & I-5. Freight only? |     |       |    |
| В3   | General – Provide local loop bus   | 17  | 1     | 1  |
|      | Is the ridership there? Study Yamhill County connection.   |     |       |    |
| В3   | General – Provide bus from Clackamas MAX stop to WES for employees   | 3   | 13    | 1  |
|      | And Yamhill County transit. Include Newberg. Needs more study.   |     |       |    |

| Connectivity-Focused Ideas |  | Yes | Maybe | No |
|----------------------------|--|-----|-------|----|
| C1                         | Add connection and entry to I-205  | 5   | 6     | 7  |
| C2                         | Provide direct connection between Herman Rd & Boones Ferry Rd. Consider a tunnel   | 3   |       | 18 |
|                            | Alternative could be: provide connections outside of city core. Impacts to parks and residences. Concern about more traffic. Alternative project – More connections to I-5 (i.e. C11 & North Wilsonville). This will decrease need for Herman Road – less traffic on Tualatin-Sherwood. Herman Road and Chinook – add sign to direct traffic to Tualatin Road. |     |       |    |
| C3                         | Add a connection to Hall Blvd/Tigard   |     | 3     | 18 |
| C4                         | Add a left turn from Teton Ave to Tualatin Rd  |     | 12    | 9  |
|                            | Does not mesh with moving traffic to Herman. Needs to be a light.  |     |       |    |
| <b>C</b> 5                 | Extend 65th Ave north  | 3   | 9     | 7  |
|                            | Expensive; challenges with property owners. Need more improvements to connecting roads. Inter-jurisdictional challenges.   |     |       |    |
| C6                         | Improve 115th Ave  | 1   | 11    | 6  |
|                            | Not sure if this is a public street. Also needs a light on Tualatin Road if gets improved. Not viable at this time. When property is developed it will resolve.  |     |       |    |
| C7                         | Improve cross-section on Herman Rd   | 14  | 6     |    |
| C8                         | Improve connection between Tualatin Rd and Boones Ferry Rd; add signal   | 5   | 9     | 6  |
| <b>C</b> 9                 | Balance the needs of neighborhood with local truck movement along 108th/105th Aves. Consider removing trucks/adding truck info signs.  | 11  | 9     |    |
|                            | 108 <sup>th</sup> – green, 105 <sup>th</sup> – yellow.   |     |       |    |
| C10                        | Extend 95th Ave north to Tualatin Rd   |     | 4     | 18 |
| C11                        | Add an interchange on I-5 at Norwood Rd  | 2   | 6     | 12 |
| C12                        | Create an east/west connection across I-5 (near Greenhill Rd)  | 12  | 6     | 1  |

| Other Ideas |  |    | Maybe | No |
|-------------|--|----|-------|----|
| D1          | General – Coordinate freight receiving/shipping times  | 12 | 7     | 2  |
|             | Commercial delivery also.  |    |       |    |
| D2          | Add vision & sound walls; reduce cut-through traffic.  | 6  | 8     | 7  |
|             | Avery, 105 <sup>th</sup> too. Ugly; doesn't kill noise, sends in another direction. Expensive. Urban design criteria – to address sound and vision instead of sound walls. |    |       |    |
| D3          | General – Improve safety and reduce congestion by education and incentivize telecommuting  | 7  | 12    | 2  |
|             | Business decision.   |    |       |    |
| D4          | Move industrial area to the SW area (no direct truck route), change to multi-<br>family residential, or buffer existing neighborhood better from industrial area           | 3  | 12    | 7  |
|             | Next cycle with long range Master Plan. Put with Southwest Concept Plan.   |    |       |    |
| D5          | Add a lane on Tualatin-Sherwood Rd to Fred Meyer, better lane signage for I-5. Add traffic camera for red light violations.  | 11 | 3     | 7  |
| D6          | Improve signs to direct traffic to correct street  | 19 | 2     |    |
| D7          | Add traffic signal at 97th Ave and Tualatin-Sherwood Rd  | 2  | 2     | 14 |
| D8          | Improve visibility, restrict left turns from 108th Ave onto Tualatin Rd  | 2  | 16    | 1  |
|             | Improve visibility but no left turn restrictions. Not needed, should move to D9.   |    |       |    |
| D9          | Add a signal at Tualatin Rd and Teton Ave/Jurgens Rd   | 9  | 1     | 5  |
|             | Remove Jurgens Road.   |    |       |    |
| D10         | Improve Tualatin-Sherwood Rd/Martinazzi Ave signal timing/add a red light camera   | 10 | 4     | 6  |
| D11         | Encourage off-peak usage on Herman Rd and Tualatin-Sherwood Rd   | 16 | 2     | 1  |
|             | Freight usage, allow large trucks form 11 PM – 5 AM  |    |       |    |
| D12         | General – Make "Truck Route" signs larger  | 11 | 1     | 7  |
|             | Designate specific roads as "Truck Routes" and enforce specific times.   |    |       |    |

#### New Ideas:

Traffic calming on Tualatin Road – make it a roadway for local access only. Non-local truck traffic should be diverted to Herman and Leveton Roads.

Additional measures to reduce truck traffic on local/minor streets. Business hours rules different, prohibitions.

More connectivity in roadway system to provide options

All Yellows need more information

# **Industrial and Freight Working Group #3 Summary**

The Industrial and Freight Working Group met on June 13<sup>th</sup>, 2012 from 11:30 a.m.-1:00 p.m. at the City of Tualatin Operations Building. The working group heard how the project team evaluated the project ideas, and then discussed the evaluation and the projects. At the end of the working group meeting, attendees were given five red and five green dots. Attendees were asked to place green dots on the projects that were the most important to the community and red dots on projects that they thought should not be carried forward into the TSP given the discussion and the preliminary evaluation results. One dot per project per person was allowed (attendees were not able to put all of their dots on one project).

| ID         | Project Description  | <b>Green Dots</b> | Red Dots |
|------------|--|-------------------|----------|
|            |  |                   |          |
| A1         | Add a signal or roundabout at Sagert/ Martinazzi   |                   | 1        |
| <u>A2</u>  | Divert truck traffic from Tualatin Road to Herman Road   |                   | 2        |
|            | Tied to C4.  |                   |          |
|            | <ul> <li>Teton should be the main off route for truck traffic.</li> </ul>                                      |                   |          |
|            | <ul> <li>Truck traffic isn't the issue, it is cars/vehicles. Each meeting said this.</li> </ul>                |                   |          |
|            | <ul> <li>Teton should be widened and needs to be the main connection to Tualatin-Sherwood Road.</li> </ul>     |                   |          |
|            | <ul> <li>We will need to take the kink out of Teton and adjust the signal at Tualatin-Sherwood Road</li> </ul> |                   |          |
|            | and Teton to let UPS get onto Tualatin-Sherwood Road.  |                   |          |
| A5         | Extend 124th Ave south   | 2                 |          |
| A6         | Provide coordinated signal timing and access management along major arterials                                  | 1                 |          |
| <u>A7</u>  | Remove northbound right turn light on Boones Ferry Road  |                   | 1        |
|            | (at the McDonalds)   |                   |          |
| <u>A9</u>  | Improvements to help mobility of through-traffic on Tualatin-Sherwood Rd                                       |                   |          |
| A11        | Address congestion on Avery and Teton  |                   |          |
| <u>A12</u> | Synchronize turn signals to/from Boones Ferry to Tualatin-Sherwood; coordinate with the train signal           | 2                 |          |

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| ID         | Project Description  | <b>Green Dots</b> | Red Dots |
|------------|--|-------------------|----------|
| <u>A13</u> | <ul> <li>Widen Boones Ferry Rd through downtown</li> <li>Add to memo (missing)</li> <li>When widening Boones Ferry Road through downtown, Boones Ferry Road impacts/reduces those connections.</li> <li>Objective of residents from South to the park is connectivity. Widening will negatively impact this.</li> </ul>  |                   | 3        |
| B1         | Expand service hours of chamber shuttle to nights and weekends   |                   | 1        |
| В2         | Add rail station with easy offload and access for industry in the west part of town  This should also include loading considerations.  |                   |          |
| В3         | Provide local loop bus  TriMet may be able to implement this within 10 years.  | 2                 |          |
| <u>C3</u>  | <ul> <li>Provide north-south vehicle connectivity over Tualatin River</li> <li>Overwhelming public sentiment (per Jan): don't bring more traffic into downtown</li> <li>For this option to continue, we probably need to incorporate it into another project like 90<sup>th</sup>.</li> <li>Explore extending 90<sup>th</sup> to the north, while being sensitive to existing uses.</li> <li>North – South citizens don't want it.</li> <li>Park &amp; Ride in Transit. Important to transit!</li> </ul>   |                   | 5        |
| C4         | <ul> <li>Add a right turn from Teton Ave to Tualatin-Sherwood Rd</li> <li>Trucks on 90<sup>th</sup> have a significant impact to livability of residents</li> <li>Teton could be widened through the entire length, being sensitive to impacts</li> <li>The original C4 project (left turns from Teton to Tualatin Road) was intended as originally written. Would like the original project put back on the list. Note – left turns already exist on Teton to Tualatin Road.</li> <li>Traffic lights for UPS when they leave need signal timing to prioritize UPS from Teton.</li> <li>UPS has difficulty getting onto Teton.</li> <li>Improve Teton including intersections.</li> <li>May need to be a project to improve all of Teton including all intersections.</li> <li>Change this project to include all of Teton.</li> </ul> | 4                 |          |

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| ID        | Project Description (   | Green Dots | Red Dots |
|-----------|---|------------|----------|
| C5        | Extend 65th Ave north   |            |          |
|           | Big arrow rather than show narrow alignment.  |            |          |
|           | <ul> <li>Needs a big arrow for general North-South connection. Should be yellow.</li> </ul> |            |          |
| C6        | Improve 115th Ave   | 2          |          |
| <u>C7</u> | Improve cross-section on Herman Rd  |            | 1        |
| <u>C8</u> | Add signal to Tualatin Road and Boones Ferry Road intersection                              |            | 4        |
|           | Speed reduction through curves is a good thing.   |            |          |
|           | Probably doesn't move forward.  |            |          |
|           | C8 would speed traffic, this is a bad project.  |            |          |
|           | Not a good idea.  |            |          |
| <b>C9</b> | Consider removing trucks/adding truck info signs along 108th/105th Aves                     |            |          |
| C10       | Extend 95th Ave north to Tualatin Rd  |            | 1        |
|           | Not a good idea.  |            |          |
| C12       | Create an east/west connection across I-5 (near Greenhill Rd)                               | 2          |          |
| C13       | Provide travel options by improving connectivity in the roadway system                      |            |          |
| C14       | Widen Myslony St to standards - reduce on-street parking                                    |            |          |
| C15       | Upgrade Cipole Rd to standards with sidewalks and bike lanes                                | 1          | 1        |
| C16       | Improve Tonquin Rd between Oregon St and Waldo Way  |            |          |
| C17       | Improve circulation east of the Bridgeport/I-5 Interchange                                  |            |          |
| D1        | Coordinate freight receiving/ shipping times  | 2          |          |
| D2        | Add vision and sound walls; reduce cut-through traffic                                      |            | 1        |
|           | Thought was dropped, remove.  |            |          |
|           | D2 dropped off?   |            |          |
|           | Should be dropped during last round.  |            |          |
| D3        | Provide incentives to telecommute   |            |          |
| <u>D5</u> | Add lane on Tualatin-Sherwood to Fred Meyer, better I-5 lane signage, add red light camera  | 3          |          |
| D6        | Improve signs to direct traffic to correct street   |            |          |
| <u>D7</u> | Add traffic signal at 97th Ave and Tualatin-Sherwood Rd                                     |            |          |
|           | Business cannot make left turns   |            |          |

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| ID         | Project Description   | <b>Green Dots</b> | Red Dots |
|------------|---|-------------------|----------|
| <u>D8</u>  | Improve visibility, add signal restrict left turns from 108th onto Tualatin                 |                   | 1        |
|            | <ul> <li>School buses use Jurgens – Holland. A signal should go there instead.</li> </ul>   |                   |          |
| <u>D9</u>  | Add a signal at Tualatin Rd and Teton Ave/Jurgens Rd  |                   |          |
|            | <ul> <li>Is this a better location for a signal over D8 because of school buses?</li> </ul> |                   |          |
| D10        | Improve Tualatin-Sherwood and Martinazzi signal timing                                      | )                 |          |
| <u>D11</u> | Encourage off-peak usage on Herman Rd and Tualatin-Sherwood Rd                              |                   |          |
| D12        | Make "Truck Route" signs larger   | 1                 |          |
| <u>D13</u> | Add traffic calming on Tualatin Road  |                   | 2        |
| D14        | Add measures to reduce truck traffic on local and minor streets                             |                   |          |
| D15        | Improve turning radius from Herman Rd northbound onto 108th Ave                             |                   |          |
| D16        | Increase speed limit to 40 or 45 MPH on 124th Ave   |                   | 1        |
| D17        | Reconfigure the intersection of 115th and Tualatin-Sherwood                                 |                   |          |
| D18        | Improve turning radius from Tualatin-Sherwood to Cipole                                     |                   |          |
| D19        | Improve NB right and left turns onto Herman   |                   |          |
| D20        | Improve southbound left turns at 63rd and Lower Boones Ferry                                |                   |          |
| D21        | Improve SB left turns from Jurgens and 106th onto Tualatin                                  |                   |          |
| D22        | Improve 65th Ave south across I-205; widen and address dip in the roadway                   |                   |          |
| D23        | Ensure that future roundabout designs can accommodate larger trucks                         |                   |          |
| All        | <ul> <li>Address with neighborhood CIOs what their problems and desires are</li> </ul>      |                   |          |

#### **GENERAL NOTES**

- Suburan Door Biggest issue time to get to freeway.
- Goals not achieved
  - o Reduce traffic on TS road
    - Not park project but removing traffic
    - Working on transit E/W loop and Park & Ride
  - O Doesn't support parking garage at Bridgeport
  - o Goal should be to reduce Single Occupancy Vehicles (SOV)

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- Nothing to destroy parks
  - Park has huge impacts to livability and environment (i.e., pollution)
- Add Park & Ride recommendation to Industrial & Freight map. Note the transit working group map has this concept, and all
  concepts moving forward will be combined in the TSP.
- Park commission must review this process.
- Goal should be reduce traffic (SOV) on TS Road.
- Truck traffic on Tualatin Rd is not a problem, car traffic is the problem.
- Teton needs to be widened.
  - Keep left turn
  - o Traffic signals work with WACO on timing for UPS
- Traffic on Avery talk to the neighborhood.
- Widening Boones Ferry in downtown would adversely impact the park.
- Need park & ride on the Industrial & Freight map. Note the transit working group map has this concept, and all concepts moving forward will be combined in the TSP.
- Comments during introductions:
  - o Suburban door, has not attended before.
  - Goal we missed: Limit single occupancy vehicles on TSR. Would like to see a Park & Ride at 99W to show on Industrial & Freight map. Note the transit working group map has this concept, and all concepts moving forward will be combined in the TSP.
  - o Don't bring more traffic into downtown via Hall extension.

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# Tualatin Transportation System Plan Major Corridors and Intersections Working Group Summary March 1, 2012

#### Guess the intersection with most collisions:

- Avery/Tualatin Sherwood Road
- Boones Ferry Road/Tualatin Sherwood Road (9 votes)
- Boones Ferry Road/Bridgeport
- 115<sup>th</sup>/Tualatin Sherwood Road
- 65<sup>th</sup>/Sagert
- Teton/Tualatin
- Martinazzi/Tualatin Sherwood Road (2 votes)
- Nyberg Interchange
- Martinazzi/Warm Springs

**ANSWER: Nyberg Interchange** 

#### **Deficiencies:**

- Tualatin Sherwood Road and Boones Ferry Road there is too much going on at this intersection.
- Sagert/Martinazzi 4 way stop.
- Sagert/Borland Stop sign here causes congestion.
- Garden Corner curves.
- The curve on Grahams Ferry Road is dangerous.
- Traffic volumes along Tualatin Sherwood Road.
- Conflicts between through traffic in Tualatin vs. local/neighborhood traffic.
- Boones Ferry Road Conflicts and congestion along corridor.
- 65<sup>th</sup> in the vicinity of Sagert and Borland too much activity for this to be a stop-controlled intersection. Backups.
- Tualatin Sherwood Road/90th Collisions/Cut through/Speeds.
- Tualatin Sherwood Road/Boones Ferry Road Issues with left turn (from Boones Ferry Road) when train going through. Causes backups.
- Boones Ferry Road/Boones Ferry Road at Bridgeport. Too much activity and confusion safety and congestion issues.

#### **Project Ideas:**

(NOTE: The below ideas are just highlights recorded in large group discussion. All ideas generated by groups on maps will be recorded in the long list of project ideas.)

• Eliminate left turns onto I-5. Consider redesigning I-5/Nyberg interchange to a cloverleaf design.

- Coordinate the signal timing along Tualatin Sherwood Road, Boones Ferry Road and Martinazzi Avenue.
- School zone Make the school zone signage consistent at the various locations in the City.
- Add a northbound left lane on Boones Ferry Road at Tualatin Sherwood Road. Further, the southbound right lane at this intersection needs more length or lane.
- Add capacity to Boones Ferry from Lower Boones Ferry to Tualatin.
- Add a signal on Boones Ferry Road at the High School.
- 65/Sagert Add a left turn lane and realign signal.
- 90th and Tualatin Sherwood Road at Frontage Add a stop sign.
- Put in a signal on Tualatin Road at Teton or 108th.
- Consider a roundabout at the vicinity of 65<sup>th</sup>/Sagert/Borland.
- Implement the 124<sup>th</sup> extension project.
- Add a signal to the intersection of Tualatin/Teton.
- Martinazzi/Sagert intersection consider a signal or roundabout.
- Consider one big traffic circle around downtown a one-way loop that allows right turns only.
- Eliminate the school buses at Park.
- Eliminate left turns at Park.



# Tualatin Transportation System Plan Major Corridors Working Group Summary April 16, 2012 Police Department Training Room

The purpose of this working group meeting was to study and discuss the potential solutions generated from the previous working group meeting, and to discuss the feasibility of potential projects to help decide if they should be considered in the evaluation phase of the TSP process.

The Working group separated into groups of no more than eight people to discuss the project ideas on the maps. Each meeting attendee was given three cards (green = yes, yellow = maybe, and red = no). Groups first went through each project idea and showed the card that they thought was appropriate for the project to be carried forward into evaluation for the TSP. Once the projects were tallied, groups then discussed the projects and whether they should be forwarded into the TSP for further evaluation. The tally is reported below, along with notes from the conversation. Projects that received all green votes from members were not discussed further, and the recommendation from the group is to evaluate the project in the TSP.

| Safe | ty-Focused Ideas   | Green | Yellow | Red |
|------|--|-------|--------|-----|
| A1   | Reduce speeds, add guardrail and shoulders to this section of Grahams Ferry Rd   | 18    | 2      | 1   |
|      | Not familiar with road.  |       |        |     |
| A2   | Add traffic signal at Tualatin High School   | 11    | 3      |     |
|      | This would only be two times during the day for two accesses. Study it. Don't put in more signals because traffic is already a problem today. Needs something, but a signal may not be the solution.         |       |        |     |
| A3   | Consistent speed zones for both Tualatin High School & Byrom Elementary School   | 20    | 2      |     |
| A4   | Raise the southbound off-ramp to allow a better view of traffic on Nyberg Rd   | 4     | 10     | 7   |
|      | The money needed to construct this project is not justified. There is a cost for the Right-Of-Way. This would not be practical for truck turns.  |       |        |     |
| A5   | Add traffic signal on Tualatin Rd at 108 <sup>th</sup> Ave   | 2     | 15     | 3   |
|      | If a signal is installed at Teton Ave, it is not needed at $108^{th}$ Ave. Teton Ave maybe a better location. There is bad visibility at this location. All "greens". Need more information on this project. |       |        |     |
| A6   | General – consistent use of yellow turn signals on all traffic signals   | 23    | 1      |     |

| A7 | Improve sight distance and reduce speeds at Boones Ferry Rd and Arapaho Rd   | 5  | 14 | 3 |
|----|--|----|----|---|
|    | Do not know what this project is about. More information is needed. Is this a problem?   |    |    |   |
| A8 | Discourage through and truck traffic along Tualatin Rd while encouraging through and truck traffic along Herman Rd. Make residential access easier.  | 13 | 5  | 5 |
|    | The problem is cars cutting through, not trucks. Need to address Tualatin-Sherwood Road issues for cut through to solve this problem. Herman Rd has too many lights – people will not divert to Herman Rd. Provide signal to move to somewhere else. Add lights too. |    |    | _ |

| Con | gestion-Focused Ideas  | Green | Yellow | Red |
|-----|--|-------|--------|-----|
| B1  | Widen Tualatin-Sherwood Rd   | 19    | 3      | 1   |
|     | Where exactly would it be widened? This is a bottleneck issue. Congestion is just being moved to where it would narrow again.  |       |        |     |
| B2  | Signal or roundabout at Sagert St and Martinazzi Ave   | 8     | 11     | 3   |
|     | Prefer a signal over a roundabout. The roundabout consumes too much land, and this is a challenging intersection.  |       |        |     |
| В3  | Realign Sagert St/Borland Rd intersection  | 7     | 14     | 1   |
| B4  | Consider a traffic loop in downtown (one way, right turn only)   | 3     | 3      | 18  |
|     | Not sure if this is the best solution, and the project is very unclear. Not sure what intersection problem this would address. Would this project increase safety concerns downtown? It is unclear where the one-way roadways would be. Other towns have struggled and converted back and forth between one way and two-way. Study this to see what it would do. Is there room to implement this? Doesn't make sense. This project would cause more problems and have a serious impact on business. This project would be expensive. |       |        |     |
| B5  | Restrict right turn on red at Nyberg Interchange   | 7     | 9      | 7   |

| What purpose does this serve? Don't restrict turns.       |
|---|
| This intersection shouldn't be a traffic signal, just a   |
| stop sign. This project is very unclear. This would cause |
| more congestion. Note this is the solution. Is a signal   |
| the solution?   |

|     | the solution?  |          |    |    |
|-----|--|----------|----|----|
| В6  | Rethink access in vicinity of Tualatin Community Park  | 8        | 6  | 9  |
|     | The access is fine most of the time. No problem here.  |          |    |    |
| В7  | Consider removing ramp signals at Nyberg interchange   | 1        | 5  | 17 |
|     | Projects B7 through B11 are not feasible. Consider moving the meter to minimize the spill back. Question of control. Not in our control, bad idea.                           |          |    |    |
| B8  | Prohibit left turns out of 108 <sup>th</sup> Ave <u>or</u> remove trees in the southwest corner  | 5        | 8  | 10 |
|     | Not sure this is a problem. No problem seen. Signal is not required if one is installed at Teton Ave. Not sure if it's a problem. Don't prohibit left turn. Clear the trees. |          |    |    |
| В9  | Coordinate signal timing on Boones Ferry Rd and Tualatin-<br>Sherwood Rd; widen Boones Ferry Rd  | 14       | 2  | 1  |
|     | Adaptive signal technology. Just widened Boones Ferry Road. Good with signal timing. Separate traffic signal from widening in the project.                                   | 14       | 2  |    |
| B10 | Redesign the intersection at the Fred Meyer (from Nyberg Rd)   | 5        | 18 | 1  |
|     | Only useful redesign would be elimination.   |          |    |    |
| B11 | Consider redesigning the Nyberg interchange into a full cloverleaf   | 1        | 12 | 11 |
|     | This project is not feasible. There is too much land/cost when compared to the benefit. Would have been good for ODOT to have widened cloverleaf in the first place. No go.  | -        | -  |    |
| B12 | Make two right turn lanes from I-5 north onto Nyberg Rd  | 3        | 13 | 7  |
|     | More information needed. ODOT just built there. This project isn't needed. Consider one big fix instead of all smaller fixes.  |          |    | ·  |
|     |  | <u>-</u> |    |    |

| B13           | Extend the northbound left turn lane and create a southbound right turn lane on Boones Ferry Rd at Tualatin-Sherwood Rd to reduce backup from WES train; add red light cameras  | 19 | 2  | 2  |
|---------------|---|----|----|----|
|               | Two separate issues. The problem is on the south side. Consider timing WES train. There is a congestion issue at this intersection. Not sure this is the right solution. Need flow. Not sure of the correct solution. Make train wait for green light. Still need help for Northbound turn pocket. Look at WES also.  |    |    |    |
| B14           | Reconfigure Boones Ferry Rd at Tualatin Rd  | 4  | 7  | 11 |
|               | This slows people down the way it is today. There is not enough room. Would require additional land. Cost plus functioning adequate. Confused, no trouble here.   |    |    |    |
| B15           | Add a 4-way stop by 90 <sup>th</sup> Ave at Kaiser  | 13 | 6  | 2  |
|               | Why a signal? Isn't needed. Traffic would back up into Tualatin-Sherwood Rd. Remove bushes. This is a sight distance issue.   |    |    |    |
| B16           | Add bus pullouts on Boones Ferry Rd   | 19 | 2  | 1  |
|               | Only downtown Northbound.   |    |    |    |
| B17           | Widen Boones Ferry Rd   | 8  | 13 | 3  |
|               | Lots of debate. Pedestrian safety concern. Worried about right of way acquisition. Consider three lanes. This is the same as project B9. Need more information. This would create a barrier and a divided city. Consider a roundabout on Boones Ferry, Victoria Woods house intersection would flow down. Consider 3 lanes. Add bus pull outs, bike lanes, deal with different speed zones. |    |    |    |
| B18<br>interc | Add a southbound left turn and right turn lane to Nyberg hange  | 6  | 12 | 6  |
|               | Don't understand this project. There are already 2 lanes in each direction. Cost benefit. Don't know what this is.  | U  | 12 | 0  |
| B19           | Restrict trucks to right lane. Widen travel lanes.  | 4  | 1  | 18 |

This project is not feasible, it won't work. Impossible, requires too much land. Not practical. Don't encourage more through traffic in or on Tualatin-Sherwood Road. How would this happen and what purpose would it serve?

| B20<br>keep  | B20 Roundabout or signal intersection at Nyberg Rd/65 <sup>th</sup> Ave; keep Nyberg Rd 2 lanes   |    | 6 | 11 |
|--------------|---|----|---|----|
|              | Roundabout sounds like a crazy idea. Signal exists.  Don't want business near roundabout. Too much traffic for this location. Is there enough space?  Wetlands on one side, and a bridge. The roundabout is a crazy idea. | 5  |   |    |
| B21          | Extend 124 <sup>th</sup> Ave and connect to I-5   |    |   |    |
|              | Under review by Washington County. More support if it goes down to Beckman. Impacts to neighborhoods. Understudy by another project. Should go to Beckman.  | 17 | 4 | 3  |
| B22          | Address congestion caused by high school  | 17 | 5 |    |
| B23<br>Sherv | Add a dedicated right turn lane on Teton Ave at Tualatin-<br>vood Rd  | 17 | 2 |    |
| B24          | Add right turn lane on Tualatin-Sherwood Rd at 124 <sup>th</sup> Ave  | 21 | 7 | 1  |
|              | Not sure there is a problem here. Not sure there is a need. Already 5 lanes.  |    | , |    |
| B25<br>Tuala | Limit access and grade separate the intersection of tin-Sherwood Rd and Boones Ferry Rd   |    | 8 | 15 |
|              | Too expensive. This project would destroy retail and create a barrier to the community. This would be expensive. Cost prohibitive and permits would be impossible.  |    | Ü | 19 |

| Con         | nectivity-Focused Ideas   | Green | Yellow | Red |
|-------------|---|-------|--------|-----|
| C1          | Extend 124 <sup>th</sup> Ave to Tonquin Rd  This project is not problematic. All about connectivity to I-5.   | 18    | 6      |     |
| C2          | Extend 65 <sup>th</sup> Ave north  There could be better connections across river elsewhere, maybe make the improvement near Boones Ferry Rd instead. This project would have high  |       | 8      | 15  |
| C3          | residential impacts, and is politically infeasible. Connect other cities via McKewan Rd instead.  Construct a new road between Tualatin High School and   |       |        |     |
| Буго        | Don't understand problem. This would impact neighborhoods. Can't make a decision because the project is too vague. What is the need? Negatively effects neighborhood. School district property is out of city control. Don't understand the need. |       | 3      | 20  |
| C4<br>Bridg | Improve traffic flow on Lower Boones Ferry Rd near geport Village into downtown Tualatin  | 11    | 11     | 2   |
|             | We should look at widening bridge to 3-4 lanes. Needs to include a Boones Ferry Rd bridge.  | 11    |        |     |
| C5          | Improve intersection at 99 W and Tualatin Rd  Would encourage traffic on Tualatin Rd. Not worth the cost, this intersection was just improved. Just fine, not needed. New intersection there. Existing is fine.                                   | 1     | 5      | 16  |
| C6          | Extend Tualatin Rd to Lower Boones Ferry Rd  Concern about park and intersection at 90 <sup>th</sup> Ave.  Destroys park. This has been studied already. Goes   | 1     | 4      | 18  |
| <b>C</b> 7  | through golf course and would destroy park. This would impacts exit 290 on I-5.  Add a connection between Tualatin Rd and Boones Ferry Rd;  |       |        |     |
| revis       | e signal  Charter amendment money Tualatin TSP for Tualatin.  Don't invite other traffic loads. Moving bottleneck.  Destroys park. Studied already. Goes through golf course.   | 1     | 6      | 16  |

| C8  | Need on/off ramps from I-5 to Norwood Rd   | 1 | 4  | 18 |
|-----|--|---|----|----|
|     | This would have negative impacts on I-205, and large impacts on residential areas. ODOT won't approve. Too close to other interchange, and would encourage more traffic in this area.  | - | ·  |    |
| C9  | Widen Sagert St to 2-lanes each way with pedestrian median   | 3 | 11 | 10 |
|     | Why? This project is too expensive with few benefits to justify. A pedestrian median would be okay, but extra  | _ |    |    |
|     | lanes are not needed. The bridge is a bit narrow - concerned about the cost of bridge. Look at strobe lights for a pedestrian crossing.  |   |    |    |
| C10 | Extend Helenius Rd (Grahams Ferry Rd to Norwood Rd)  | 2 | 4  | 18 |
|     | This would be difficult to build and would increase traffic cut through in the area. Would impact a wetland and the neighborhoods and would require displacements and residential impacts. Grade issues to construct.  |   |    |    |
| C11 | Create street grid in Bridgeport   | 3 |    | 21 |
|     | There is already a street grid, and this is private property. More information is needed, the project is too vague. This would be the developers' responsibility. It is too late to require it now – the area is built-up.   |   |    |    |
| C12 | Extend Boones Ferry Rd to Hall Blvd  |   |    | 24 |
|     | The Hall extension is a bad idea. Destroys park. Too much traffic through Tualatin, and the residential area in Durham. What is the cost benefit? This project straddles multiple jurisdictions, and could have impacts to wetlands. This has already been studied, and there are constraints with the railroad right-of-way. This would interfere with the park system. A connection over the park turns Boones Ferry Rd into a freeway. There would be too much through traffic. |   |    |    |

| Othe        | er Ideas   | Green | Yellow | Red |
|-------------|--|-------|--------|-----|
| D1          | Add lane on Tualatin-Sherwood Rd to Fred Meyer, better lane signage for I-5. Install traffic camera for signal violations.   | 9     | 10     | 4   |
|             | Need detailed information. Don't like red light cameras. Where would they be installed? East? Would a longer lane address the problem?   |       |        |     |
| D2          | Better signs needed to direct traffic to correct street  | 18    |        | 6   |
| D3<br>add a | Tualatin-Sherwood Rd/Martinazzi adjust signal timing, and red light camera  Lights are already timed. Don't like cameras. Make flashing yellow light consistent throughout the City. | 12    |        |     |
| D4          | Adjust signal timing  The timing now is fine - satisfied with the existing system.   | 18    |        | 4   |

| Idea  | s from Previous Planning Efforts   | Green | Yellow | Red |
|-------|--|-------|--------|-----|
| P1    | SW Tualatin Concept Plan Roadways (2005)   | 6     |        | 3   |
|       | Should be lower priority for funding over existing roads. Lower priority over existing road.                                       |       |        |     |
| P2    | Extend Pacific Drive to 124 <sup>th</sup> Ave Hwy 99W (2001 TSP)   | 3     | 6      | 1   |
|       | The project does not add any transportation value.   |       |        |     |
| Planr | ned traffic signal locations (Various) 2001 TSP  | 6     |        | 3   |
|       | A signal at Ibach & Grahams Ferry makes sense. Maybe add a signal at Avery & Teton. Yes for a signal at Tualatin Rd and Teton Ave. |       |        |     |

# **Additional Comments**

Group all items/changes to get final results:

Group - A2/B22

Group - A4

Group - A8

Group - B12

Group - B18

Group - B11, B12, B5, A4, B18

Major Corridors and Intersections Working Group #3 Summary

The Major Corridors and Intersections Working Group met on June 14<sup>th</sup>, 2012 from 6-8 p.m. at the Tualatin Police Department. The working group heard how the project team evaluated the project ideas, and then discussed the evaluation and the projects. At the end of the working group meeting, attendees were given five red and five green dots. Attendees were asked to place green dots on the projects that were the most important to the community and red dots on projects that they thought should not be carried forward into the TSP given the discussion and the preliminary evaluation results. One dot per project per person was allowed (attendees were not able to put all of their dots on one project).

| ID         | Project Idea   | Green Dots | Red Dots |
|------------|--|------------|----------|
| A1         | Reduce speeds, add guardrail and shoulders to section of Grahams Ferry                                   | 4          |          |
| <u>A2</u>  | Add traffic signal at Tualatin HS  | 2          | 3        |
|            | Is this a seasonal problem only?   |            |          |
| A3         | Consistent speed zones for Tualatin HS and Byrom Elementary  | 1          |          |
| <u>A4</u>  | Improve sight distance at I-5 and Nyberg Rd interchange  |            |          |
| <u>A5</u>  | Add traffic signal on Tualatin Rd at 108th   | 1          | 1        |
| A6         | Consistent use of yellow turn signals at traffic signals   | 6          |          |
| <u>A8</u>  | Discourage through and truck traffic along Tualatin Rd while encouraging through and truck traffic along | 2          | 1        |
|            | Herman   |            |          |
|            | Amendment to A8: traffic from Herman to Teton not through to Tualatin Rd                                 |            |          |
|            | Add signs to direct cars onto Herman   |            |          |
| <u>B1</u>  | Widen Tualatin-Sherwood Rd   | 5          | 1        |
|            | Need to do Boones Ferry Road all the way   |            |          |
| B2         | Signal or roundabout at Sagert and Martinazzi  | 2          |          |
| B3         | Realign Sagert /Borland to one intersection  | 1          | 2        |
|            | Just add a signal at Sagert/65 <sup>th</sup>   |            |          |
| <u>B5</u>  | Restrict right turn on red at Nyberg Interchange   |            | 1        |
| B6         | Rethink access in vicinity of Tualatin Community Park  | 5          | 7        |
|            | EGRESS only – no change to existing circulation in park  |            |          |
| <u>B8</u>  | Prohibit left turns out of 108th Ave or remove trees in the southwest corner                             |            |          |
| В9         | Coordinate signal timing on Boones Ferry   | 7          |          |
| B10        | Redesign Nyberg/Fred Meyer intersection and improve pedestrian crossing                                  | 3          | 1        |
| <u>B12</u> | Make two right turn lanes from I-5 north onto Nyberg Rd  | 1          | 3        |

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| ID         | Project Idea  | Green Dots | Red Dots |
|------------|---|------------|----------|
| <u>B13</u> | Extend NB left turn and create SB right turn lane on Boones Ferry at Tualatin-Sherwood to reduce backup | 3          |          |
|            | from WES train  |            |          |
| <u>B14</u> | Reconfigure Boones Ferry at Tualatin  |            | 13       |
|            | C7 Revise connection between Tualatin Rd and Boones Ferry Road  |            |          |
| B15        | Add a 4-way stop by 90th Ave at Kaiser  |            | 1        |
| <u>B16</u> | Add bus pullouts on Boones Ferry Rd   | 4          |          |
| <u>B17</u> | Widen Boones Ferry at south end of City   | 1          | 5        |
| B20        | Roundabout at Nyberg and 65 <sup>th</sup> intersection  |            | 3        |
| B21        | Extend 124th Ave to south   | 7          | 4        |
| B22        | Address congestion caused by high school  | 4          |          |
| B23        | Add a dedicated right turn lane on Teton at Tualatin-Sherwood   | 6          |          |
| <u>B24</u> | Add right turn lane on Tualatin-Sherwood at 124th   | 5          | 1        |
| C2         | Extend 65th Ave to the north  | 3          | 4        |
| C4         | Improve traffic flow on Lower Boones Ferry Rd between Bridgeport Village and downtown                   | 5          |          |
| <b>C7</b>  | Revise connection between Tualatin and Boones Ferry near the railroad tracks                            |            |          |
|            | Combined with B14   |            |          |
| <b>C</b> 9 | Widen Sagert to 2-lanes each way  | 1          | 4        |
| <u>C12</u> | Look for ways to provide north-south connectivity over Tualatin River for vehicles                      |            | 9        |
| D1         | Add lane on Tualatin-Sherwood Rd to Fred Meyer, better lane signage for I-5. Install traffic camera for | 1          | 2        |
|            | signal violations.  |            |          |
| D2         | Better signs needed to direct traffic to correct street   |            |          |
|            | Comp. Donal (Nathanna, Llank, et sings), allows before a during MEC                                     |            |          |

Boones Ferry Road/Nyberg – look at signal, allow left turns during WES.

Add a project that improves Teton between Tualatin Road and Tualatin Sherwood Road (this needs to be evaluated as a new idea)

Kaaren will look into providing a session on Modeling 101 by Metro, if sufficient interests exists

As part of the Herman and Tualatin options, look at improving 124th between the two roads and making it less convenient to turn onto Tualatin from 124th.

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# **Tualatin Transportation System Plan Neighborhood Livability Working Group Summary** March 5, 2012

#### **Issues:**

- Cut-through traffic:
  - o Halcion/Joshua
  - Siletz
  - Other (Tualatin)
- Intersections:
  - o Large
  - High traffic
  - Difficult lane configurations
- Schools/pedestrians:
  - Safe Routes to School
  - Signage along the biking/walking routes
- Cut-through traffic in neighborhoods traffic moves too fast, break speed limit and other laws
- Trucks and traffic take Tualatin Road they don't take 125th Ave and Herman, which is a better alternate route
- Neighborhoods feel "boxed in" by large streets and manufacturing areas, reduces the quality of life:
  - Noise
  - Air pollution
  - Safety issues
- Access to/from neighborhoods to Tualatin Road is difficult
- It is hard to get into/out of Tualatin Community Park
- Access in and out of town (especially by alternatives to the car):
  - o How to address an aging population that may not be able to drive
- North side issues:
  - o Traffic near Hazelbrook
  - Cut-through
  - Need lighting and safety improvements
- Boones Ferry Road do not want it to become the Tualatin-Sherwood Road to the south
  - o Boones Ferry Road should not be a barrier 5 lanes would be too wide
- Basalt Creek will add additional traffic want to make sure that future traffic will avoid neighborhoods
- The industrial land-uses along Avery cause problems for the neighborhoods
- Along Boones Ferry Road the speed limit changes from the urban to rural feel it is not consistent (especially with the school zone)
- Safety at High School and Elementary School is important:
  - There is lots of activity near there
  - o There are no medians or traffic calming

#### Themes:

Industrial and residential uses next to each other causes conflicts

- Safety and noise issues
- Cut-through traffic
- Connectivity and isolation of neighborhoods is a problem.

#### **Project Ideas:**

- 124<sup>th</sup> needs to be a priority for industrial traffic
- Neighborhoods should be "havens" that support livability some beautification projects are needed
- Continue focus on needs of community through the TSP process
- North Tualatin projects:
  - o Lighting in neighborhoods (Hazelbrook), for all users
  - o Bus traffic or a traffic study is needed to better route buses.
- Create a consistent speed on Boones Ferry Road
  - o Provide east-west connectivity across Boones Ferry Road
  - o Roundabout at Boones Ferry Road and Norwood to slow traffic down
- Basalt Creek needs a connector to I-5 south of the residential area
- Sound walls on 99W and I-5
- Small circulator bus within the city
- Build larger roads around Tualatin to reduce cut-through traffic on Tualatin roads
- Improve sidewalks, add benches and amenities at bus stops
- Add lights and slow traffic down near pedestrian crossings
- Provide access to transit in north Tualatin
- Encourage students within a certain distance (1/2 mile?) of schools to walk and bike to school
- Re-work bus routes
- Add strategic roundabouts
- 65<sup>th</sup> and Sagert crossing
- Safe Routes to School committee for each school
- Create Parkways and Boulevards add medians, fewer access points, and increase design to help slow traffic down
- Add amenities for pedestrians
- Add medians, lighting and seating at high-traffic areas

#### **Important corridors:**

- Boones Ferry Road
- Tualatin Road
- 124<sup>th</sup> Avenue
- Herman Road



# Tualatin Transportation System Plan Neighborhood Working Group Summary Meridian Park Hospital, (19300 SW 65<sup>th</sup> Ave, 97062) April 11, 2012

The purpose of this working group meeting was to study and discuss the potential solutions generated from the previous working group meeting, and to discuss the feasibility of potential projects to help decide if they should be considered in the evaluation phase of the TSP process.

The Working group separated into groups of no more than six people to discuss the project ideas on the maps. Each meeting attendee was given three cards (green = yes, yellow = maybe, and red = no). Groups first went through each project idea and showed the card that they thought was appropriate for the project to be carried forward into evaluation for the TSP. Once the projects were tallied, groups then discussed the projects and whether they should be forwarded into the TSP for further evaluation. The tally is reported below, along with notes from the conversation. Projects that received all green votes from members were not discussed further, and the recommendation from the group is to evaluate the project in the TSP.

| Safet | y-Focused Ideas   | Green | Yellow | Red |
|-------|---|-------|--------|-----|
| A1    | Discourage/restrict through & truck traffic along Tualatin Rd while encouraging a shift to Herman Rd & Leveton Rd. Make residential access along Tualatin Rd easier.  | 6     | 10     |     |
|       | Rebuild Tualatin Rd to make it prohibitive for trucks. Plant flowers and make it a neighborhood street. Cut off access along Teton and 108 <sup>th</sup> Aves.  |       |        |     |
| A2    | Improve lighting on Hazelbrook Rd   | 13    | 3      |     |
|       | Walking to the park is really dark. There is also a retirement home and school nearby   |       |        |     |
| A3    | Reroute school buses away from Tualatin Community Park and two railroad crossings   | 11    | 3      | 2   |
| A4    | Add a roundabout at Boones Ferry Rd &Norwood Rd   | 3     | 7      | 6   |
|       | Look at signal options. Is this the best place to do this? The intersection is really small. There is not a lot of room so the City would need to buy ROW. However, this would slow traffic down. Boones Ferry Rd is a major collector, so don't use a roundabout here. If Norwood and I-5 were connected, we would need traffic calming. We don't want the connection, so we don't need traffic calming. |       |        |     |
| A5    | Explore ways to make Boones Ferry Rd more pedestrian-friendly, including the creation of one consistent speed limit, without widening   | 6     | 10     |     |

|     | Speed limit because of school zones is not really an issue. Separate bike/pedestrian paths needs more exploration and conversation.   |   |    |   |
|-----|---|---|----|---|
|     | When the project is only make it more pedestrian friendly – 4 green and 1 yellow. When the project is creating a consistent speed limit – 5 yellows.  |   |    |   |
| A6  | Improve intersection at 108 <sup>th</sup> Ave and Tualatin Rd   | 2 | 12 | 2 |
|     | Improve visibility? Yes. Improve signal? No. Remove the trees on the southwest corner. There is lots of traffic in the morning and it is difficult to make turns. Light would discourage traffic. Traffic coming through tries to avoid Tualatin-Sherwood Rd.                         |   |    |   |
| A7  | Improve sight distance and reduce speeds at Boones Ferry Rd and Arapaho Rd  | 6 | 9  | 1 |
|     | This seems strange. Not sure of the need or what to do about it? This conflicts with A5. Reduce the speed or keep the speed consistent? Not sure what the sight distance issue is. It is already ok.  |   |    |   |
| A8  | Reduce speed, add sidewalks and bike lanes on Blake St curves.  Possibly add trail through wooded area.   | 9 | 15 | 1 |
|     | Trail would be hard, private property owners would likely not sell or approve the easement. There is no room for sidewalks and bike lanes. Once you drive it once, you know that you can't go the speed limit on the curves. Add wayfinding signs.                                    |   |    |   |
|     | For sidewalks only, 2 red, 2 yellow, for reducing speed, 3 green, 1 yellow, for Trail only, 4 yellow.   |   |    |   |
| A9  | Eliminate free right turns  | 2 | 9  | 5 |
|     | Not needed for Tualatin and Herman Roads. A1 would eliminate the problem. Light warranted? Don't eliminate free right, though this makes it hard for pedestrians. If Tualatin Rd is redone, you don't need right turns. Not may pedestrians in the area, however needs further study. |   |    |   |
| A10 | Require a stop before vehicles turn right onto Boones Ferry Rd<br>between Mohawk St and Greenhill Ln  | 2 | 5  | 4 |
|     | Isn't that already required on side streets? There are collision issues if this project is added at streets with signals. Don't know where this is. Have to stop before you get on Boones Ferry Rd anyway from side streets.  |   |    |   |

| Cong | estion-Focused Ideas  | Green | Yellow | Red |
|------|---|-------|--------|-----|
| B1   | Add a signal or roundabout at Sagert St and Martinazzi Ave  | 13    | 2      | 2   |
|      | Offset to avoid apartments. For signal only – 3 green, 2 red. For roundabout only - 2 green, 3 red.   |       |        |     |
| B2   | Add a dedicated right turn lane into Nyberg Woods Apartments  | 2     | 8      | 7   |
|      | Not needed. The shopping area already has a right turn lane. A new solution is B7 – 2 right turns to northbound I-5. Doesn't make sense. Not enough traffic. Maybe it's a left turn?  |       |        |     |
| В3   | Realign Sagert St and Borland Rd intersection (roundabout or signal)  | 16    | 10     | 5   |
|      | Study all options. If roundabout is oblong, consider Nyberg/65 <sup>th</sup> . Realigning is first priority.  |       |        |     |
|      | For realign Sagert and Borland – 5 green. For Signal – 2 yellow, 3 red. For Roundabout – 4 green, 1 yellow.   |       |        |     |
| B4   | Improve intersection at Avery St and Teton Ave  | 10    | 3      | 4   |
|      | If we improve the road for truck traffic, it will cause irreparable harm to the residential neighborhood. Encourage more turns.   |       |        |     |
| B5   | Address congestion caused by high school  | 4     | 13     |     |
|      | What does this mean? Only problem for 20 minutes in the morning: this project is not needed. Needs more discussion. More kids bike to schools. Increase the parking rates for school when it's a fire lane road. We'll have signals.                                      |       |        |     |
| В6   | Adjust signal timing to reflect traffic needs   | 16    | 1      |     |
| В7   | Add two right turns onto I-5 northbound from Nyberg St  | 5     | 5      | 7   |
|      | Is there a need? Not going to happen. Not needed and expensive. Congestion because of freight, not because of the single turn lane. Could own Stafford and south of Borland interchange on I-205. Difficult to understand with additional context. This is similar to B2. |       |        |     |
| B8   | Add right turn lane from Tualatin-Sherwood Rd to northbound 124 <sup>th</sup><br>Ave  | 12    | 6      |     |
|      | Would be nice to have. May be needed in the future. Make sense to add a roundabout on Tualatin-Sherwood Road $\&~124^{\text{th}}$ Ave   |       |        |     |

| Conn | ectivity-Focused Ideas  | Green | Yellow | Red |
|------|---|-------|--------|-----|
| C1   | Connect 124 <sup>th</sup> Ave to Tonquin Rd   | 15    | 2      |     |
| C2   | Balance neighborhood needs with trucks along 108 <sup>th</sup> /105 <sup>th</sup> Aves.<br>Consider disallowing trucks/truck info signs. Add traffic calming.   | 11    | 2      | 4   |
|      | Will the 124 <sup>th</sup> Ave connection solve this problem? Close the street at the curves. Add it to Blake Street Greenway. Too many ideas. Truck route signs aren't useful – the City can't enforce if they area on an arterial road. |       |        |     |
| C3   | Balance the needs of neighborhood with local truck movement along Avery St; provide turn lane for traffic entering into school  | 6     | 10     |     |
|      | No room for turn lane. Can't restrict truck traffic.  |       |        |     |
| C4   | Add I-5 Interchange with Norwood Rd   | 3     | 2      | 12  |
|      | Not going to happen, it is cost prohibited. Too close to other interchanges.  |       |        |     |
| C5   | Limit Siletz to exit only at Boones Ferry Rd and 105 <sup>th</sup> Ave to minimize cut-through traffic.   | 7     | 7      | 2   |
|      | Residential street acts like a connector. Don't like the exit only. Could push traffic to other residential streets. Eliminate cut through without speed bumps. Residential road accommodates traffic. Would stop signs work?             |       |        |     |
| C6   | Create a street between Boones Ferry Rd and Bridgeport Rd   |       | 8      | 8   |
|      | Formalize informal road - "secret resident cut-through". Private property and parking lot. Remove speed bumps.  |       |        |     |

| Bicyc | le/Pedestrian-Focused Ideas   | Green | Yellow | Red |
|-------|---|-------|--------|-----|
| D1    | Consider a pedestrian overcrossing on Boones Ferry Rd   | 3     | 3      | 11  |
|       | Won't get used – it is out of direction. An overcrossing is expensive   |       |        |     |
| D2    | Consider pedestrian islands on Boones Ferry Rd, near Byrom Elementary and Tualatin High schools   | 3     | 8      | 6   |
|       | Island won't help Byron Elementary access on Blake Street. There is already a pedestrian island near Iowa Dr on the south end, need one on Ibach St |       |        |     |
| D3    | Provide a multi-use path along the river  | 11    | 4      | 2   |

# Good for the area west of I-5

| D4  | Connect sidewalk on east side of 65 <sup>th</sup> Ave  | 16 | 1 |   |
|-----|--|----|---|---|
| D5  | Repair gap in sidewalk on the south side of Borland Rd   | 17 |   |   |
| D6  | Add multi-use path as part of Tualatin Trail   | 11 | 3 | 3 |
| D7  | Provide focused pedestrian crossing improvements (may need signal)   | 14 | 1 | 1 |
|     | Teton Ave and Tualatin Rd intersection needs a light. Slow traffic carries a lot of traffic accident issues. Safety issue. Hard to make a left turn westbound on Tualatin Rd |    |   |   |
| D8  | Add bike facilities & continuous sidewalks; reduce speed limit   | 16 | 1 |   |
| D9  | Build the Tonquin Trail  | 13 | 4 |   |
|     | Build it, it is not our money (Metro will be funding).   |    |   |   |
| D10 | Provide neighborhood connections to Tonquin Trail  | 10 | 2 |   |
|     | Crossing - Pedestrians and railroad don't mix. Overcrossing is no good, expensive, and too large. Undercrossing has safety concerns.   |    |   |   |
| D11 | Connect to Tualatin Path   | 10 | 7 |   |
|     | Undercrossing issue, safety/visibility. Would be great, nature walk, bike to grocery store.  |    |   |   |
| D12 | General – add benches around the city for pedestrians, especially between Heritage Center and Haggens  | 7  | 1 |   |
| D13 | General – Provide 3 loop walking paths that connect all Tualatin neighborhoods   | 9  | 3 | 4 |
|     | Too vague, impractical and overly broad.   |    |   |   |

| Trans | sit-Focused Ideas   | Green | Yellow | Red |
|-------|---|-------|--------|-----|
| E1    | Provide transit serving local resident needs in north Tualatin, between 99W and downtown Tualatin   | 14    | 3      |     |
|       | As stand-alone this doesn't make sense. People won't take it to do downtown. Ok as long as it part of a larger circulator transit system. |       |        |     |

| Othe | r Ideas   | Green | Yellow | Red |
|------|---|-------|--------|-----|
| F1   | Consider ways to lessen noise from 99W and I-5 on nearby residences   | 3     | 9      | 5   |
|      | Not a lot of residences near 99W. "Consider" doesn't cost money. Noise proof window incentive program. Impractical. We have sound walls already along I-5.  |       |        |     |
| F2   | Consider changing "no right on red" sign  |       | 5      | 12  |
|      | Keep the sign. Don't see the need why? Unclear. Who has a problem with this? Trying to cut commute but serious safety issue.  |       |        |     |
| F3   | Intersection of Ibach/Grahams Ferry is confusing; rename road or better signs; need better lighting   |       | 8      | 9   |
|      | Not confusing every time. Do it once, you know. Not needed. Is it a problem? Not a priority. People who live here know how it works. Not necessary, except lighting.                              |       |        |     |
| F4   | General – Add gateway signs to announce CIOs  |       | 1      | 16  |
|      | Why? What is the benefit? Not transportation. Not needed, cost prohibited. Not a transportation issue.  |       |        |     |
| F5   | Move industrial area to the SW area (no direct truck route), change to multifamily residential, or buffer existing neighborhood better from industrial area                                       | 7     | 6      | 10  |
|      | It is impractical to restrict truck traffic. This would create blight in transition. Residential right along rail line. The railroad and ODOT rail would not approve an additional rail crossing. |       |        |     |
|      | For move industrial to the SW area – 1 yellow and 4 red. For buffer existing neighborhood better – 3 green, 2 yellow.   |       |        |     |
| F6   | Create small, neighborhood commercial for residents to walk to  | 8     | 4      | 5   |
|      | No one will walk there because it is already commercial. Make Tri-  |       |        |     |

| Ideas already in other Plans |  | Green | Yellow | Red |
|------------------------------|--|-------|--------|-----|
| P1                           | Extend Boones Ferry Rd to Hall (from the 2001 TSP) |       | 2      | 5   |
| P2                           | SW Tualatin Concept Plan Roadways (2005)           | 7     |        |     |

### **General Comment:**

• When we talk about congestion, consider time and length of congestion.

County neighborhood/commercial.

#### Other Ideas:

- All school zone speed restrictions consistent. Why are they different?
- Pedestrian benches on Tualatin Rd. (Could be an Eagle Scout project)
- PI Bring additional traffic downtown, take out the park.
- Look into and extension of 65<sup>th</sup> to enhance the neighborhood connectivity and relieve congestion on I-5.

# **Neighborhood Livability Working Group #3 Summary**

The Neighborhood Livability Working Group met on June 13<sup>th</sup>, 2012 from 6-8 p.m. at the Tualatin Police Department. The working group heard how the project team evaluated each project, and then discussed the evaluation and the projects. At the end of the working group meeting, attendees were given five red and five green dots. Attendees were asked to place green dots on the projects that were the most important to the community and red dots on projects that they thought should not be carried forward into the TSP given the discussion and the preliminary evaluation results. One dot per project per person was allowed (attendees were not able to put all of their dots on one project).

| ID        | Project Idea   | <b>Green Dots</b> | Red Dots |
|-----------|--|-------------------|----------|
| <u>A1</u> | Discourage through and truck traffic along Tualatin while encouraging through and truck traffic  | 1                 |          |
|           | along Herman   |                   |          |
|           | This wording for the project is better than the wording on other Working Group maps              |                   |          |
|           | The City does not have a lot of control over trucks on Tualatin                                  |                   |          |
|           | Different design elements could be used to restrict trucks                                       |                   |          |
|           | Herman Rd would be good alternative (it should be labeled an Expressway with specific design     |                   |          |
|           | standards). Herman is a good connection to 99W   |                   |          |
|           | Herman Rd could handle the truck, you could put urban design criteria on to shift the traffic    |                   |          |
|           | Differences in opinions based on which neighborhood you live in                                  |                   |          |
|           | UPS trucks hold up traffic on Teton Avenue   |                   |          |
|           | This project should stay on the list for further evaluation                                      |                   |          |
|           | Need to work with school buses on traffic  |                   |          |
| А3        | Reroute school buses away from Tualatin Community Park and two railroad crossings                | 1                 |          |
|           | Forward to school, should not be on the TSP  |                   |          |
| <u>A4</u> | Add roundabout at Boones Ferry and Norwood   |                   | 2        |
|           | A roundabout would make a more vibrant neighborhood  |                   |          |
|           | Accessibility for pedestrian/cyclists could be addressed through design (in response to concerns |                   |          |
|           | that roundabouts are hard to navigate for bicyclists and pedestrians)                            |                   |          |
| <u>A5</u> | Make Boones Ferry Rd more pedestrian-friendly  | 2                 |          |
|           | If Boones Ferry was better, people would use it - change equity to ½ circle                      |                   |          |
| <u>A6</u> | Improve intersection at 108th and Tualatin   |                   | 3        |
| A8        | Reduce speed, possibly add trail through wooded area   | 1                 |          |
|           | Issue is somewhat being addressed this year, interim solutions will be constructed               |                   |          |

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| ID        | Project Idea  | <b>Green Dots</b> | Red Dots |
|-----------|---|-------------------|----------|
| A9        | Eliminate free right turns on Herman at Teton and Tualatin The improvements at these intersections were recently made By removing these free right turns turns, you could keep people on Herman   |                   | 4        |
| B1        | Add signal or roundabout at Sagert and Martinazzi Needs to be either a signal or a roundabout, but the only time there is trouble is during peak traffic times Roundabout could probably work, it could be smaller, set the stage for using Sagert more   | 2                 |          |
| <u>B2</u> | Add dedicated right turn lane into apartments near Nyberg Woods Shopping Center This project doesn't make any sense. This whole area needs work. Originally this concept was to help traffic get onto I-5 northbound, when the other project fell off the list; this project no longer makes sense. |                   | 1        |
| В3        | Realign Sagert /Borland to one intersection  Most agreed this was good, though there was disagreement   | 1                 | 4        |
| B4        | Improve intersection at Avery and Teton What is the improvement?  |                   |          |
| B5        | Address congestion caused by HS Add utilize busses more   | 2                 |          |
| <u>B6</u> | Adjust signal timing to give priority to Tualatin Road through traffic.<br>At Tualatin Country Club<br>Contradicts the intent of project A7   | 1                 | 1        |
| <u>B8</u> | Add right turn lane on Tualatin-Sherwood at 124th<br>Agreed   | 3                 |          |
| <b>C1</b> | Extend 124th to south Concerns about making sure it connects east to west   | 4                 |          |
| C2        | Consider removing trucks/adding truck info signs along 108th/105th Aves   | 2                 |          |
| C3        | Balance neighborhood needs and trucks movement along Avery; provide turn lane for traffic entering school This project isn't practical – where does the right-of-way come from? A turn lane is a good idea into the school.   |                   |          |

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| ID        | Project Idea   | <b>Green Dots</b> | Red Dots |
|-----------|--|-------------------|----------|
| C6        | Create a street between Boones Ferry and Bridgeport  | 1                 | 5        |
|           | This project does not meet any need, and should be removed from the TSP  |                   |          |
|           |  |                   |          |
| <b>C7</b> | Extend 65th to the north   | 5                 |          |
|           | This requires more analysis, and would be difficult to do. This would be a lot of money to spend for people to avoid driving a few blocks. Would it be possible to make this a bike/pedestrian |                   |          |
|           | project?   |                   |          |
| <u>D2</u> | Add pedestrian islands on Boones Ferry, near Byrom Elementary and Tualatin HS  | 3                 | 2        |
|           | An island already exists south of the HS driveway. How about standardizing the flashing lights for   | _                 | _        |
|           | schools, making them only when students are likely to be present (20 mph when the lights flash)  |                   |          |
|           | as opposed to 20 mph between 8 am and 5 pm?  |                   |          |
| D3        | Provide a multi-use path along the river   | 6                 |          |
|           | Would create good path connections   |                   |          |
| D4        | Connect sidewalk on east side of 65th  | 1                 |          |
|           | Would create good path connections – yes, add into the TSP. Close sidewalk gaps  |                   |          |
| D5        | Repair gap in sidewalk on south side of Borland  |                   |          |
|           | Good path connections  |                   |          |
| D6        | Add multi-use path as part of Tualatin Trail   | 6                 |          |
|           | Would improve path connections   |                   |          |
| <u>D7</u> | Provide focused pedestrian crossing improvements along Tualatin Road   | 4                 |          |
|           | Would improve path connections   |                   |          |
| D8        | Add bike facilities and continuous sidewalks along Graham's Ferry  | 2                 | 1        |
|           | Don't know why – what is there to walk to? Would create good path connections  |                   |          |
| D9        | Build the Tonquin Trail  | 2                 |          |
|           | Good path connections  |                   |          |
| D10       | Connect Tonquin trail with neighborhoods   | 2                 |          |
|           | Would create good path connections.  |                   |          |
| D11       | Connect to Tualatin Path   | 2                 |          |
|           | Would create good path connections.  |                   |          |
| D12       | Provide benches for walkers throughout city  | 3                 |          |
|           | Really like this project.  |                   |          |

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| ID  | Project Idea   | <b>Green Dots</b> | Red Dots |
|-----|--|-------------------|----------|
| D13 | Create a bicycle boulevard system connecting major areas   | 2                 |          |
| E1  | Provide transit serving local resident needs in north Tualatin, between 99W and downtown Tualatin  | 3                 |          |
| F2  | Remove NB right turn signal on Tualatin out of Police Station  There is not a problem at the Police Station; the issue is with pedestrians trying to cross the north side of the intersection, because there is a free right turn here for vehicles going to Tualatin Road. If the Tonquin Trail is built, it will allow pedestrians to get around most of these issues. |                   | 6        |

Add SDC fees to Commercial/Industrial areas for parks

Overall – Neighborhoods projects should include transit serving neighborhoods and a park and ride near where people live. Making left turn on Tualatin Rd from Cheyenne Way is very difficult

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# **Transit Working Group - Meeting #2 Summary**

**Date:** 3/8/12

**Location:** Police Department Training Room (8650 Tualatin Road, Tualatin, 97062)

Attendees: City of Tualatin: Cindy Hahn, Aquilla Hurd-Ravich, Kaaren Hofmann, Ben Bryant

Consultants: Brandy Steffen, Kate Lyman, Theresa Carr

# **Purpose**

The purpose of this meeting was to review ideas proposed during the first Transit Working Group meeting, answer demographic questions raised during the first meeting, and provide an opportunity for the group to brainstorm ideas for potential projects for transit improvements, both at a regional and local level.

Approximately 12 people attended the event, including several members of the Transportation Task Force. The following is a summary of comments received during the various phases of the meeting.

#### **Welcome and Introductions**

Cindy welcomed the group and introduced the City and Consultant staff in attendance. Then the meeting attendees introduced themselves. The meeting participants also said which Citizen Involvement Organization (CIO) they represented:

- CIO 1 4 participants
- CIO 2 2 participants
- CIO 3 1 participant
- CIO 6 1 participant
- Commercial CIO 2 participants

Brandy welcomed the group and reviewed the ground rules and expectations for participation from the attendees.

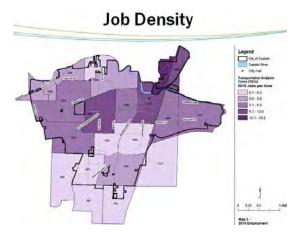
# Follow up/Review Last Meeting

Kate presented information to questions that were raised during the first meeting. Below are the slides she presented:

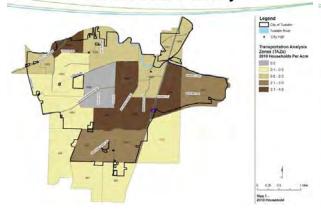
# Demographics in Tualatin

- Median income slightly higher than region as a whole
- There are more jobs than residents in Tualatin many people commute in from other places
- There are more children under 18 and fewer adults under 65 in Tualatin than in the region as a whole
- Approximately 72% of residents in Tualatin have moved here since 2000

Source: 2005-2009 American Community Survey



# **Household Density**



# **Existing Transit Service**



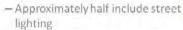
#### Park & Ride Use

- Tualatin Park & Ride (at Bridgeport Village) 466 spaces, 83% full
- Mohawk Park & Ride 232 spaces, 22% full
- Tualatin South Park & Ride 147 spaces, 24% full
- Boones Ferry Community Church Park & Ride
   20 spaces, 10% full

Source: TriMet, 2011

# **Bus Stop Amenities**

- 79 total bus stops within the city of Tualatin
  - 67 include pole and sign only; remaining 12 include a shelter with posted schedule



 A few of the larger stops include bike parking





# **Commuting to Work**

- 77% of Tualatin commuters drive alone to work
- 7.4% carpool
- 4.2% use public transit
- 2.9% walk
- . 6.1% work at home

Source: 2010 American Community Survey

# Ridership in 2011

| Transit Service                         | Average Total Weekday |            | Average Saturday |            | Average Sunday |            |
|---|-----------------------|------------|------------------|------------|----------------|------------|
|   | Boardings             | Alightings | Boardings        | Alightings | Boardings      | Alightings |
| Bus line 12<br>(Barbur/Sandy<br>Blvd)   | 66                    | 66         | 38               | 38         | 27             | 25         |
| Bus line 36<br>(South Shore)            | 18                    | 21         |                  |            |                |            |
| Bus line 37 (Lake<br>Grove)             | 26                    | 25         |                  |            |                |            |
| Bus line 38<br>(Boones Ferry<br>Road)   | 27                    | 19         |                  |            |                |            |
| Bus line 76<br>(Beaverton/<br>Tualatin) | 504                   | 576        | 416              | 423        | 259            | 263        |
| Busline 96<br>(Tualatin/ I-5)           | 603                   | 591        |                  |            |                |            |
| WES                                     | 229                   | 212        |                  |            |                |            |

#### Questions raised at this point include:

- Citizens asked City Council for more service in the past, but didn't get that funded
- No information about number of drivers at Park & Ride (Number from outside Tualatin)
  - o Staff will try to follow up to see if more information is available.
- TriMet survey of riders on #94
  - Survey restults should be ready in September 2012 some data will be ready within the next month and will be presented to the Transit Working Group
- Where does SMART go in Tualatin?
  - Tualatin Park & Ride (and Barbur Blvd)
- Have the TriMet lines already been cut?

- Not yet. Hearings are being held now and it will be voted on in May. They will then take effect in September 2012. Proposed changes include:
  - Fare structure, stop free rail, line 96, no zone transfer change
  - Line 12 will split at Tigard = Sherwood to PDX transfer in Tigard
  - 37/38 keep service, fewer morning trips
  - 96 decreases frequency by 5 minutes
  - 76 had no change
  - 94 ends at Barbur with connection to Sherwood/Tigard
- There is no Park & Ride on 99W
- Can we find out the number of employees who are residents vs. outside employees?
  - The Chamber of Commerce will forward that information to the project.
- No east/west transit
- Chamber shuttle information:
  - o 2 shuttles in the morning, 1 in the evening serves 35 businesses
  - o 70-80 people in morning, 50 people in evening
  - \$4.70 cost/ride, but riders are not charged anything

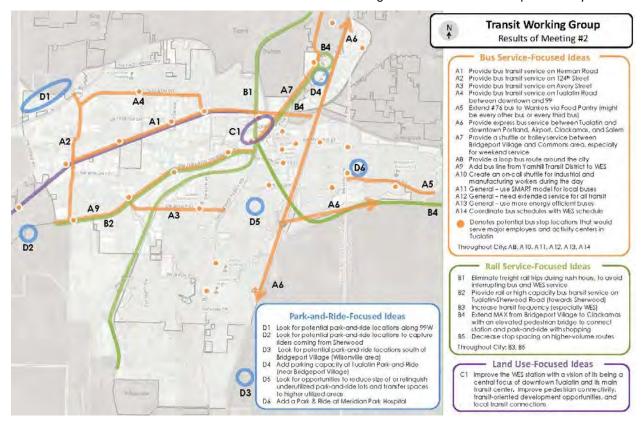
# **Transit Improvements**

Brandy broke the larger group into three small groups, each of which had a staff person to help facilitate the small group discussions. The groups looked at maps based on the ideas developed during the first meeting and then brainstormed ideas for transit improvements at the local and regional level.

After the small group break-out sessions, Brandy had each small group report out to the larger group on their discussion. Here are the highlights of that larger discussion, which allowed for follow-up questions and additional thoughts raised after the small group discussion.

- Residential/jobs downtown
- Food Pantry doesn't have bus
  - o 96 should loop there on the 3 days the Pantry is open
- Transit hub Bridgeport Park & Ride has the most use, shopping area and Park & Ride
  - Use parking at other shopping areas
  - Stop some traffic at Park & Ride farther south by using parking built at Raleigh Hills,
     Costco and church
  - Opportunity to shop before/after
- Don't ruin livability
  - o Keep out of car, HCT to local service
  - No parking in Sherwood
  - Need business incentives
- Fear Haggens had about WES was un-founded
  - Under utilized transit
- Work with Yamhill County Transit to run service to WES (this would provide east-west service in Tualatin)
- Create better, faster connection to PDX airport
- Create a local shuttle that could serve two purposes on weekdays would circulate to employers, on weekends would circulate to shopping areas and event locations
- Build bus stops to serve employers (see map for specific locations)
- Bring the new southwest corridor MAX line to the WES station; create a transit hub

This map shows all of the ideas collected during the meeting.



# Wrap-Up

Theresa reminded the group that their comments from the meeting would be reviewed by City staff and presented to the TTF and eventually to City Council. Cindy thanked the group for attending and encouraged them to attend the next Transit Working Group on March 29, 2012 (same location and time).

#### **Evaluation Forms**

Evaluation forms were collected from attendees to let project staff know what should be changed in future meetings or to provide other written comments.

|  | Strongly<br>agree | Somewhat<br>agree | Neutral | Somewhat<br>agree<br>Strongly<br>agree | Not<br>applicable |
|--|-------------------|-------------------|---------|--|-------------------|
| Information presented was clear and understandable                               | 6                 |                   |         |  |                   |
| Meeting facilitator encouraged and allowed all participants to share their ideas | 6                 |                   |         |  |                   |
| Meeting was efficient and made good use of my time                               | 5                 | 1                 |         |  |                   |
| I now have a better understanding of transit issues in<br>Tualatin               | 4                 | 1                 | 1       |  |                   |
| The Transit Working Group will influence decision-making                         | 3                 | 2                 |         |  |                   |
| I'm glad I am participating in the Transit Working Group                         | 5                 |                   |         |  |                   |

# Below are the open-end comments that were collected:

- Excellent ideas tonight
- Thank you
- I hope so (to question 5: Transit working group will influence decision-making)

# **Transit Working Group - Meeting #3 Summary**

**Date:** 5/21/2012

**Location:** Police Department Training Room (8650 Tualatin Road, Tualatin, 97062)

Attendees: City of Tualatin: Aquilla Hurd-Ravich, Kaaren Hofmann, Alice Rouyer, Colin Cortes

Consultants: Matt Hastie, Brandy Steffen, Kate Lyman

# **Purpose**

The purpose of this meeting was to review the changes to the focus areas that will be used by the Linking Tualatin project, comment on the draft land use types that should be explored for the future, and comment on the feasibility of the draft project ideas.

Approximately 22 people attended the event, including several members of the Transportation Task Force. The following is a summary of comments received during the phases of the meeting.

#### Welcome and Introductions

Brandy welcomed the group and reviewed the agenda for the evening. Aquilla then introduced the City and Consultant staff in attendance. The meeting attendees introduced themselves. Brandy quickly reviewed the ground rules and expectations for participation from the attendees, reminding the group that there was a lot of information to cover but that this meeting was only the first of many discussions on this topic. Many of these topics will be covered during other working group meetings, the May open house, and the June 4-day workshop (charrette).

# Follow up/Review Last Meeting

Brandy reminded the group what information was discussed during the second meeting; the group reviewed a long list of project ideas during the last agenda item (as developed during the second meeting).

Matt reviewed the changes to the focus area boundaries, moving from the earlier versions (circle shaped) to the current versions with streets forming the boundaries.

#### **Focus Area Boundaries**

#### Refinements

- · Few changes to most areas
- Downtown boundary extends beyond town center boundary
- Leveton & Herman Road combined in one area
- Teton considered separately
- Southwest Concept Plan area considered differently than other areas

# Land Use Types

- Future vision of key areas in city
- Use to develop land use and other recommendations during planning charrette
- Describe:
  - Land use and activities
  - Transit service and function
  - Other transportation facilities
  - Urban design, landscaping

ения.

Then he discussed the idea of land use types, which describe the different sets of "goodies" or features that you need to make the City look the way that residents and businesses would like it to grow in a given area; ways that will help attract and retain high capacity transit (such as MAX or express buses). More information about land use types and deciding what type of development should take place to

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encourage/promote high capacity transit will be part of the 4-day workshop in June (charrette). Businesses, residents, and agencies will be invited to this workshop to collect feedback on this topic.

Questions/thoughts raised at this point include:

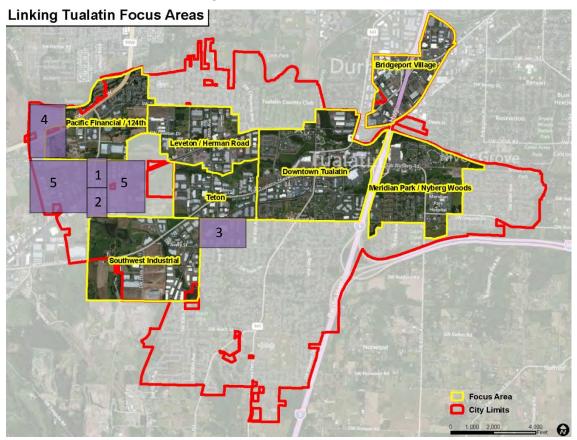
- Need to include residential areas in the discussion and on the maps, since they are important to transit
- Don't use the word "charrette" but say 4 day-workshop
- Don't use the word "typologies"

### **Group Work**

Brandy broke the larger group into three small groups, each of which had a staff person to help facilitate the small group discussions. The groups were asked to review and comment on three topics:

#### **Focus Areas**

The focus areas are shown in the figure below.



Suggested changes to the focus areas, included (highlighted in purple on above figure):

- 1. Extend Pacific Financial/124<sup>th</sup> area south to Herman Road (around 124<sup>th</sup> Street)
- 2. Extend Southwest Industrial north to Herman Road (around 124<sup>th</sup> Street)
- 3. Extend Teton south to include industrial area
- 4. Extend Pacific Financial/124<sup>th</sup> area west to edge of city limits
- 5. Extend Pacific Financial/124<sup>th</sup> area south to reach the Southwest Industrial area

Other notes from this discussion:

 Northern part of downtown focus area (PacTrust) is not part of downtown; consider making the Downtown boundary smaller to make it more consistent with the established Town Center boundary

- Consider taking out Pacific Financial area
  - o question about city boundary, why does focus area include land outside of Tualatin
  - o doesn't have a lot of redevelopment potential except if there is a Park and Ride (this group did not reach consensus on this topic)

#### **Land Use Types**

The groups were asked to review the draft land use types, make changes, pose questions, and inform the facilitators if the land use types would fit in the proposed focus areas.

General comments collected about land use:

- Builders find it difficult to sell residential in employment areas
- Downtown concepts are old
- Would be difficult to develop in Pacific Financial
- What differentiates Teton from Leveton?
- Leveton/Herman: business employment designation is good
- SW Industrial/Teton is ok
- Development in SW industrial should wait until 124<sup>th</sup> is built

#### Comments for each of the land use types:

- Mixed-Use Center, applicable for the Bridgeport Village and possibly the Pacific Financial/124<sup>th</sup> areas.
  - Hard to have residential in Bridgeport Village
  - No big box retail
  - More restaurants, specifically in Pacific Financial area
  - o Residential should be mixed income, to attract the residents that also work in the area
  - Is there sufficient demand for this use at 124<sup>th</sup>?
  - Need to include park-and-rides in this land use
  - Need more residential (in all land uses)
  - Need taller building options (over 4 stories)
  - Could apply this land use type to downtown Tualatin as well
- Town Center, applicable for downtown Tualatin
  - Downtown north end doesn't feel busy enough
  - Not enough parking
  - Need renter and owner occupied housing
  - Appropriate in the core, but not on the edges (which are more like mixed-use centers)
  - Flooding in downtown
  - Current boundary incorporates broader set of uses than people typically associate with the downtown
- Business Employment District, applicable for Herman Road/Leveton
  - Also see this land use in SW industrial and Pacific Financial (the main part, center should be for mixed-use)
  - o Include transit service beyond 8-5 hours, to capture residential use
  - Should include some residential, that attracts
  - Attract creative businesses
- **Mixed-Use Institutional/Employment**, applicable for Meridian Park/Nyberg Woods and possibly for Pacific Financial/124th
  - Currently very transit deficient
  - Could also describe a portion of downtown (around Kaiser), need a campus specific area there
  - 10-hour work day doesn't work here because of lots of shift workers. Should be 24 hours

- Better at Nyberg Woods, similar to existing uses
- o Pacific and Meridian are very different now; it would be a big change to Pacific
- o Difficult to sell residential; concern about noise
- There needs to be a community wide discussion; including displacements
- Maybe Meridian Park and Nyberg Woods should be separate areas

#### **Project Idea Feasibility**

Each meeting attendee was given three cards (green = yes, yellow = maybe, and red = no) to answer the question "is this project feasible and should it be evaluated further?" Each group facilitator asked this question for each of the project ideas listed below. Prompts to help determine if an idea was feasible:

- Is it a transportation project?
- Is it within the city's control or influence?
- Is it technically feasible?
- Do you have concerns about cost?

Each group then revisited project ideas that had red or yellow responses (responses are shown in italics in a row below the idea). Participants were asked to suggest ideas to make the project feasible or explain why it was not feasible for further evaluation. Not every participant answered for each idea.

General comments about the projects:

- Not sure if connection to Yamhill County is needed; probably would not decrease traffic on Tualatin-Sherwood Road
- Vehicle parking is in more demand than bike parking at WES. Once Haggen has redeveloped there will be more need for bike parking
- Travel time is the most important factor, include one or no transfers

| Potential Bus Service-Focused Ideas  | Green | Yellow | Red |
|--|-------|--------|-----|
| A1 Provide bus transit service on Herman Road  | 11    | 9      | 1   |
| Move to green (rail)   |       |        |     |
| if part of a loop bus route; not enough demand and already served by shuttle; one group thought this as part of a loop bus to Sherwood would be fine (perhaps alternating on Tualatin Rd)  |       |        |     |
| A2 Provide bus transit service on 124th Street   | 13    | 2      |     |
| A3 Provide bus transit service on Avery Street   |       | 6      | 3   |
| One group said doesn't work with businesses and school, better on Teton One group was concerned about additional traffic in the neighborhood   |       |        |     |
| A4 Provide bus transit service on Tualatin Road between downtown and 99W   | 20    |        | 1   |
| A5 Extend bus service to east Tualatin   | 17    | 4      |     |
| A6 Provide express bus service between Tualatin and downtown Portland, Airport, Clackamas, and Salem   | 15    | 3      | 3   |
| One group didn't like extension to PDX Airport & Clackamas Town Center(not enough ridership); liked "Maintain/Improve" service to Portland since it already exists and providing service to Salem (though some thought there wasn't enough demand) |       |        |     |

13

2

| A7 Provide a shuttle or trolley service between Bridgeport Village and Commons area, especially for weekend service | 13    | 4      | 3   |
|---|-------|--------|-----|
| A8 Provide a loop bus route around the city   | 21    |        |     |
| A9 Add bus line from Yamhill Transit District to WES  | 12    | 5      | 4   |
| A10 General - Create an on-call shuttle for industrial and manufacturing  | 9     | 11     | 1   |
| workers during the day – consider charging fares  |       |        |     |
| Intel Model; two groups suggest changing the wording to   |       |        |     |
| "expand" since it already exists with the chamber shuttle)  |       |        |     |
| One group gave greens for charging fares  |       |        |     |
| One group said on call can be a problem and "during the day" is   |       |        |     |
| a concern   |       |        |     |
| A11 General – use SMART <i>concept</i> for local buses (leave TriMet service  | 13    | 4      | 3   |
| area)   |       |        |     |
| One group wanted to use SMART model for local buses and   |       |        |     |
| TriMet model for regional travel and would support if it didn't   |       |        |     |
| necessarily include leaving TriMet's service area   |       |        |     |
| One group said this doesn't seem cooperative, Tualatin should   |       |        |     |
| partner with TriMet   |       |        |     |
| A12 General – need extended service for all transit   | 14    | 7      |     |
| One group said extended hours of service; all green   |       |        |     |
| A13 General – use more energy efficient buses   | 20    | 1      |     |
| One group said small buses for local trips; all green   |       |        |     |
| One group said not in City's control  |       |        |     |
| A14 Coordinate bus schedules with WES schedule  | 19    | 1      |     |
| One group said this should already happen; all green  |       |        |     |
| A15 Provide transit service to Lake Oswego  | 11    | 7      | 1   |
| Potential Rail Service-Focused Ideas  | Green | Yellow | Red |
| B1 Eliminate freight rail trips during rush hours, to avoid interrupting  | 6     | 3      | 9   |
| bus and WES service   |       |        |     |
| Not Eliminate = reschedule  |       |        |     |
| Two groups felt that this was out of the City's control or  |       |        |     |
| influence = would like to encourage freight at less busy  |       |        |     |
| times/night   |       |        |     |
| One group felt this is not a problem  |       |        |     |
| B2 Provide rail or high capacity bus transit service on Tualatin-   | 16    | 3      | 1   |
| Sherwood Road (towards Sherwood)  |       |        |     |
| B3 Increase WES frequency   | 10    | 9      | 2   |
|   |       |        |     |

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One group said it's a good idea but not in the City's control, nor

MAX from Bridgeport Village to Clackamas; 5 red and 1 green Pedestrian Bridge from Bridgeport to Park and Ride; 2 red and 6

B4 Extend MAX from Bridgeport Village to Clackamas with an elevated

pedestrian bridge to connect station and park-and-ride with shopping

are they seeing the ridership to support this

green

| -  | ·  | • |    |
|--|----|---|----|
| B5 Decrease stop spacing on higher-volume routes = express bus     |    | 9 | 2  |
| Add more stops; local bus = safe stops                             | 5  |   | 2  |
| Most groups were unclear about this wording and one group felt     |    |   |    |
| it should be in the bus category                                   |    |   |    |
| One group said don't add stops to express bus                      |    |   |    |
| B6 Extend WES to Salem   | 14 | 5 | 2  |
| B7 Oregon Passenger Rail between Portland and Eugene (route to be  | 3  | 7 | 3  |
| determined)  |    |   |    |
| One group said that this isn't in the City's control or influence  |    |   |    |
| and there was a concern about cost                                 |    |   |    |
| B8 SW corridor High Capacity Transit                               | 3  | 4 | 2  |
| High capacity bus on 99W   | 3  | 3 |    |
| MAX on 99W   | 1  | 4 |    |
| One group said no fixed rail, but they do want HCT/Rapid transit   |    |   |    |
| B9 Add a WES Station in south Tualatin                             | 6  | 3 | 8  |
| One group said this is worth looking at/evaluating further         |    |   |    |
| One group said this is outside the City's control and not a need   |    |   |    |
| yet  |    |   |    |
| B10 General – Add more spaces for bicycles on WES trains           | 2  | 7 | 5  |
| One group said this isn't a project, nor within the City's control |    |   |    |
| B11 Add bicycle storage at the WES station                         | 9  | 5 | 1  |
| One group said they weren't sure if it is a problem                |    |   |    |
| B12 Follow the existing rail line with High Capacity Transit       |    | 5 | 10 |
| One group said it would be ok if it went to downtown Portland,     |    |   |    |

One group said it would be ok if it went to downtown Portland, but that Lake Oswego is opposed to the idea so it is out of the City's control and there is an express bus to Portland already (though it needs to run at night)

| Potential Land Use-Focused Ideas                                  | Green | Yellow | Red |
|---|-------|--------|-----|
| C1 Make the WES station a central focus of downtown and the main  | 5     | 10     | 2   |
| transit center. Improve pedestrian connectivity, transit-oriented |       |        |     |
| development opportunities, and local transit connections          |       |        |     |
| One group said to remove "a central focus of downtown" not        |       |        |     |
| sure if it helps congestion, warrants further evaluation          |       |        |     |

| Potential Park-and-Ride-Focused Ideas                                  | Green | Yellow | Red |
|--|-------|--------|-----|
| D1 Look for potential park-and-ride locations along 99W                |       |        |     |
|  |       |        |     |
| D2 Look for potential park-and-ride locations to capture riders coming | 21    |        |     |
| from Sherwood  |       |        |     |
| D3 Look for potential park-and-ride locations south of Bridgeport      | 16    |        | 5   |
| Village (Wilsonville area)   |       |        |     |
| One group said it is outside City control, good to have one when       |       |        |     |
| Basalt Creek area gets developed in the future if there is need        |       |        |     |

| D4 Add parking capacity at Tualatin Park-and-Ride (near Bridgeport      | 17 | 3 |   |
|---|----|---|---|
| Village)  |    |   |   |
| D5 Look for opportunities to reduce size of or relinquish underutilized | 12 | 3 | 6 |
| park-and-ride lots and transfer spaces to higher utilized areas         |    |   |   |
| One group said this project doesn't make sense, since you can't         |    |   |   |
| transfer land and may make it hard to transfer between buses if         |    |   |   |
| fewer buses frequent a park and ride                                    |    |   |   |
| D6 Add a Park & Ride at Meridian Park Hospital                          | 11 | 9 | 1 |
| D7 Add a Park & Ride at Rolling Hills Community Church                  | 4  | 6 | 5 |

One group said this is a good idea but out of the City's control

## Wrap-Up

One group finished 5 minutes before the other groups and left early. Brandy thanked the remaining group for attending and encouraged them to attend the next Transit Working Group in June and reminded them that they would be able to comment on land use types at the 4-day workshop (charrette) in June and on many of the same project ideas at the other working group meetings in early April.

#### **Evaluation Forms**

Evaluation forms were collected from attendees to let project staff know what should be changed in future meetings or to provide other written comments.

|  | Strongly<br>agree | Somewhat<br>agree | Neutral | Somewhat<br>agree<br>Strongly<br>agree | Not<br>applicable |
|--|-------------------|-------------------|---------|--|-------------------|
| Information presented was clear and understandable                               | 3                 | 4                 |         |  |                   |
| Meeting facilitator encouraged and allowed all participants to share their ideas | 6                 |                   |         |  |                   |
| Meeting was efficient and made good use of my time                               | 4                 | 3                 |         |  |                   |
| I now have a better understanding of transit issues in Tualatin                  | 2                 | 4                 | 1       |  | 1                 |
| The Transit Working Group will influence decision-making                         | 3                 |                   | 3       |  |                   |
| I'm glad I am participating in the Transit Working Group                         | 5                 | 1                 |         |  |                   |

#### Below are the open-end comments that were collected:

- Pacific-Financial is not a good name
- No more cute words like charrette, not in some dictionaries! Typology is silly!
- Remember the residents
- Great idea with the yes/no/maybe cards
- Thank you

## **Transit Working Group - Meeting #4 Summary**

**Date:** 6/27/2012

Location: Tualatin Public Library, Community Room (18878 S.W. Martinazzi Ave., Tualatin)

Attendees: City of Tualatin: Cindy Hahn, Alice Rouyer, Colin Cortes

Consultants: Matt Hastie, Brandy Steffen, Kate Lyman, Theresa Carr

### **Purpose**

The purpose of this meeting was to review the results of the Linking Tualatin community workshop results so far and to collect comments from the Working Group on post-it notes. The second purpose of the meeting was to review the preliminary evaluation results from the Transportation System Plan with the group and collect their comments.

Approximately 15 people attended the event, including several members of the Transportation Task Force. The following is a summary of comments received during the phases of the meeting.

#### **Welcome and Introductions**

Brandy welcomed the group and reviewed the agenda for the evening. Cindy then introduced the City and Consultant staff in attendance. The meeting attendees introduced themselves.

#### Presentation

Matt reviewed the results of the Linking Tualatin community workshop, including the efforts made to identify strategies and options on the maps around the room. The Working Group was provided with comment forms to fill out about the maps and would have the opportunity to comment on the maps or provide ideas for the Pacific Financial/124<sup>th</sup> area during the next phase of the meeting.

Theresa then presented the preliminary evaluation results of the transit projects, many of which were proposed during the previous meetings. Theresa reviewed what the TSP (Transportation System Plan) is and what the project team has done since the previous Working Group meeting. She reviewed the project ideas and put them into three categories, including those that meet the project goals and should be included in the TSP, those that don't meet the goals and should not be included, or those that needed more refinement.

Here are some questions that were raised during the presentations:

- Question: When will there be an opportunity to comment on the dropped options?
  - o **Answer**: There will be outreach to the community in July/August about proposals
- **Question**: Need origin/destination information for transit riders
  - Answer: TriMet will have (and distribute) WES ridership information in October, additionally, Bus lines 12/94/96 information should be available by end of year, maybe have a draft by September
- Question: Why does the Loop bus perform poorly? I disagree.
  - Answer: Not enough riders are anticipated to support the service
- Question: SMART has been extremely successful, within 10 years we need that type of service
  - Answer: Leaving the TriMet service area concept was screened out because we wanted to do short term recommendations/improve existing service before considering leaving the service area. The SW Corridor project will do a HCT (high capacity transit) analysis.
- **Question**: Do we need money from TriMet to run our own service/loop to do on call? How do we get money for that?

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- O **Answer**: We have the chamber shuttle, could we expand the shuttle to accomplish the "loop" idea expand the shuttle, inter-city bus system
- Question: Need to know where people on the bus are going now. The information we have now is not complete because low ridership numbers may not reflect those interested in riding the bus but don't ride because of poor service

### **Group Work**

Brandy had the group walk around the room to review the boards developed during the Linking Tualatin Community Workshop, adding their comments to post-it notes and to their comment forms.

After this time, the group reconnected as two small groups, each of which had a staff person to help facilitate the small group discussions. The groups were asked to ask questions regarding the TSP evaluation results, using the evaluation table and the project idea maps at the tables. After a few minutes the group was asked to take 5 red and 5 green dots to select those project ideas that are most important for inclusion in the TSP (green) and those that should not be included (red). Below are some of the issues that were raised during the small group discussions:

- One bus on Herman Road does not equal good transit, need 24/7 service
- The Portland model doesn't work for Tualatin
- If you have a local circulator/expanded shuttle service, then you will have solved most of the problems
- Need to connect to SMART.
- A loop route zigzag to allow expansion
- Don't need to decide a bus loop route
- Need to figure out TriMet's interest/willingness to have Tualatin drive the transit discussion.
- Need more east-west transit service
- Need additional analysis for river crossing, if that is selected as a project/alternative
- Need link to east Tualatin, 94-→96

After everyone had placed their dots, Brandy reviewed the results with the group (see table below).

| ID | Project Idea   | Green<br>Dots | Red<br>Dots |
|----|--|---------------|-------------|
| A1 | Provide bus transit service on Herman Road   |               |             |
| A2 | Provide bus transit service on 124th Street  |               | 1           |
| А3 | Provide bus transit service on Avery Street  |               |             |
| A4 | Provide bus transit service on Tualatin Road between downtown and 99W  4A – Concerned that this service would go over the park, support this concept if it doesn't go over park  Oppose if over the park | 2             |             |
| A5 | Extend bus service to east Tualatin Foodpak limited service  | 2             |             |
| A6 | Provide express bus service between Tualatin and Salem   |               | 3           |
| A7 | Provide a shuttle or trolley service between Bridgeport Village and Commons area, especially for weekend service   |               | 2           |
| A8 | Provide a loop bus route around the city   | 11            |             |

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| ID  | Project Idea   | Green<br>Dots | Red<br>Dots |
|-----|--|---------------|-------------|
| A10 | Create an on-call shuttle for industrial and manufacturing workers during the day – consider charging fares  | 3             |             |
|     | Expand, not create   |               |             |
| A12 | General –extend service hours for all transit  | 2             | 1           |
| A13 | General – use more energy efficient buses  |               | 4           |
|     | Planning to do it anyway   |               |             |
| A14 | Coordinate TriMet and SMART bus schedules with WES schedule  |               | 3           |
| A16 | Add stops on higher volume bus routes  |               | 2           |
| B1  | Add more bicycle storage at the WES station  |               | 6           |
| B2  | Provide rail or high capacity bus transit service on Tualatin-Sherwood Road  | 10            | 1           |
|     | In context of SW Corridor Plan, transit may not go down Tualatin-<br>Sherwood, may be 99W  |               |             |
|     | C10 loop bus where does it go – only HCT didn't need to be on Tualatin-Sherwood, just anywhere, voting for 2 things, Tualatin-Sherwood might not be right area.                          |               |             |
|     | East-west on 99W is the weakest link   |               |             |
|     | This services needs to be somewhere, but not necessarily on Tualatin-<br>Sherwood  |               |             |
| В4  | Build an elevated pedestrian bridge to connect the Tualatin park-and-ride with shopping at Bridgeport Village  | 1             | 8           |
| C1  | Make the WES station a central focus of downtown and the main transit center. Improve pedestrian connectivity, transit-oriented development opportunities, and local transit connections | 4             | 2           |
|     | Buses need to go to that stop for the whole point – to be the center   |               |             |
|     | A: May fit into short/med/long term to make small to large improvements  |               |             |
| D1  | Look for potential park-and-ride locations in west Tualatin  | 7             |             |
| D2  | Look for potential park-and-ride locations in south Tualatin   | 3             |             |
| D3  | Add parking capacity at Tualatin Park-and-Ride - Potential structure   | 6             | 1           |
|     | Try to encourage riders from Newberg etc to use 99W  |               |             |
| D4  | Look for opportunities to reduce size of or relinquish underutilized parkand-ride lots and transfer spaces to higher utilized areas  |               |             |
| D5  | Add a park-and-ride in east Tualatin   | 1             | 2           |

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## Wrap-Up

Brandy thanked the group for attending and encouraged them to attend the next Transit Working Group in July, as well as the Tualatin Farmers Market on July 13 when the TSP will have a booth to review the draft plan with the public.

6/13/2012

## **Future Land Use Assumptions for the Tualatin TSP**



ATTENDEES: Sherry Oeser, Metro

Aquilla Hurd-Ravich, City of Tualatin Colin Cortes, City of Tualatin Dayna Webb, City of Tualatin Steve Kelley, Washington County Theresa Carr, CH2M HILL Alan Snook, DKS and Associates Terra Lingley, CH2M HILL

MEETING DATE: November 29, 2011

**MEETING TIME:** 3-4:30 p.m.

VENUE: City of Tualatin Council Chambers

## **Meeting Purpose**

Discuss expected future land uses in the City of Tualatin and areas of potential uncertainty. Identify locations for up to two alternate land use scenarios to be evaluated in the TSP.

## Agenda

| Duration       | Topic   | Lead          |
|----------------|---|---------------|
| 3:00-3:05 p.m. | Welcome and Meeting Purpose   | Dayna         |
| 3:05-3:15 p.m. | Review of project timeline and future conditions task                     | Theresa/Alan  |
| 3:15-3:30 p.m. | Overview of baseline land use assumptions                                 | Terra         |
| 3:30-4:00 p.m. | Potential areas of differences, based on market, current planning efforts | All           |
| 4:00-4:20 p.m. | What a scenario might look like   | Terra/Theresa |
| 4:20-4:30 p.m. | Wrap up and next steps  | Dayna         |

AGENCYAGENDA11-29-12.DOCX/

# **Future Land Use Assumptions for the Tualatin Transportation System Plan**



ATTENDEES: Sherry Oeser, Metro

Deena Platman, Metro

Aquilla Hurd-Ravich, City of Tualatin Steve L. Kelley, Washington County

Theresa Carr, CH2M HILL Alan Snook, DKS and Associates Terra Lingley, CH2M HILL

MEETING DATE: December 22, 2011

MEETING TIME: 11:00 a.m.-12:00 p.m.

VENUE: Metro Room 270 (Main Floor)

## **Meeting Purpose**

Finalize land use assumptions for baseline future no build conditions analysis. Discuss content and timing of alternate land use scenarios.

## Agenda

| Duration   | Topic  | Lead            |
|------------|--|-----------------|
| 11:00 a.m. | Welcome and Meeting Purpose  | Theresa         |
| 11:10 a.m. | Report back on baseline land use assumptions   | Terra           |
|            | Basalt Creek area  |                 |
|            | Tonquin employment area  |                 |
|            | SW Concept Plan area   |                 |
|            | • East of I-5  |                 |
| 11:30 a.m. | Discuss, agree to baseline assumptions   | All             |
| 11:40 a.m. | Report back on content of alternate land use scenarios based on city staff discussions | Aquilla/Theresa |
| 12:00 p.m. | Next Steps and Adjourn   | All             |

AGENCYAGENDA12-22-12.DOCX

## **Tualatin Transportation System Plan Comment Summary**

Between July 15, 2011 and January 15, 2012, an interactive comment map was featured prominently on <a href="https://www.tualatintsp.org">www.tualatintsp.org</a> and promoted at community events as way to gather feedback about transportation issues for the Tualatin Transportation System Plan (TSP). Similar to Google Maps, the comment map allowed users to zoom in and around a map of Tualatin. Users were encouraged to click on the map and leave transportation related comments for others to read. In addition, users were given the opportunity to agree or disagree with posts and submit additional comments. Additionally, City staff collected comments from the public at a variety of community events, and added comments to the map. Those commenting were able to classify their comments according to travel mode - cars, bikes, freight, pedestrians, and transit.

The interactive map provided a unique opportunity for the public to conveniently share feedback to the TSP update process. Comments will be used to identify needed improvements and existing system deficiencies. Input received through this process will also contribute to the identification of options and potential solutions. Comments will be incorporated into the Tualatin TSP Existing Conditions Report. To view the map and the complete list of comments, visit: <a href="http://www.tualatintsp.org/?p=geocomment-map">http://www.tualatintsp.org/?p=geocomment-map</a>.

The following is a summary of the 369 comments left on the map:

**Total number of comments: 369** 

Total number of people that commented: 248

Total number of comments from special events:

- Chamber Events: 29
- Concerts on the Commons:17
- Crawfish Festival: 39
- Farmers Markets: 96
- Pumpkin Regatta: 11

# Percentage of comments per mode (only if specified in comment):

- Bike: 14.0%Car: 55.3%
- Freight: 1.6%
- Pedestrian: 19.6%
- Transit (Bus/WES Westside Express Service commuter rail): 9.5%



**Bike** — Comments were generally about the need for new and/or improved bike lanes on busy roads and through dangerous intersections. Bike issues across Tualatin were discussed, but 35% of all bike comments highlighted issues or suggested improvements along SW Boones Ferry Road. Participants made the following bike-related comments on the map:

## Areas/intersections that need new and/or improved bike lanes:

- SW Tualatin Rd @ SW Nyberg St and Tualatin Park
- SW Boones Ferry Rd @ SW Avery St (1 agreed)
- SW Boones Ferry Rd @ SW Tualatin-Sherwood Rd
- SW Boones Ferry Rd @ McDonalds (1 agreed)
- 99W Bridge
- Downtown

#### Streets that need new and/or improved bike lanes:

- SW Old Tualatin-Sherwood Rd (1 agreed)
- SW Tualatin-Sherwood Rd
- SW Boones Ferry Rd (2 agreed)
- SW Grahams Ferry Rd
- SW Martinazzi Ave
- SW 65<sup>th</sup> Ave (1 agreed)
- SW Blake St
- SW 95<sup>th</sup> Ave

#### Streets too narrow for multiple modes of transit:

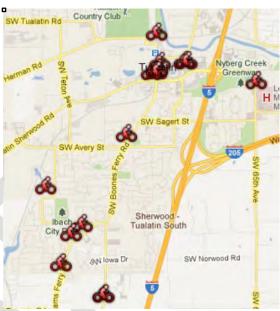
Downtown

#### Need improved access to:

• Tonquin Trail

Car — Many participants
mentioned congestion on
major roads throughout
Tualatin (mainly during peak
times) and the inability to turn
safety onto or across these
major roads from side streets.
Many participants commented
about congested intersections
and roads, especially along SW





Tualatin-Sherwood Rd and SW Boones Ferry Rd. Participants were concerned about the timing of stoplights at specific major intersections and many felt that signal timing contributes to congestion. Participants made the following car-related comments on the map:

#### Intersections with congestion during peak times:

- SW Ibach Rd @ SW Boones Ferry Rd
- SW Avery St @ SW Boones Ferry Rd (1 agreed)
- Tualatin High School @ SW Boones Ferry Rd (1 agreed)
- SW Siletz Dr @ SW Boones Ferry Rd
- SW Tualatin-Sherwood Rd @ SW Teton Ave (5 agreed)
- SW Tualatin-Sherwood Rd @ SW Lower Boones Ferry Rd
- SW Tualatin-Sherwood Rd @ SW Martinazzi Ave and
- Martinazzi @ Public Library

#### Roads with congestion during peak times:

- SW Tualatin-Sherwood Rd (17 agreed)
- SW Lower Boones Ferry Rd (1 agreed)
- SW Boones Ferry Rd south of river
- SW Boones Ferry Rd north of Sagert (1 agreed)

#### Roads that should be expanded and/or improved:

- SW Tualatin-Sherwood Rd (3 agreed)
- SW 65<sup>th</sup> Ave (add bridge over river)
- SW Boones Ferry Rd
- SW Nyberg St at SW 65<sup>th</sup> Ave
- SW Seneca St @ the Tualatin Commons
- SW Sagert St (2 lanes in each direction)
- Extend SW 124<sup>th</sup> Ave to SW Tonguin Rd (1 agreed)

#### Streets with poor visibility, safety concerns, and accidents:

- SW Boones Ferry Rd (2 agreed)
- SW Boones Ferry Rd @ SW Arapaho Rd
- SW Sweek Dr @SW 90<sup>th</sup> Ave (3 agreed)
- SW Avery St @ SW 90<sup>th</sup> Ave
- Need guardrail @ SW Chippewa Trail on SW Tualatin Rd
- Better signage @ SW Herman Rd @ SW Tualatin-Sherwood Rd
- SW Herman Rd (dangerous gulch)

#### Re-align roads:

- SW Borland Rd /SW 65<sup>th</sup> Ave /SW Sagert St
- Between 105<sup>th</sup> Ave/SW 108<sup>th</sup> Ave/SW Blake St
- SW Tualatin Rd

#### Through-access areas that need improvement:

- Alternate route to 99W (2 agreed)
- Limit SW Tualatin Rd local access (3 agreed)
- SW Tualatin Rd to Connect SW 95<sup>th</sup> Ave

- SW Tonka Rd to SW Tualatin-Sherwood Rd
- SW Helenius Rd between SW Grahams Ferry and SW Boones Ferry Rds
- Open SW Hazel Fern Rd to SW Lower Boones Ferry Rd
- Upgrade unofficial road between SW Boones Ferry Rd and SW 90<sup>th</sup> Ave
- Connect SW Boones Ferry Rd with dead-end near Tualatin-Sherwood Rd (1 agreed)
- Connect SW Bridgeport Rd and SW Lower Boones Ferry Rd
- Contradicting feedback:
  - Keep SW Hall Blvd access (4 agreed)
  - Should be no SW Hall Blvd/SW Boones Ferry Rd connection (3 agreed)

#### Difficult/dangerous turns and intersections:

- K-Mart/Fred Meyer (10 agreed)
- Tualatin High School
- SW Sagert St @ SW Martinazzi Ave (7 agreed)
- SW Tualatin Rd @ SW Cheyenne Way (4 agreed)
- SW Tualatin Rd @ Tualatin Community Park entrance
- SW Nyberg St @ SW 65<sup>th</sup> Ave
- Library access onto SW Martinazzi Ave

#### Streets with speeding traffic:

- SW Borland Rd @ SW Wilke Rd
- SW Tualatin Rd @ SW Cheyenne Way
- SW 108<sup>th</sup> Ave (2 agreed)
- SW Arapaho Rd
- SW Sweek Dr between SW 90<sup>th</sup> Ave and SW Tualatin Rd (1 agreed)
- SW Sagert St Bridge over I-5

#### Improve signal timing:

- Along SW Tualatin Rd (3 agreed)
- SW Tualatin Rd @ SW 90<sup>th</sup> Ave (1 agreed)
- SW Tualatin Rd and residential side streets
- SW Tualatin Rd @ Tualatin Country Club (1 agreed)
- SW Tualatin Rd @ SW Boones Ferry Rd (1 agreed)
- SW Tualatin-Sherwood Rd @ SW Boones Ferry Rd (1 agreed)
- SW Tualatin Sherwood Rd @ SW Martinazzi Ave
- Signal @ 99W (1 agree)
- Signal @ SW 97<sup>th</sup> Ave
- SW Ibach Rd @ SW Grahams Ferry Rd (light shield too low) (3 agreed)
- Traffic camera @ SW 72<sup>nd</sup> Ave and SW Bridgeport Rd is too bright

#### Running red lights:

- Bridgeport Village
- SW Boones Ferry Rd @ SW Tualatin Rd
- SW Tualatin-Sherwood Rd @ SW Martinazzi Ave

#### Lack of parking:

Library/City Hall (5 agreed)

- Tualatin Community Park (2 agreed)
- Senior Center
- Downtown
- SW Tillamook Ct (2 agreed)

#### **Highway ramps:**

- SW Norwood Rd access ramps from I-5 (3 agreed)
- SW Nyberg Rd off ramp is disorganized, dangerous (1 agreed)
- Ramp from SW 65<sup>th</sup> Ave onto I-205

#### **Excessive noise:**

- SW Boones Ferry Rd downtown (1 agreed)
- Tualatin Greens (2 agreed)
- SW 115<sup>th</sup> Ave @ SW Tualatin Rd

#### Participants also mentioned the following issues:

- Poor visibility and safety at some intersections,
- Areas where speeding or running red lights is a problem,
- Lack of parking,
- · Need for improved access and signage,
- Noise, and
- The need to expand SW Tualatin-Sherwood Rd.

**Freight** — Although freight comments were limited, most comments mentioned heavy truck traffic noise and congestion, mainly on SW Tualatin-Sherwood Rd/SW 124<sup>th</sup> Ave. This intersection has many manufacturing and industrial businesses, and is a heavily used access route between 99W and I-5. Participants made the following freight-related comments on the map:

#### **Comments included:**

- Restrict heavy trucks from SW 124<sup>th</sup> Ave to SW Tualatin-Sherwood Rd
- Local access only on SW Tualatin Rd through to I-5/99W/SW 124<sup>th</sup> Ave/SW Herman Rd
- Too much heavy traffic on SW Tualatin-Sherwood Rd (1 agreed)



**Pedestrian** — Most pedestrian comments addressed pedestrian safety concerns: dangerous crossings, poor sidewalks, no sidewalks, and poor crosswalk timing. There were also comments advocating for more convenient access to recreation and shopping areas via footbridges. Overall, the majority of comments expressed the need for better pedestrian safety and improved facilities, especially

in areas along SW Boones Ferry Rd.
Participants made the following
pedestrian-related comments on the map:

#### Footbridges at/over:

- Tualatin River (1 agreed)
- Jurgens Park over the Tualatin River (1 agreed)
- SW Sagert St over I-5 (3 agreed)
- Browns Ferry Park over the Tualatin River
- Lake of the Commons

#### Safer pedestrian crossings at:

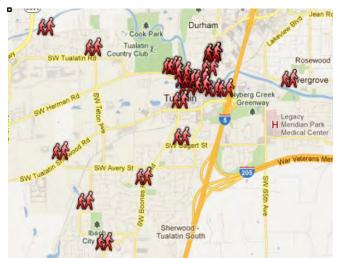
- SW Lower Boones Ferry Rd
  - SW Boones Ferry Rd @ Tualatin View Apts.
  - SW Boones Ferry Rd @ SW Martinazzi Ave (1 agreed)
  - SW Boones Ferry Rd @ SW Siletz Dr (1 agreed)
  - SW Boones Ferry Rd @ SW Lower Boones Ferry Rd (1 agreed)
  - SW Boones Ferry Rd @ Travellers Ln
- SW Martinazzi Ave @ SW Seneca St (1 agreed)
- SW Nyberg St @ Fred Meyer and Kmart
- I-5 @ SW Nyberg St (2 agreed)
- SW Tualatin Rd (1 agreed)
- SW Industrial Wy between SW 105<sup>th</sup> Ave and SW 108<sup>th</sup> Ave

#### Better timing at crosswalks:

- Downtown
- SW Avery St @ SW Tualatin-Sherwood Rd
- SW Sweek Dr @ SW Tualatin Rd
- SW Boones Ferry Rd @ SW Tualatin Rd

#### Better sidewalks/access on:

- SW Grahams Ferry Rd (access to Target/Costco) (1 agreed)
- SW Grahams Ferry Rd (near high school) (5 agreed)
- SW Boones Ferry Rd (both sides of road) (4 agreed)
- SW Boones Ferry Rd @ SW Tualatin-Sherwood Rd
- SW Boones Ferry Rd bus stop @ the Tualatin river
- SW Boones Ferry Rd over Tualatin River
- Along Tualatin River
- Kmart driveway
- SW Blake St (3 agreed)
- SW Tillamook Ct
- Tualatin Community Park (7 agreed)



- SW 108<sup>th</sup>/105<sup>th</sup> Aves @ Garden Corner (1 agreed)
- Near the Alara Hedges Creek Apts along SW Sweek Dr

#### Trees/weeds at:

Sidewalks along SW Tualatin Rd

**Transit (bus/WES)** — The majority of transit related comments requested additional bus service hours on evenings and weekends with route extensions to downtown and Sherwood. There were also some suggestions for additional Park and Rides areas. Many agreed that extending the hours (and line) of WES and adding bike storage would be beneficial as well. Participants made the following transit-related comments on the map:



#### **Better connections:**

- WES/bus lines on SW Boones Ferry Rd
- To Rolling Hills church (food bank) (1 agreed)
- Extend service hours on weekend (1 agreed)
- Tualatin to downtown Portland on weekends, more lines (3 agreed)
- Sherwood to 99W (1 agreed)
- Tualatin to Lake Oswego (1 agreed)
- Extend WES service hours (9 agreed)
- Extend WES line to Portland (1 agreed)
- Extend line to Bridgeport and Kruse Way (Lake Oswego)

#### **Add Park and Rides:**

- Add park and rides @ industrial areas
- SW 124<sup>th</sup> Ave @ SW Tualatin Rd (1 agreed)

# **Tualatin TSP Agency Meeting to Discuss Existing and Future Conditions**

January 30<sup>th</sup>, 2012 City of Tualatin Develop Service Conference Room 18876 SW Martinazzi Ave



### **Agenda**

Purpose of meeting: discuss agency comments on draft Technical Memorandum #5, and share initial findings for the future conditions analysis.

3:30 Welcome, Review Agenda- Theresa
3:40 Existing Conditions Comment Review – A/l/
4:20 Revised Goals and Objectives - A/l/
4:30 Future Conditions Preview - A/an
4:50 Next Steps – Terra/A/an
5:00 Adjourn

# **Tualatin Year of Transportation Kick-off Meeting February 16, 2012**

## **Public Meeting & Comments Summary**













## **Background**

## **Meeting Purpose and Format**

The City of Tualatin held the **Tualatin Year of Transportation Kick-off Meeting** to provide information and an opportunity to comment on various transportation projects in the Tualatin area. The meeting was held on Thursday, February 16 from 4:00 p.m. to 7:00 p.m. at the Living Savior Lutheran Church in Tualatin. Thirty-five people signed in for the event.

The purpose of the kick-off meeting was primarily to share information about the Tualatin Transportation System Plan (TSP) Update and the Linking Tualatin projects, to obtain feedback on the goals and objectives of both projects, and to obtain feedback on transportation needs and problems from the public point of



view. Staff from Metro and Washington County also provided information about other projects in the area, including the Tonquin Trail, 124<sup>th</sup> Ave Extension, SW Boones Ferry Rd project, and the Basalt Creek Transportation Refinement Plan.

The meeting was an informal, drop-in style event. Attendees were greeted at the sign-in table where they received project handouts, a comment form, and a meeting guide. People were invited to take a "bus tour" of the various projects by following the meeting guide that led them to five bus stops, which included:

 Existing Transportation Issues and Future Growth: Various display boards provided information from the recent Existing Conditions study for both the TSP update and Linking Tualatin, including existing and future conditions for corridor traffic operations, intersection operations, bicycle and pedestrian issues, public transit, and number of motor vehicle trips.

2. Linking Tualatin: Various display boards provided information on the Linking Tualatin project goals and key transit linkages. Large maps and display boards explained the project's seven focus areas. Participants were invited to provide their comments and suggestions for transit in Tualatin on each of these sets of materials. A looping PowerPoint provided



- additional information about the project, and staff members were available to further describe the planning effort and answer questions.
- 3. **Tualatin TSP**: Several display boards walked participants through information on the TSP goals and process. A looping PowerPoint provided a "TSP 101," explaining why Tualatin is updating its TSP now. Participants were invited to provide ideas for projects to be

considered in the TSP for all transportation modes on large maps of Tualatin laid out on tables. Tables were facilitated by Transportation Task Force members.

- **4. Tonquin Trail**: Staff from Metro provided information about the Tonquin Trail project.
- 5. Washington County Projects: Staff from Washington County provided project information about the SW Boones Ferry Rd Project, SW 124th Ave Extension, and the Basalt Creek Transportation Refinement Plan.

The meeting was staffed by project team members from the City of Tualatin, Washington County, Metro, JLA Public Involvement, CH2M Hill, DKS and Associates, and Angelo Planning Group.



## **Meeting Notification and Outreach**

People were invited to attend the meeting through a number of outreach methods, including:

- Newsletter Announcements The meeting was advertised in the Tualatin City Newsletter, the Tualatin Chamber of Commerce Newsletter, the Tualatin CIO enewsletter, and various school newsletters.
- **CIO 5 Meeting Announcement** Washington County staff announced the meeting at the CIO 5 Meeting.
- Website Announcements The meeting was announced on the Tualatin TSP, Linking
  Tualatin, and Tonquin Trail project websites. It was also announced on the Tualatin CIO
  website, the City of Tualatin's online events calendars, and the Tualatin Chamber of
  Commerce events calendar, and the El Hispanic News online calendar.
- **Flyer** JLA created a flyer for the event in English and in Spanish. The City of Tualatin posted the flyer in high-traffic locations around the city, and in minority and low-income areas, including:

- Apartment complexes (Tualatin Meadows Apartments, Forest Rim Apartments, Tualatin Heights Apartments, Berg Properties, Chelan Apartments, Terrace View Apartments, and J Con Properties)
- Grocery Stores (Tualatin Food Store, Haggen Food and Pharmacy, El Sol Latino, and 7-Eleven)
- Churches (Tualatin Spanish Seventh-Day Adventist Church, The Table, Rolling Hills Community Church, Tualatin United Methodist Church)
- Tualatin Library
- Skate Park
- Bridgeport Village
- Legacy Medical Center
- Transit areas (WES Station and Tualatin Park & Ride)
- Three city bulletin boards
- Banner at Major Street Intersection JLA produced a banner that announced the meeting location and time and directed people to the Tualatin TSP project website. The banner was at the corner of SW Tualatin-Sherwood Rd and SW Martinazzi Ave, a high-traffic intersection in the Tualatin Commons area starting Wednesday February 8<sup>th</sup>.
- Media Release A media release announcing the event was distributed to local media outlets, including the El Hispanic News and the Asian Reporter.
- **Media Coverage** Tualatin KATU.com announced the meeting in an article on its website on February 2, 2012.
- Email Blast An email was sent to the City of Tualatin's distribution list, the Tualatin Mayor's email list, the Chamber of Commerce email list, as well as to members of the Transportation Task Force and City Council members. Emails were also sent to seventeen major employers including Meridian Park Hospital, Novellus and Precision Wire Components, and the Tigard-Tualatin School District, among others.
- Outreach to Portland Hispanic Professionals Network

## **Public Input Overview**

Six (6) people submitted comment forms. Other participants made comments directly on the Linking Tualatin displays. Another approximately 60 individual comments were made on the Tualatin TSP maps. The comments summarized below are from either the comment form or were captured at the Linking Tualatin or TSP areas during the event.



#### **Tualatin TSP Comments**

**Project Goals**: Those who commented felt that the TSP project goals were complete with the exception of two suggested additions. One person suggested including constructing alternate connections, and another person felt the goals do not have a strong statement for the protection and consideration of neighbors and the neighborhoods.

**Bike/Ped:** Many comments were made on specific areas that have missing or inadequate sidewalks, need better crosswalks, or need better bike lanes and bike facilities. Four people commented the Tonquin Trail is a great idea that should be incorporated into the TSP.

**Downtown:** People commented that Tualatin needs a vibrant and livable downtown neighborhood that is easy to get around.

**Freight**: Several people noted that the intersection of Teton and Tualatin Sherwood Rd is difficult for freight, and that Avery St should be avoided as a freight route.

*Transit*: Several people commented that a public transit loop around Tualatin would be helpful, and would like more intra-city service through the neighborhoods. People wanted more park and ride options. A couple of people noted that there is not enough transit on the west side. Several comments were made about the WES system, and suggesting a shuttle service to get to WES stations and other transit connections. A couple of people would support a service like the Wilsonville SMART system.

**Roads and Traffic:** Several suggestions were made about installing roundabouts or traffic lights at specific intersections. A number of people commented about traffic and safety issues at Tualatin High School. A couple of people commented that the speed limit is an issue on Avery St. One person noted that more east-west connections are needed. One person was concerned

about the widening of Boones Ferry Rd.

Working Groups: Also at the TSP station, participants were encouraged to attend one of several working group meetings occurring about two weeks after the event. A handout explaining the working groups was made available. Four people signed-up to attend one of the upcoming working group meetings.



### **Linking Tualatin Project Comments**

**Project Goals**: Those who provided comments felt that the project goals were complete and were in support of them. There was a question about the "consistency and coordination" goal, and whether being consistent would help to leverage funds and how these two items go together.

**WES/Bus:** Some people would like to see an increase in WES frequency to Portland on weekends (more frequency in general), and some people don't think it's convenient for commuting to Portland. Some would like to see better transit along Tualatin Sherwood Rd, Herman Road, and Avery Road for commuters.

Other comments on transit included:

- Suggestion that Tualatin should switch from TriMet to a SMART model for a local transit circulator, but still maintain Park and Rides (like at 99W) for people going to downtown Portland or other locations outside of Tualatin.
- There are gaps in transit, such as from the Park and Rides to the WES station.
- Expanded shuttles (or even a trolley/streetcar) would lead to better transit use and connectivity to the WES and bus stops, as would lower or free fares.
- Expanded transit to Estacada/Oregon City and Tualatin/Sherwood would be favorable.
- Focus not only on high capacity transit, but also rapid high capacity transit to serve residents and seniors who do not drive.

NOTE: This information has been shared with the TSP team.

**Roads/Traffic/Connectivity:** The message was that east to west traffic congestion is a problem, but just building bigger roads is not the solution. An extension of 124<sup>th</sup> was suggested as a favorable solution to alleviate congestion. A number of people felt there is a lack of connectivity between the parks, paths and downtown.

NOTE: This information has been shared with the TSP team.

**Employment connections:** A lot of people live in Tualatin and work outside the city and vice versa. Participants who commented said that there needs to be better connectivity from residential areas to employment areas within and outside of Tualatin.

#### **SW Washington County Projects**

One person commented that, for the SW Boones Ferry Rd Project, there are three main problems: 1) 45 MPH is too fast for the SW Iowa Dr. intersection at Boones Ferry. 2) No police patrols to enforce speed limit. 3) No traffic or crosswalk light to improve safety at SW Iowa Dr.

## **Tualatin Transportation System Plan**

## **Agency Review Meeting** May 21, 2012

**Tualatin City Council Chambers** 18880 SW Martinazzi Avenue



Purpose of meeting: review preliminary evaluation results, discuss process and timeline for further evaluations

#### 3:00 Welcome, Review Agenda - Theresa

#### 3:10 **Update on Work Completed to Date - Terra**

- Evaluation criteria
- Scoring and review process

#### 3:20 Review and Discussion of Evaluations by Topic Area - All

- **ODOT** facilities
- Clackamas County facilities
- Washington County facilities
- Regionally significant projects

### Task Force and Working Groups − Theresa • Purpose of May 24<sup>th</sup> TTF meeting 4:00

- Timeline for and purpose of 3<sup>rd</sup> round of Working Group meetings
- Purpose of June 21st TTF meeting

#### What Does the "Further Refinement" Look Like? - Alan/Theresa 4:10

- Areas for further refinement include:
  - Northern arterial
  - o Boones Ferry Road
  - o Tualatin Sherwood Road
  - Nyberg Interchange
  - o Connectivity within the Downtown Core
  - Herman and Tualatin Road corridors
- Geometric and traffic analysis
- Conversations with community who, when?

#### 4:20 **Adjourn**

## **ODOT**

| ID       | Project Idea   | Access /<br>Mobility | Safety | Vibrant<br>Community | Economy | Health /<br>Environment | Equity | Ability to be<br>Implemented |
|----------|--|----------------------|--------|----------------------|---------|-------------------------|--------|------------------------------|
| Nyber    | g Interchange  |                      |        |                      |         |                         |        |                              |
| D2       | Upgrade Nyberg interchange to improve the crossing experience for bicyclists (Downtown)  | •                    | •      | •                    | 0       |                         | •      | 0                            |
| A4       | Improve sight distance at I-5 and Nyberg Rd interchange (Major Corridors)  | N/A                  | •      | N/A                  | •       | •                       | •      | •                            |
| B5       | Restrict right turn on red at Nyberg Interchange (Major Corridors)   | 0                    | •      | N/A                  | 0       | _                       | •      | 0                            |
| B12      | Make two right turn lanes from I-5 north onto Nyberg Rd (Major Corridors)  | •                    | •      | N/A                  | •       | 0                       | •      | •                            |
| B2       | Add dedicated right turn lane into apartments near Nyberg Woods Shopping Center (Neighborhood Livability)                            | •                    | -      |                      | 0       | •                       | •      | •                            |
| Other    | ODOT Facilities  |                      |        |                      |         |                         |        |                              |
| A6       | Add roundabout at Boones Ferry and Lower Boones Ferry Road (Downtown)  | •                    | 0      | 0                    | •       | •                       | •      | 0                            |
| В7       | Replace/widen Boones Ferry Road bridge over Tualatin River (Downtown)  | •                    | •      | -                    | •       | •                       | •      | •                            |
| I-5 or 9 | 99 Crossings   |                      |        |                      |         |                         |        |                              |
| B16      | Add I-5 multi-use crossing – connect to planned and existing multi-use paths (Bike/Ped)  |                      | 0      | •                    | •       | •                       | -      | •                            |
| B18      | Add a grade-separated crossing over 99W (Bike/Ped)   | •                    | •      | 0                    | 0       | •                       | 0      | 0                            |
| C12      | Create an east/west connection across I-5 (near Greenhill Rd) (Industrial)   | •                    | •      | •                    | •       | •                       | •      | •                            |
| В3       | Add an eastbound lane on Tualatin-<br>Sherwood Rd from Martinazzi to I-5<br>(Downtown, also Industrial D5 and Major<br>Corridors D1) | •                    | •      | 0                    | •       | 0                       | •      | •                            |

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| ID  | Project Idea  | Access / | Safety | Vibrant   | Economy | Health /    | Equity | Ability to be |
|-----|---|----------|--------|-----------|---------|-------------|--------|---------------|
|     |   | Mobility |        | Community |         | Environment |        | Implemented   |
| A5a | Redesign Fred Meyer / Kmart intersection (Downtown)                     | •        | •      | •         | •       | •           | •      | •             |
| A5b | Improve pedestrian crossing at Fred Meyer/Kmart intersection (Downtown) | •        | •      | •         | •       |             | •      | •             |

## **Clackamas County**

| ID | Project Idea   | Access /<br>Mobility | Safety | Vibrant<br>Community | Economy | Health /<br>Environment | Equity | Ability to be<br>Implemented |
|----|--|----------------------|--------|----------------------|---------|-------------------------|--------|------------------------------|
| D5 | Repair gap in sidewalk on south side of Borland ( <i>Neighborhood Livability</i> ) | •                    | •      | •                    | N/A     | •                       | •      | •                            |

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## **Washington County**

| ID                  | Project Idea   | Access /<br>Mobility | Safety | Vibrant<br>Community | Economy | Health /<br>Environment | Equity | Ability to be<br>Implemented |
|---------------------|--|----------------------|--------|----------------------|---------|-------------------------|--------|------------------------------|
| 65 <sup>th</sup> Av | venue venue  |                      |        |                      |         |                         |        |                              |
| C7                  | Extend 65th to the north (Neighborhood Livability, also Industrial C5 and Major Corridors C2)  | •                    | •      | 0                    |         | 0                       | •      | 0                            |
| D4                  | Connect sidewalk on east side of 65th (Neighborhood Livability)  | •                    | •      | •                    | •       | •                       | •      | •                            |
| D22                 | Improve 65th Ave south across I-205; widen and address dip in the roadway Industrial)  | •                    | •      | N/A                  |         | N/A                     | N/A    | •                            |
| В3                  | Realign Sagert/Borland to one intersection (Neighborhood Livability, also Major Corridors B3)  | •                    | •      | 0                    | 0       | 0                       | 0      | 0                            |
| B20                 | Roundabout at Nyberg and 65 <sup>th</sup> intersection ( <i>Major Corridors</i> )  | •                    | N/A    | 0                    | 0       | 0                       | 0      | 0                            |
| A2                  | Multi-use path on 65th Ave between Borland and Nyberg (Bike/Ped)   | •                    | •      | •                    | •       | •                       | •      | •                            |
| Tualati             | in Sherwood Road   |                      |        |                      |         |                         |        |                              |
| A1                  | Add pedestrian crossing treatments at key locations on Tualatin-Sherwood and Nyberg (Bike/Ped)                                       | •                    | •      | •                    | •       | •                       | •      | •                            |
| В3                  | Improve Tualatin-Sherwood Rd for bicyclists and pedestrians (Bike/Ped)   |                      | •      | N/A                  | •       | •                       | •      | 0                            |
| B3                  | Add an eastbound lane on Tualatin-<br>Sherwood Rd from Martinazzi to I-5<br>(Downtown, also Industrial D5 and Major<br>Corridors D1) | •                    | •      | 0                    | •       | 0                       | •      | •                            |
| D3                  | Optimize intersections to improve safety and mobility on Tualatin Sherwood Road (Downtown, Industrial A6, A9, A12, D10)              | •                    | •      | •                    | 0       | •                       | •      | •                            |
| D7                  | Add traffic signal at 97th Ave and Tualatin-<br>Sherwood Rd (Industrial)   | •                    | •      | •                    | •       | •                       | N/A    | •                            |

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| ID      | Project Idea   | Access /<br>Mobility | Safety | Vibrant<br>Community | Economy | Health /<br>Environment | Equity | Ability to be<br>Implemented |
|---------|--|----------------------|--------|----------------------|---------|-------------------------|--------|------------------------------|
| D11     | Encourage off-peak usage on Tualatin-<br>Sherwood Rd (Industrial)                                      | •                    | N/A    | N/A                  | •       | •                       | N/A    | •                            |
| D17     | Reconfigure the intersection of 115th and Tualatin-Sherwood (Industrial)                               | •                    | •      | N/A                  | •       | N/A                     | N/A    | •                            |
| D18     | Improve turning radius from Tualatin-<br>Sherwood to Cipole (Industrial)                               | •                    | •      | N/A                  |         | N/A                     | N/A    | •                            |
| B1      | Widen Tualatin-Sherwood (Major Corridors, through downtown (Downtown B10))                             | •                    | •      | 0                    | •       | 0                       | •      | 0                            |
| A5a     | Redesign Fred Meyer / Kmart intersection (Downtown)  | •                    | •      |                      | •       | -                       | •      | •                            |
| A5b     | Improve pedestrian crossing at Fred Meyer/Kmart intersection (Downtown)                                | •                    | •      | •                    | •       | •                       | •      | •                            |
| B24     | Right turn lane on Tualatin-Sherwood at 124 <sup>th</sup> ( <i>Major Corridors, Neighborhood B24</i> ) | •                    |        | N/A                  | •       | •                       | 0      | •                            |
| Vicinit | y of Bridgeport Village  |                      |        |                      |         |                         |        |                              |
| C17     | Improve circulation east of Bridgeport/I-5 Interchange (Industrial)                                    |                      |        | -                    | •       | •                       | •      | •                            |
| C6      | Create a street between Boones Ferry and Bridgeport (Neighborhood Livability)                          |                      | -      | 0                    | 0       | 0                       | 0      | 0                            |
| A4      | Reduce speeds near Bridgeport Village (Downtown)   | 0                    | •      | 0                    | 0       | •                       | N/A    | 0                            |
| D7      | Bike and pedestrian treatments near Bridgeport Village (Downtown)                                      | •                    | •      | •                    | •       | •                       | 0      | •                            |
| Grahai  | ms Ferry Road  |                      |        |                      |         |                         |        |                              |
| A1      | Reduce speeds, add guardrail and shoulders to section of Grahams Ferry (Major Corridors)               | •                    | •      | •                    | N/A     | •                       |        | •                            |
| B8      | Bike/ped Fill sidewalk gaps on Grahams Ferry (Bike/Ped)  | •                    | •      | •                    | N/A     | •                       | •      | •                            |
| Cipole  | Road   |                      |        |                      |         |                         |        |                              |
| C15     | Upgrade Cipole Rd to standards with sidewalks and bike lanes (Industrial)                              | •                    | •      | •                    | •       |                         | •      |                              |

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## **Projects of Regional Significance**

| ID    | Project Idea   | Access /<br>Mobility | Safety | Vibrant<br>Community | Economy | Health /<br>Environment | Equity | Ability to be<br>Implemented |
|-------|--|----------------------|--------|----------------------|---------|-------------------------|--------|------------------------------|
| Tonqu | in Trail   |                      |        |                      |         |                         |        |                              |
| C5    | Build the Tonquin Trail (Bike/Ped, also Neighborhood Livability D9)  | •                    | •      | •                    | •       |                         | •      | •                            |
| B18   | Add a grade-separated crossing over 99W (Bike/Ped)   | •                    | •      | 0                    | 0       | •                       | 0      | 0                            |
| D10   | Connect Tonquin trail with neighborhoods (Neighborhood Livability)   | •                    | •      | -                    |         | •                       | •      | •                            |
| North | ern Arterial   |                      |        |                      |         |                         |        |                              |
| C2    | Provide north-south connectivity over Tualatin River for vehicles ( <i>Downtown,</i> also Industrial C3 and Major Corridors C12) | •                    | •      |                      |         | •                       | •      | 0                            |
| Other | Road Extensions  |                      |        |                      |         |                         |        |                              |
| C5    | Extend 65th Ave north (Industrial, also<br>Major Corridors C2 and Neighborhood<br>Livability C7)                                 | •                    |        |                      | •       | •                       | -      | 0                            |
| C1    | Extend 124th to south ( <i>Neighborhood Livability, also Industrial A5 and Major Corridors B21</i> )                             |                      |        |                      | •       | •                       | •      | •                            |
| A2    | Provide bus transit service on 124th Street ( <i>Transit</i> )   | •                    | N/A    | •                    | •       | •                       | •      | -                            |

In addition to the above, projects along Tualatin-Sherwood Road, Boones Ferry Road, crossing I-5 near Greenhill Road, and at the Nyberg Interchange may be considered of regional significance. These are listed earlier under ODOT or Washington County.

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# **Tualatin Transportation System Plan Online Forum Report**

Between July 1, 2012 and September 6, 2012, an interactive "Online Forum" was featured prominently on <a href="www.tualatintsp.org">www.tualatintsp.org</a> and promoted at community events as a way to gather feedback about potential transportation projects for the Tualatin Transportation System Plan (TSP).



Similar to Google Maps, the Online Forum allowed users to zoom in and around a map of Tualatin, click on and learn about potential projects, and rate and/or comment on them. One hundred potential projects were included on the map, with visitors providing 1,428 total star ratings and 99 total comments. The Online Forum used a 5 star rating scale for users to indicate if they thought each potential project was a good idea or a bad idea.

The interactive map provided a unique opportunity for the public to conveniently share feedback to the TSP update process from their smartphone, from home, the library or place of business. Input received through this process will contribute to the projects included in the TSP. To view the map and the complete list of projects, ratings and comments, visit: <a href="http://www.tualatintsp.org/ideasmap">http://www.tualatintsp.org/ideasmap</a>. A full list of comments is also included as an appendix to this report.

#### **Most Talked About Projects**

The number of people who rated a project can be used as a way to identify the most talked about or most popular projects in the forum. One project rose to the top with 123 total ratings (split between two project descriptions<sup>1</sup>, rated separately). This was the North-South Connectivity west of I-5. Average star rating was 1.2 and 1.6 stars respectively. The other projects receiving between 27 and 43 total ratings were rated between 2.4 to 4.9 stars.

The following is a summary of the most talked about projects:

- Same project; rated separately over the course of the forum's use
  - North South Connectivity, Extension East of Country Club and West of the Railroad Track. (64 ratings, 1.2 average stars)
  - Look for ways to provide north-south connectivity over Tualatin River for vehicles. (59 ratings, 1.6 average stars)
- Add traffic signal at 97th Ave and Tualatin-Sherwood Rd. (43 ratings, 2.4 average stars)
- Make the WES station a central focus of downtown and the main transit center. Improve pedestrian connections. (33 ratings, 2.9 average stars)
- Build the Tonquin Trail. (32 ratings, 4.5 average stars)
- Extend 124th Ave to south. (31 ratings, 4.6 average stars)
- Provide coordinated signal timing and access management along major arterials. (27 ratings, 4.9 average stars)
- Build bridges for pedestrian and bicycle access over the Tualatin River. (27 ratings, 3.9 average stars)
- Add bicycle lanes on Boones Ferry Rd to Day Rd. (27 ratings, 3.8 average stars)

<sup>&</sup>lt;sup>1</sup> With feedback from the Transportation Task Force, halfway through the Online Forum, the North South Connection description was updated from a general description to a more specific location description as part of a Refinement Area.

#### **Least Talked About Projects**

Although many projects on the forum were never discussed and received zero comments or ratings, the projects that received only a few ratings, tended to be positive, receiving between 2.8 and 5 stars.

The following is a summary of the least talked about projects:

- Improve visibility at crosswalk at Siletz Dr and Boones Ferry Rd. (3 ratings, 5 average stars)
- Look for opportunities to open downtown's connection to the riverfront. (3 ratings, 5 average stars)
- Add sidewalks and bicycle lanes on Norwood Rd. (4 ratings, 2.8 average stars)
- Eliminate free right turns on Herman Rd at Teton Ave and Tualatin Rd. (4 ratings, 3.8 average stars)
- Improve Tonquin Rd between Oregon St and Waldo Way. (5 ratings, 3.2 average stars)
- Ensure that future roundabout designs can accommodate larger trucks. (5 ratings, 3.6 average stars)
- Upgrade Cipole Rd to standards with sidewalks and bike lanes. (5 ratings, 4.2 average stars)
- Add structured parking in the downtown core. (5 ratings, 4.4 average stars)

#### **Lowest Ranked Projects**

Six projects received less than two average stars. By choosing fewer stars, users felt that these projects were less desirable or acceptable. These lower ranked projects received at least six total ratings. Some, discussed earlier, received over 50 ratings.

The following is a summary of the lowest ranked projects:

- Same project; rated separately over the course of the forum's use:
  - North South Connectivity, Extension East of Country Club and West of the Railroad Track. (1.3 average stars, 56 ratings)
  - Look for ways to provide north-south connectivity over Tualatin River for vehicles. (1.6 average stars, 54 ratings
- Add traffic signal on Tualatin Rd at 108th Ave. (1.4 average stars, 8 ratings)
- Restrict right turn on red at Nyberg Interchange. (1.6 average stars, 16 ratings)
- Add traffic calming on Tualatin Road. (1.6 average stars, 9 ratings)
- Add a roundabout at Boones Ferry Rd and Norwood Rd. (1.8 average stars, 12 ratings)
- Add a dedicated right turn lane into apartments near Nyberg Woods Shopping Center. (1.8 average stars, 6 ratings)

#### **Highest Ranked Projects**

Four projects received a perfect rating of five stars. These projects didn't receive as many total ratings, ranging from three to eleven total ratings.

- + Coordinate signal timing on Boones Ferry Rd. (5 average stars, 11 ratings)
- + Coordinate freight receiving/ shipping times. (5 average stars, 9 ratings)
- + Improve visibility at crosswalk at Siletz Dr and Boones Ferry Rd. (5 average stars, 3 ratings)
- + Look for opportunities to open downtown's connection to the riverfront. (5 average stars, 3 ratings)

## **APPENDIX:** All Online Forum Ratings and Verbatim Comments

Received between July 1, 2012 and September 6, 2012

#### Bike/Ped:

Improve visibility at crosswalk at Siletz Dr and Boones Ferry Rd. Average rating 5 based on 7 votes.

No comments

#### Fill sidewalk gaps on Grahams Ferry, Boones Ferry, and Herman. Average rating 4.6 based on 21 votes.

- We could really use continuous sidewalks on Grahams Ferry. Also, a safe crosswalk on Grahams Ferry near Helenius Rd is really needed.
- With respect to Grahams Ferry Road, the Ibach CIO has secured a commitment from the City to begin construction on the completion of sidewalks on both sides of the road from Ibach Road to Helenius Road. This project should be complete in 2012.
- Right now, to walk or bicycle on Herman road between Tualatin Road and Teton is to put your life into the hands of those driving by. On the other hand, keeping that part of Herman Road narrow and unpleasant probably helps discourage traffic that would otherwise divert itself from Tualatin-Sherwood Road, thus keeping the traffic down a little.
- Sidewalks are crucial. Bike lanes are also very important on this well-traveled bicycle route.
- These types of improvements should be inventoried, assessed, and determine a cost to complete. Once the package is assembled a bond should be proposed to the voters for approval and then implemented.
- This is a no-brainer. Should have been done years ago.

#### Provide wayfinding signs for Safe Routes to School. Average rating of 4.6 based on 9 votes.

- Anything we can do to keep our kids safe is a good idea.
- This in conjunction with a city wide way finding program and one that is not intrusive (i.e. colored sidewalks through the various CIOs, small pedestrian sized signs, etc.) Near schools, the safe route would be a distinctive color/signage.

#### Repair sidewalk gap on south side of Borland. Average rating 4.5 based on 10 votes.

- Important feature for the safety of pedestrian use.
- A wide, safe sidewalk running the full length of Borland Rd is of critical importance to the many people who walk to
  The Tualatin Schoolhouse Food Pantry. Rolling Hills Church will be opening The Community Life Center in September
  '12 which will also serve those in our community who are in need of essential services.

#### Add bicycle facilities near the hospital, 95th Ave and Martinazzi. Average rating of 4.5 based on 14 votes.

• A multi-use path is the way to plan along this corridor.

#### Build the Tonguin Trail. Average rating of 4.5 based on 32 votes.

- Metro's Tonquin Trail Project should coincide along with MSTIP (Washington County's Major Street Improvement Plan). Promoting, educating and facilitating a regional transportation system to include an optional trail system creates economic success and an alternative towards a healthier life style. This 22 mile trail system will connect our cities, communities, neighborhoods, and businesses to positively grow, benefit and flourish from. Let's set the bar for anticipation and a network of support. We're very privileged to live in the rich beauty, culture and history that surrounds us, let's give emphasis and make it happen!
- Use the name "Ice Age Tonquin Trail" which identifies the area as a major ice age floods national geological area for mapping, economics, history, GIS, geology, signing, interpretives.
- We need bike trails to make it safe for bicyclists. I would use the trails and I'm 70 years old!

#### Connect Tonquin trail with neighborhoods. Average rating 4.5 based on 20 votes.

- Concerns with rail crossing to and from neighborhoods is viable. Ideas and solutions are needed to connect neighborhoods to the trail.
- Where ever feasible and cost effective
- Sooner rather than later. This will help reduce traffic through Tualatin.

#### Improve bicycle facility treatments in downtown core. Average rating 4.5 based on 8 votes.

• This shows a need to up-dating the park and recreation master plan ( which is out of date ), it is only one of a number of items which discuss walking, bicycle paths and other community recreation related needs where contemporary

- urban design standards are missing or out dated to meet present and future requirements. Up-dating the present parks and Recreation Master Plan would address this and many other issues and establish priorities which have been brought up during TSP and Linking Tualatin workshop meetings.
- YES!!! I would not consider riding my bike in a bike lane downtown until changes are made, because I don't feel safe. Perhaps a "curb" or something to prevent drivers from coming into bike lanes except at intersections.

Add pedestrian crossing treatments at key locations on Tualatin-Sherwood and Nyberg. Average rating of 4.2 based on 6 votes.

No comments

#### Allow wider sidewalks for strolling and outdoor cafes. Average rating of 4.2 based on 16 votes

- Especially downtown in what's now Kmart and the other buildings around it.
- What a wonderful idea!! Finally, the city is actually taking into consideration how narrow those sidewalks actually are, two strollers that are going in opposite directions can barely fit on it, a bike and pedestrian all use that same walk way (until the bike lanes are installed), not to mention elders and disabled people who have mobility devices. Shouldn't the engineers make sure that everyone that uses the sidewalk can actually USE it, and providing enough room so those people don't worry about injuring another?
- I consider this a normal or contemporary urban design as well as development practice where businesses are desirable of attracting customers and the public desires amenities. There is a nominal cost involved both for public as well as the private sector but acceptable where public spaces urban design standards are in place.
- This will be expensive, but in new development it should be required.

Add I-5 multi-use crossing - connect to planned and existing multi-use paths. Average rating of 4.1 based on 8 votes.

• It should be convenient to shop on both sides of I-5 as a pedestrian or bicyclist, but it is not!

#### Add benches for walkers throughout the city. Average rating of 4 based on 19 votes.

- Seating done strategically on trails and walkways in the design of erratic rock formations or out of newly designed recyclable materials provides a more natural solution for spots to rest. More importantly seating and benches should be considered at transit stops, to encourage more use and to address a population with limits due to age or health.
- Walking is the #1 trend for exercise within the aging population. We have very few if any benches on any of our walkways. This is extremely important for the aging population as many are require to rest at certain times. Within our shopping areas where people walk a lot we should have benches at least every 800 1000 ft (along with other street furniture), along our more urban walkways and areas where there is a concentration of people over 50 residing at least every 1000 to 1500 ft and finally along other walking paths and trails at least 1500 2500 ft. There are many recognized national park and recreation guidelines for providing street furniture and seating along walkways we should be incorporating within our pedestrian and bikeways master plan ( part of the parks and recreation master plan which is out of date )
- I like this idea as it will help get more people out walking at a relatively less expense than roads or even trails.
- Whether privately or publicly funded, more benches are a good idea. Benches would be helpful to people of all ages and abilities, and I believe would also look welcoming.
- I don't think the city needs to pay for benches that will be used primarily by the more elderly population. I rarely see anyone on the benches we have now. Why not have some private groups come up with the funding for benches if it is important to them?
  - Your comment takes aim at seniors in, what I believe to be, an unfair assessment. I think you should take a look around Tualatin on a weekend / holiday / warm day and you'd see these benches in use. People do not usually spend a big length-of-time on a bench, so, there will be times no one is there. Just looking close at the existing benches and they will show their use through how worn down the wood is. Our benches get lots-of-use. One way to involve Private Groups / Organizations / Companies is to off-set the cost of the benches through sponsorship by-way of a fee being charged by the city for the actual sponsorship.

Improve visibility and safety near schools at crosswalks. Average rating 4 based on 24 votes.

• Let's keep our kids safe!

Better accommodate pedestrians on the bridges. Average rating of 3.9 based on 15 votes.

• A badly needed thing to do, especially on the Sagert Street Bridge.

Build bridges for pedestrian and bicycle access over the Tualatin River. Average rating of 3.9 based on 28 votes.

- Absolutely! Find a way to connect the Brown's Ferry trail to Cooks Park. Find a way to avoid the horrors of the I5
  crossing and more bikers would commute and use WES.
- The probably place for a ped/bike bridge is at the Jurgens area. The expense may be prohibitive however. If at Jurgens this could link up with Cook Park and then the Tonquin Trail.

#### Add bicycle and pedestrian facilities on 105th Ave, Blake St, and 108th Ave. Average rating of 3.8 based on 16 votes.

• See my comment under this topic's Roadway Improvements heading.

#### Multi-use path between Borland and Nyberg. Average rating 3.8 based on 6 votes.

 65th will become the east side's Boone's Ferry and providing a solid connection to the Tualatin River Trail will be greatly needed.

#### Add bicycle lanes on Boones Ferry Rd to Day Rd. Average rating of 3.8 based on 27 votes.

- That roadway needs street lights as well. Driving the narrow, 1-lane curvy road on dark rainy nights can be treacherous.
- I have seen many bikes on this road and it is very dangerous for the bikers and the cars trying to pass. It really needs to be done.
- Thank you and much needed as it is really the only north south corridor for cyclists. I cycle commute every day on it. The brush and berries on the road side are over grown and forcing us out into the car lane at points. Any chance of a cut back soon?

#### Create bicycle boulevard system connecting major areas. Average rating 3.8 based on 18 votes.

- Pedestrian/bicycle facilities element should first be up-dated in the Parks and Recreation Master Plan (which is out of
  date), including design standards and with a priority implementation program which then should be as John suggests
  with project s funded under a local bond measure or measures.
- This should be the first project funded under a local bond measure. Getting vehicles parked at home is the best solution to our traffic congestion within the city and also will provide better neighborhood livability and connectedness. This project would attract so many great things and Tualatin could set the bar for pedestrian/bicycle facilities in the region.

#### Connect to Tualatin Path. Average rating for 3.7 based on 16 votes.

• This needs to be done right. Any new development along the river needs to be very aware of the expectations of the community.

#### Improve bicycle and pedestrian treatments at railroad crossings. Average rating 3 based on 7 votes.

No comments

#### Add sidewalks and bicycle lanes on Norwood Rd. Average rating of 2.8 based on 4 votes.

- No comments
- A better network of pedestrian and bicycle pathways will help protect the safety of our citizens.
- Great idea!
- Great idea. Let's get started
- Connecting Sherwood to I-5 will keep a lot of traffic on the periphery of Tualatin
- Yes do this as soon as possible. However, plan a trail route either under or over 99W.
- Do this!

#### **Corridors/Intersections:**

### Synchronize turn signals to/from Boones Ferry to Tualatin-Sherwood; coordinate with the train signal. Average rating 4.9 based on 12 votes

• I agree that this is an important consideration.

#### Coordinate signal timing on Boones Ferry Rd. Average rating 4.8 based on 14 votes.

Good idea

#### Add a dedicated right turn lane on Teton at Tualatin-Sherwood. Average rating 4.7 based on 10 votes.

No comments

Consistent use of yellow turn signals at traffic signals. Average rating 4.7 based on 15 votes.

- Especially dumb and annoying is the right turn arrow from westbound Boones Ferry to northbound Tualatin Road. When it turns yellow, it's followed by all lights turning green, instead of a red arrow as one would expect. This leads drivers to slow down anticipating a stop then suddenly they need to accelerate again! The crosswalk across Tualatin Road is closed. If it ever opens, I can understand needing to stop right turns before allowing them through. Until then, I ignore the right turn arrow when it turns yellow, because I know the lights will turn green. I get frustrated when drivers in front of me unfamiliar with the signal slow down, understandably expecting they'll have to stop, and then not realizing that all the lights have turned green.
- Only where it works safely. Not all intersections can utilize the flashing yellow.

#### Extend 65th Ave to the north. Average rating 4.5 based on 11 votes.

 Drivers in east Tualatin badly need to be able to choose to get north to Bridgeport Village and shops near 65th and McEwan Rd via I-5 or an extended 65th.

#### Add right turn lane on Tualatin-Sherwood at 124th. Average rating 4.5 based on 11 votes.

No comments

#### Add bus pullouts on Boones Ferry Rd. Average rating 4.4 based on 14 votes.

No comments

### Extend northbound left turn and create a southbound right turn lane on Boones Ferry at Tualatin-Sherwood to reduce backup from WES train. Average rating 4.4 based on 10 votes.

No comments

#### Widen Tualatin-Sherwood Rd. Average rating 4.3 based on 19 votes.

- There are better projects competing for limited money, and I feel any widening should be limited to west of Teton, that is widening Tualatin-Sherwood from 2 to 4 lanes (or 3 to 5) Downtown projects are more important.
- Priority one in my estimation (five stars!). With continued construction of commercial buildings along TS it is only
  going to get worse. TS should absolutely be four lanes to accommodate East/West traffic, even in the event of a
  bypass highway listed below.
- Traffic on TS road certainly needs to be alleviated. I'm not sure this is the right solution and would like to see some impact studies done to project overall effects on the city center and neighborhoods adjacent to TS road.
- TS Road could stand to be widened, but the bigger picture should be on a westside bypass highway that would connect the entire westside region in the same way as 205 does for the east. Widening TS Road may only provide more delays in a regional transportation project that should be moved forward quickly.
- I would give this 10 stars if possible. This, in conjunction with completing 124th south and directing trucks onto Herman would go a LONG way towards decreasing congestions in Tualatin.

#### Signal at Sagert and Martinazzi. Average rating 4.3 based on 19 votes.

- I would like to see a round-about here, like those in Sherwood and on Borland.
- I drive through this intersection at least twice a day. It is badly needed and I would support the change.
- It needs it. Everyone who can is skipping Nyberg due to the congestion. Reducing wait time and confusion here would help.
- Synchronize turn signals to/from Boones Ferry to Tualatin-Sherwood; coordinate with the train signal....

### Discourage through and truck traffic along Tualatin Rd while encouraging through and truck traffic along Herman Rd. Average rating 3.9 based on 13 votes.

- How about neither!
- I have seen large trucks on Tualatin Road, and it is not appropriate. They should be using Tualatin-Sherwood Road, which is not as close to residential neighborhoods.
- Tualatin Road needs one signal added, probably at Jurgens. Then Herman Road should not be improved to encourage
  truck traffic onto Tualatin Road at the intersection of Herman and Tualatin Rd. It seems to me one effective way to
  keep truck traffic off Tualatin Road is to improve Teton between Herman and T/S Road. If this were done, then is
  would be easier for truck traffic to either take 124th or Teton-thus avoiding coming east on Herman and then onto
  TR. Most often then they turn onto 90th-with the intersection not improved to handle semis.
- I suggest linking options concerning Herman with the improvement of Teton.

#### 65th Avenue Refinement Area. Average rating 3.8 based on 9 votes.

- This would increase traffic on SW 65<sup>th</sup> and McEwan Roads. The intersection as McEwan and Boones Ferry is already overcrowded with many car accidents.
- This connection is critical to alleviate congestion on I-5 and the Nyberg interchange. The bridge would need to consider all modes of transportation and safety. Having the crossing would allow pedestrians from east Tualatin to get to Bridgeport and other destinations. The crossing would allow for a multi-use path connection for the region (Tualatin to Lake Oswego) and thus encourage biking/walking. Finally, the east side of Tualatin will eventually develop and expand to 65th; a new N/S connection is needed. Traffic may increase in the area, but the distance traveled would be so much less.
- As long as pedestrians and bikes have a secure and safe access to crossing this would a nice access point across bridge. But, if it becomes a traffic cluster like the Nyberg I5 without pedestrians and cyclists safety in mind than nothing has been accomplished and instead it will add another hazard for cyclists and pedestrians to navigate.
- This would allow local car/truck traffic to avoid I-5, decreasing congestion. It would also provide a much needed alternative route for cyclists and pedestrians, who have very limited routes for crossing the Tualatin River. This would also help improve circulation in the northeast part of Tualatin.
- What does it mean, alternatively, realign intersections at Sagert Street and 65th/Borland into one intersection? How
  would you do that?
- Will the new bridge have a bike lane, walking area, or sidewalks?

#### Improve sight distance at I-5 and Nyberg Rd interchange. Average rating 3.7 based on 7 votes.

No comments

#### Realign Sagert /Borland to one intersection. Average rating 3.7 based on 11 votes.

No comments

#### Make two right turn lanes from I-5 north onto Nyberg Rd. Average rating 2.1 based on 7 votes.

No comments

#### Roundabout at Nyberg and 65th intersection. Average rating 2.1 based on 11 votes.

• There is a signal at Nyberg and 65th already, right? The intersection is complicated because of the angle of the road that goes to Brown Ferry Park. A roundabout would take up too much space and be confusing to folks new to the situation. It is not a simple intersection of east-west road with north-south road. A driveway to businesses is involved (7-11, vet if I remember rightly).

#### Add traffic signal on Tualatin Rd at 108th Ave. Average rating 1.8 based on 9 votes.

- We need a traffic signal at Jurgens and Teton, not 108th.
- We need a signal system at Teton and Jurgens (not at 108th) on Tualatin Road. Teton is dangerous. School buses on Jurgens have a difficult time turning left onto Tualatin Road.
- There is no need for a light at this location- the traffic volume here does not justify is as it is at the Teton intersection.
- Seems like overkill. I live nearby and rarely see cars trying to turn out of 108th. Maybe briefly during weekday peak hours when employees are coming to and leaving the industrial area, but outside of those times it is pretty low use. So a signal would likely create a notable inconvenience for Tualatin Rd traffic (of which there is a lot) just to benefit a handful of users.

#### Restrict right turn on red at Nyberg Interchange. Average rating 1.7 based on 18 votes.

No comments

#### Look for ways to provide north-south connectivity over Tualatin River for vehicles. Average rating 1.6 based on 62 votes.

- The rating star system is NOT working. I want NO stars on this one. Tigard apparently in their TSP does not address this other than a vague statement about Hall Street. Any location across the Tualatin River in the Riverpark CIO would destroy neighborhoods and if Hall is extended, destroy the Community Park. This is a bad, bad idea should not even be considered.
- No stars for me on this one it's a bad idea and as other posters have indicated, it would only increase traffic, pollute our air, screw up our neighborhoods, and slice up our town .... just take a look at some of the neighborhoods in Woodburn around Hwy 5 I'm sure they regret whatever decisions led their current state.
- We have said, no,no,no. How many times do we have to say it. I live on this road and it already has too much traffic so forget the hall street Tualatin road thing. I will be out of town on this date, but let this opinion be heard.
- If I could give this project 0 stars, I would. This would add a ridiculous amount of congestion to an already overburdened Durham Rd. which is mostly residential. I often take neighborhood kids on bike rides over the Kiakuts Bridge, which was a brilliant development btw, and adding a bridge for vehicles would destroy the little bit of nature

we have left here to enjoy in Tualatin and Tigard. Drop this idea please. It really is terrible. Expanding Boones Ferry is much more preferable.

- The bridge doesn't have to be at Hall Street. Explore other areas even east of I5.
- I do not want this project.
- I opposed building a connector from SW Boones Ferry to Hall Street.
- I would probably prefer to drive farther or through more congestion than accept the changes that would come with a
  new road crossing. Ped/bike crossings should be far less impactful and still improve connectivity for those willing to
  travel on bike or foot

### North South Connectivity, Extension East of Country Club and West of the Railroad Track. The average rating for this project is 1.2 based on 69 votes

- It is absolutely incredible that this option is even being considered. In a time when we need MORE parks and wild spaces, consideration is being given to a project that would reduce and bisect existing parks and wetlands, add untold amounts of vehicle noise, congestion and disruption to one of the few peaceful areas (thankfully WES operates only during rush hours) that we have left?! Use the existing Boones Ferry connector; it would be far cheaper to upgrade and widen Boones Ferry, including the bridge over the Tualatin River than it would be to build an entire new road. And how about finishing the North-South connector at 124th and seeing how that satisfies the current and future needs before destroying one of the largest contiguous natural areas in our area
- Ridiculous. Will bring TONS of traffic into our town, making it even more difficult to get around. Pollution and noise in the park? Might as well call it blight now and be done with it!!
- This road is a terrible idea we need to take traffic away from our park, away from our downtown core. I wish I could give this a negative 5 stars get rid of it
- This is a bad place for a road. It would mess with the Cook Park Wetlands, Durham Park, Tualatin Community Park, the Tualatin River Trail, and the Fanno Creek Trail.
- I do not agree with this idea, It seems to only bring greater traffic to the down town core and near our parks. We must protect our parks and Boones Ferry already causes such a headache I can only imagane a second connector dead ending at the same intersection could cause a headache beyond imagine.
- For these reasons I do not agree with a North South connection in this particular area.
  - There are 2 North South Connections between Tualatin and Tigard forgotten by this project of the newly completed 124th and Cipole
  - o It will bring industrial traffic further East causing wider spread issues
  - o Old growth timbers line the West side of proposed connection which would surely be lost
  - o Flood land to the East home to migrating birds would be encroached upon
  - o Increased congestion and surely traffic would be drawn closer to the park
  - o This would surely divide the current connection Durham and Tualatin have to Cook park
  - o North of this connection is a nature reserve that would surely be devastated by the new roadway
  - o Greater noise and air pollution to reserves, golf courses, parks, trails, homes you name it
  - Greater traffic at an already overly complicated spider web of entrances, exits, rail crossings and intersections
  - Ultimately resulting in more traffic turning onto and off of Tualatin Sherwood Road causing greater congestion

#### Downtown:

#### Redesign pedestrian crossings, consider flashing lights. Average rating 4.7 based on 9 votes.

- The idea is good, but flashing lights seem unlikely to make drivers stop. Those who refuse to stop will continue to refuse to stop, without more policing and ticketing.
- This is important to me, since I live right there in the Villa II townhouses. I've seen numerous accidents in 16 years, near misses with pedestrians, and a recent bicycle accident that could have been avoided. Flashing lights would be helpful, what would be more helpful is route the thru traffic around this area-with a bridge over the Tualatin River. This piece of Boones Ferry, once owned by the State, was not designed for the traffic it has now. The people who

voted and pushed the bridge plan down two years ago to save their parks do not live in this immediate area and are not impacted by the level of traffic and noise. They use the park facilities allot less than they use this road!

#### Build trail along river from Boones Ferry to downtown, extend to greenway. Average rating 4.5 based on 10 votes.

- This would be wonderful. Any way to get people moving on their bikes or walking is healthy and safe, and keeps them
  out of cars.
- Alternate options for commuting/traveling through city is extremely important to achieve an economic outlook for an improved, richer, more dynamic, sustainable city.
- Providing a strong bike and ped connection through Tualatin will help alleviate local traffic.

#### Redesign Fred Meyer to Kmart intersection (including pedestrian crossing). Average rating 4.4 based on 22 votes

- OH YES, PLEASE! As a pedestrian who wants to cross between Fred Meyer and Kmart, it is crazy to walk all the way to
  the corner first.
- A good thing if redesign does NOT mean a prettier vast expanse of pavement for fast, noisy traffic. No more turn lanes! It would be a good thing to designate more area for walkers: wider sidewalks and crosswalks, more medians and islands, different paving in crosswalks, and narrower lanes. Traffic shouldn't speed towards I-5 an east Tualatin until east of the intersection.
- hit in my car earlier this summer as I tried to turn left one evening from Fred Meyer onto Nyberg Road west-bound. A young kid driver pulled out of the south-bound lane leaving KMart (the lane that is currently dedicated to both left turns and driving straight ahead into Fred Meyer). He was a few cars back in that lane, and I assume he got impatient waiting for the cars in front of him because he floored it as he moved into the right-turn only lane. Apparently he did not see that I was already into my turn and crossing that lane he was moving into. His turn was totally illegal, as he was trying to go straight from the right-turn only lane. Thank goodness I saw him as he entered the south-bound right-turn lane, as I was able to brake quickly and provide enough room for him to stop and then swerve around us. The only reason I had time to brake was that I always watch that intersection for the possibility that an idiot like him will pull that exact maneuver. If I hadn't reacted quickly, he would have hit my passenger front side or my passenger door -- both of which were near where my 15-year-old daughter was sitting. Ironically, that was very much on her mind as she began driver's ed training at TuHS a few weeks later.
- A protected left turn from KMart parking lot onto Nyberg is desperately needed!

#### Replace/widen Boones Ferry Road Bridge over Tualatin River. Average rating 4.3 based on 14 votes.

No comment

#### Bike and pedestrian treatments near Bridgeport Village. Average rating 4.2 based on 9 votes

No comments

#### Look for opportunities to open downtown's connection to the riverfront. Average rating 4.2 based on 5 votes.

No comments

### Optimize intersections to reduce conflicts along Boones Ferry and Tualatin Sherwood Roads. Average rating 4.1 based on 7 votes.

No comments

#### Widen Boones Ferry Rd. Average rating 4.1 based on 13 votes.

• The only thing this would do is make Boones Ferry as wide, ugly, noisy, and congested as Tualatin Sherwood Road and help to eliminate what's left of downtown.

#### Improve downtown core street connectivity. Average rating 4 based on 10 votes.

- Downtown circulation has always been a problem, and it continues today. Sometimes cars don't see me as a pedestrian because they are trying to navigate the streets.
- I see this has little ability to be implemented per the project team scores and might be addressed by other ideas but I must add that we have lived in Tualatin for three years and I am just barely figuring out how to navigate the downtown area. It's so confusing figuring out where to park to attend events on the commons, or how to navigate between the library area to other nearby businesses. It doesn't really feel like a proper city center.

Add structured parking in the downtown core. Average rating 3.9 based on 7 votes.

- Currently, several of the public parking lots are full during business hours. It is pretty easy to see we will need more parking. If a structured parking garage is built with public funds and on public land, it should have a reliable revenue source to ensure maintenance expenses are covered.
- Allowing for a private structured parking garage could be helpful, however it would need to be done very tastefully. A
  public structure would probably not be feasible without some sort of additional tax to 1) construct it; and 2) maintain
  it

#### Upgrade Nyberg interchange for bicyclist safety. Average rating 3.7 based on 7 votes.

No comments

#### Encourage multimodal circulation and transit-oriented redevelopment. Average rating 3.7 based on 13 votes.

• YES, YES YES!!! Multimodal development would encourage people to use mass transit, thereby saving the roads and environment and money. It would also encourage a wider variety of businesses in the core downtown area.

#### Add roundabout at Boones Ferry and Lower Boones Ferry Road. Average rating 3.5 based on 13 votes.

No comments

#### Rethink access between Tualatin Road and Tualatin Community Park. Average rating 2.9 based on 15 votes.

- This should be a priority study area for the city both from vehicle access and through traffic as well as pedestrian and bikeway access and convenience. The city is currently underway in establishing facilities within Community Park as a multi-generational recreation facility which will only increase the accessibility problems which exist today. With the recently completed improvements to the Juanita Pohl Center which serves as the city's recreation center for the 50+ population ( our fastest growing sector ) it will become an even further problem as the aging population has greater difficulty in coping with park accessibility problems.
- ABSOLUTELY CRITICAL!!!!

#### Create grid system near Kmart upon redevelopment with connection to Seneca. Average rating 2.3 based on 14 votes.

No comments

#### Industrial/Freight:

Provide coordinated signal timing and access management along major arterials. Average rating 4.9 based on 27 votes.

No comments

#### Coordinate freight receiving/ shipping times. Average rating 4.9 based on 13 votes.

• Good idea - trucks and rush hour traffic are not a good mix

#### Add rail station with easy offload and access for industry in the west part of town. Average rating 4.3 based on 16 votes.

No comments

#### Consider removing trucks/adding truck info signs along 108th/105th Aves. Average rating 4.1 based on 14 votes.

- This will really help the neighborhoods. More can be done in other neighborhoods as well.
- Removing trucks from Tualatin road between Boones Ferry and 95th hasn't worked I don't know why this should.
- The Ibach CIO has secured a commitment from the City to post signage restricting usage of this route to trucks no larger than "three-axle, single unit," per TMC 8-3-142. Moreover, the City has also responded to the CIO's request to limit usage of this route by Allied Waste only to its vehicles making pick-ups (i.e. not to use route as short-cut into South Tualatin) a request to which Allied Waste has assented.

#### Add a signal or roundabout at Sagert/ Martinazzi. Average rating 4.1 based on 14 votes.

 Good idea - would eliminate the confusion and those stop-sign-jumpers who are apparently in a big hurry to get home

#### Improve cross-section on Herman Rd. Average rating 4 based on 9 votes.

- If Herman is improved, bigger trucks will use it ... and then we end up with more truck traffic going thru town to get to Hwy 5, or traffic up Tualatin Road to get to Hwy 99. Neither is acceptable kids wait for school buses on Tualatin Road right near that Herman Road/Tualatin Road intersection.
- Well, once more the rating stars do not work. I would like this to be 0 stars, not three. The unimproved section of Herman just before it merges into Tualatin Rd should not be improved to the extent truck traffic is encouraged to use Tualatin Road. Sidewalks and bike lanes do need to be added.

#### Upgrade Cipole Rd to standards with sidewalks and bike lanes. Average rating 4 based on 7 votes.

No comments

#### Provide a loop bus route serving local residents. Average rating 3.9 based on 19 votes.

- GREAT IDEA!!!!
- This local system could fix half of the transit problems listed. Find a way to fund this program and utilize Tri-Met for the regional connections.

#### Ensure that future roundabout designs can accommodate larger trucks. Average rating 3.3 based on 7 votes.

 Let's find other solutions for larger trucks - they don't belong in our neighborhoods, which is likely where roundabouts would be situated.

#### Improve Tonquin Rd between Oregon St and Waldo Way. Average rating 3.3 based on 6 votes.

No comments

#### Create an east/west connection across I-5 (near Greenhill Rd). Average rating 3.1 based on 12 votes.

- The proposed idea makes sense if the under/overpass actually connects to I-5 with a northbound on-ramp and a
  southbound off-ramp to allow drivers to avoid going out of their way by going south to or north from Elligsen Road or
  driving through downtown Tualatin.
- "No" to this unfavorable proposal. It erodes nice land, adding more roads for future businesses. Access across I-5 is already just south less than half a mile away. Money should be better spent on other projects using existing roads, not building more roads.

#### Add a signal along Tualatin Rd to allow residential and business access. Average rating 2.9 based on 18 votes

- For turning left onto Tualatin Rd from Jurgens, visibility could be drastically improved by removing the first 10 to 20 feet of hedge, or by keeping it at a lower level. It's difficult to see the oncoming cars from the left (East).
- A light would certainly help the problem of folks that speed on Tualatin Road. Trying to exit from the neighborhoods onto Tualatin Road is a dicey situation at times I'm surprised we don't see more accidents. And I do agree that improving the sight line in some areas is crucial.
- During rush-hour, it seems like a light at Teton would only make matters worse, as traffic would back up eastward blocking the Jurgens intersection.
- There is more traffic at the Teton/Tualatin Road intersection that impacts both residents and business, and there
  have also been a number of accidents at this location. A light is needed here for both safety and traffic flow
  improvement.
- Best at Jurgens

#### Provide incentives to telecommute. Average rating 2.6 based on 14 votes.

• With the right kind of sensitive planning and incentives to telecommute or take mass transit, Tualatin could become an example for other communities.

#### Add traffic signal at 97th Ave and Tualatin-Sherwood Rd. Average rating 2.4 based on 43 votes.

- Agree businesses need this light very badly. So do their customers! The key thing will be to coordinate it carefully with
  the light at Teton. Seems the only way this really works is if the timing can be engineered so as to stop a wave of eastbound traffic at the Teton light (not allowing it to reach 97th) while simultaneously stopping a wave of west-bound
  traffic at 97th (not allowing it to reach Teton). The idea here is to keep the stretch between 97 and Teton free for
  those vehicles turning onto T-S Road from 97th (i.e., no backups in this stretch). And that helps all the traffic trying to
  turn onto T-S Road from Teton too.
- If the light is only triggered for left hand turns onto Tualatin-Sherwood from 97th, it will improve safety. We need it.
- There are a huge amount of signals on tualatin-sherwood road at present and they are poorly coordinated as it is. Will
  adding another signal really address congestion?
- Businesses need this light to safely make left hand turns onto Tualatin-Sherwood Road

#### Add traffic calming on Tualatin Road. Average rating 1.5 based on 10 votes

• This doesn't seem appropriate at all. Tualatin Rd is an arterial. Traffic calming would be in direct conflict with many of the intended functions of this road. How do the emergency service providers feel about this? As a resident off of this road, I don't see this as helping me. It would be incredibly annoying to have to drive through this constantly.

#### **Neighborhood Livability:**

#### Extend 124th Ave to south. Average rating 4.7 based on 32 votes

- Since the West Side By-Pass is not on the horizon we need to do something to help alleviate the industrial traffic off of TS Road. Plan 124th so it could someday be an interchange for the by-pass.
- Let's move truck traffic away from T/S Road, and away from our City core.
- I think the forest next to the proposed extension should be made a park. And what about the drop-off into the quarry? If they build a road, I hope they don't put a view-destroying fence up. I say no new roads>
- Every year the traffic through the city center increases laden with trucks and industrial traffic. This would certainly protect the livability of our city.
- This is vital to keep truck traffic out of residential areas, reducing noise, fumes and increasing livability.
- I DON'T like seeing trucks parked in the middle of Tualatin Road, as if it's an OK parking space.
- Makes it dangerous turning out of residential areas
- Absolutely yes. As soon as possible

#### Provide a mutli-use path along the river. Average rating 4.3 based on 17 votes

- One of the few areas in which the city has complete control is in parks and recreation. The park and recreation master plan needs updating and should include as one of the main focus areas a river front park system from the golf course to Browns Ferry Park at minimum length this would include multi-use trails as well as other park features there are many examples both in Oregon as in the rest of the country as to what this could be and would mean to the city.
- This should only be considered after the key targeted employment area determined. It may or may not support the targeted industries we wish to attract.
  - o This may be true for the west end of town, but this is critical for the east side of Tualatin to connect safely with the downtown area.

#### Add multi-use path as part of Tualatin Trail. Average rating 4.2 based on 13 votes

• Connect to a local multi-use path as well, let's think big and plan for it.

#### Add signal or roundabout at Sagert and Martinazzi. Average rating 4.2 based on 11 votes.

- This intersection works very well as it is for cars, but is daunting if you're a pedestrian or bicyclist. However, I wouldn't change it until there is a sidewalk over I-5 that would provide more pedestrians.
- I used to live nearby this intersection and it was usually a challenge to know when it was my turn to enter the intersection. I do not know if many accidents occurred there -- what are the statistics?

### Provide transit serving local resident needs in north Tualatin, between 99W and downtown Tualatin. Average rating 4.1 based on 18 votes

No comments

Balance needs of neighborhood with local truck movement along Avery St; provide turn lane for traffic entering into school. Average rating 3.8 based on 9 votes.

No comments

#### Eliminate free right turns - on Herman Rd at Teton Ave and Tualatin Rd. Average rating 3.8 based on 4 votes.

- Eliminating free right turns on Herman Rd at Teton Ave: ok.
- Eliminating free right turns on Herman Rd at Tualatin Rd: bad.
- bad idea

### Reduce speed, possibly add trail through wooded area (105th Ave., Blake St., and 108th Ave.) Average rating is 3.8 based on 16 votes

- The Ibach CIO has secured a commitment from the City to begin construction of various safety improvements to the "S" curve, including a pedestrian/bicyclist safety light system, a stop sign for westbound traffic at Blake and 108th and bump outs to reduce overall speed through the "S" curve. While these are short-term solutions, the best long term solution is elimination/straightening of the "S" curve or a pedestrian and bicycle path through the woods with ingress and egress at both Ibach Park and Willow Street.
- This is a fabulous idea!

#### Add pedestrian islands on Boones Ferry, near Byrom ES and Tualatin HS. Average rating 3.6 based on 11 votes.

No comments

Provide focused pedestrian crossing improvements along Tualatin Road. Average rating 3.6 based on 10 votes

- This should also include Tualatin Road from the golf course to lower Boones Ferry Road downtown
- Don't we already have several focused pedestrian crossing treatments on Tualatin Rd? There may not be one right at Jurgens, but there is one just to the east that may be serving the same purpose. Drivers are pretty good about stopping when you are waiting to cross at these locations.

#### Reroute school buses away from Tualatin Community Park and railroad crossings. Average rating 3.1 based on 9 votes

No comments

#### Adjust signal timing to give priority to Tualatin Road Traffic at 90th Ave. Average rating 2.9 based on 15 votes

Keeping Tualatin Road slower and more local is an important priority.

#### Add a dedicated right turn lane into apartments near Nyberg Woods Shopping Center. Average rating 2.4 based on 9 votes.

- This stretch of road is already too wide, fast, and noisy. The strip malls on the south side are ugly, and Nyberg Woods
  squats on top a giant ugly wall with only big driveways in and out. Widening Nyberg with this turn lane will only make
  the whole situation worse.
- More important to deal with the 'merging' lane across the road and help eliminate aggressive, unsafe driving. Too much road rage from that merging action

#### Add a roundabout at Boones Ferry Rd and Norwood Rd. Average rating 1.7 based on 13 votes.

No comments

#### **Transit:**

#### Look for potential park-and-ride locations in west Tualatin. Average rating 4.6 based on 16 votes.

• We need a park and ride at 99W and 124th/Tualatin Road. Tri-Met needs to add EXPRESS bus service that stops in Sherwood on 99W near Tualatin-Sherwood Road and at this new park and ride. There is enough demand to justify it and it would help reduce traffic going through Tualatin to I-5.

#### General - need extended service for all transit. Average rating 4.3 based on 20 votes.

- PLEASE lobby for additional WES hours, and for public information to let people know how to use it. I have talked to
  people in Tualatin who do not know what it is or how to use it. Also, sometimes I have been waiting for WES and
  people come to buy a ticket but don't have a debit card, so I end up using my card and they reimburse me with cash,
  but that won't work many times for students or immigrants or others without a debit card.
- It would be really nice to be able to take the WES/Trimet to and from the airport from the southwestern suburbs, especially on weekends.
- Need bus service out on Borland Rd for the 3 days/week when the Food Pantry is open.
- We need some sort of transit service for the employees that work in the businesses west of downtown and between Tualatin-Sherwood road and Tualatin road. Lots of businesses, lots of employees, but zero transit service. Reliable transportation for employees to and from work might even attract more businesses.
- If I knew that WES was reliable in terms of service hours, I would consider this option and probably use it more often. As it turns out, I do not contribute to the origin/destination statistics due to the low hours of operation.

#### Extend bus service to east Tualatin. Average rating 3.9 based on 15 votes.

No comments

#### Provide bus transit service on Tualatin Road between downtown and 99W. Average rating 3.8 based on 12 votes.

No comments

#### Add parking capacity at Tualatin Park-and-Ride - Potential structure. Average rating 3.8 based on 22 votes

- As it is now there's a queue of people waiting to get on each bus that arrives and some of those buses are full.
   Greater parking capacity without matching capacity on the 96 won't help much. Add a structure only with the 100% commitment from TriMet that they would add additional buses to the 96.
- With the cost of an added structure, hopefully TriMet would also add busses that use this stop. Particularly the #96 that go to downtown Portland
- Please more buses connecting Lake Oswego and Tualatin and down macadam to Portland, what a beautiful route!
   This would really save congestion-we need more times than just rush hour commute buses and really, where are the bike paths???? Are we all too old or too rich to be interested in green practices and healthy choices? What about families and learning about the rivers?

- Please connect to PORTLAND TRIMET #96 and add more times and buses NIKE PATHS AND ROUTES PLEASE!
- This is a great idea if we add more express bus service. The park and ride draws from throughout the area.
- This could be a win-win for the park and ride along with the much needed parking for Bridgeport Village shopping during the holidays. Tri-Met would add more service if the capacity is there. If you don't supply parking, then the facility will reach its capacity and no additional buses would be needed. Must expand this popular and very visible park and ride facility.

### Explore a shuttle or trolley service between Bridgeport Village and Commons area, especially for weekend service. Average rating 3.8 based on 23 votes

- That's a great idea and would keep people out of their cars, which saves roads and gas and pollution.
- Having a Tualatin Trolley that could not only serve these retail areas that would attract visitors, but one that might
  even work for weekday businesses, and provide service to the city during special events would give Tualatin a more
  unique attraction in the region.
- Excellent idea! This will tie-in with the new development replacing the Kmart shopping center.

#### Add a Lane on Tualatin-Sherwood Road between Martinazzi and I-5 Average rating 3.7 based on 9 votes.

- This section of Tualatin-Sherwood road is already too wide, ugly, and noisy, and the vast majority of the time outside rush hour has speeding traffic. An extra lane will only aggravate the problem and directly conflict with any improvements for cyclists and walkers. The only lane that might help is east of the Fred Meyer driveway, to add a second lane to get on I-5 southbound.
- Heading east on Tualatin-Sherwood Road toward the I-5 entrance -- Even if the new lane just goes from Martinazzi to the Fred Meyer entrance and aligns with the existing on southbound on lane and ramp that would really help. If it is possible to add a second southbound lane, all the better. This is an area of real congestion.

#### Look for potential park-and-ride locations in south Tualatin. Average rating 3.6 based on 14 votes.

- Agree with Minda re: bike lane on Grahams Ferry Rd. We're so close to being able to make some nice loops in the
  area but this treacherous area kills it.
- I'd agree that it would be great to have a Park and Ride and more frequent bus options in this area. I also would like safer and continual bike lane on SW Graham Ferry Rd to SW Ibach Rd to SW Boones Ferry Rd. Currently walkers and bikers need to cross the street at a blind area of the road near LDS church. Not safe. Also, there should be speed signs as soon as a car enters Tualatin on SW Graham Ferry Rd not after the Helenius Rd. intersection where people/bikes could be crossing at that flashing yellow light which most vehicles ignore. And the 45 mph speed sign should be past Tualatin limits not before it.

#### Provide bus transit service on Avery Street. Average rating 3.3 based on 10 votes.

• Was thrilled when the WES stop was added in town, but without local bus/shuttle service on Avery it takes just as long to get to the station as it might be to drive. I think more people would utilize the bus service if they didn't have to go to Boones Ferry or Tualatin/Sherwood Road to catch one.

#### Make the WES station a central focus of downtown and the main transit center. Improve pedestrian connectivity, transitoriented development opportunities, and local transit connections. Average rating 2.9 based on 34 votes.

- Providing a true "transit" center or hub makes sense. Planned properly, this area could work out well. Future parking
  could be accommodated by a parking structure. If MAX could be underground in this area then you could tie a MAX
  station into this as well. Pedestrians and bikes could easily get here once a local Tualatin multi-use pathways are
  developed that would connect the entire city.
- The 96 bus aside, the WES is a start of better transit connections to Tigard, Beaverton, and thereabouts. The proposed idea is what we need to lessen car trips in town, particularly for those who work but don't live in town. Personally, anything that improves access to the WES Station can draw more riders that might keep or improve service, and anything that might help me get to and from the airport more easily without driving and paying an arm and a leg for parking is a good thing.
- Agreed. Extending the WES hours into mid-day, or weekends, would be helpful.
- What we really need a schedule that will accommodate commuters connecting to Max: more frequent, throughout the day, evening and weekend runs
- Besides just the central focus how about making it a true solution 7 days a week and extend the hours.

- Why are we NOT CONNECTED to PORTLAND more people more business!!!!! Fewer gas emissions.......just because older richer people stay home in Lake Oswego, or drive their fancy cars, this will not provide a neighborhood future!!
- When WES was being built there was much concern that parking for the businesses (Haggen/etc) would be impacted in negative way. The parking does seem crowded to me now...are there objective ways to measure the current impact and then estimate the impact of this proposal?

#### Provide bus transit service on Herman Road. Average rating 2.8 based on 12 votes.

No comments

#### Provide high capacity transit service on Tualatin-Sherwood Road. Average rating 2.8 based on 13 votes.

- Those of us who live near downtown Tualatin without a car find it very difficult to shop at businesses like Target in Sherwood.
- Very necessary
- I am not sure but I believe HCT had very few stops and HCT most likely serves employees. So if the idea is a high speed bus from Sherwood to WES in Tualatin, then my vote would be a conditional maybe. I do not see how HCT would reduce congestion on T/S Road as it is often either truck traffic or pass through auto traffic going to I-5. Also, if this were implemented, then another problem is present (if there were no or very few stops along T/S) which is how then to get workers to their places of employment once they are at WES.

#### Provide bus transit service on 124th Street. Average rating 2.7 based on 10 votes.

No comments

#### **Verbatim Comments Received Via Email to Project Staff:**

- For the public record, I oppose including the proposed "Hall Street Extension" project in the update of the Tualatin Transportation System Plan update for many reasons. The most important ones include:
  - 1. The area along the railroad tracks on the Tigard side of The Tualatin River is a sensitive natural area for wildlife. I walk/ run from Tualatin Community Park to Durham and then to Cook Park several times per week with my dog. I have seen eagles, deer, geese and other water fowl on these excursions. The terrain is partially wetlands. A few years ago, there was an "additional" pond created in exactly where this roadway would go through. The disruption in the ecosystem of this area would be devastating to this natural area.
  - 2. The pedestrian pathways that parallel this proposed pathway and connect all three parks mentioned above are enjoyed by thousands of people daily from Tigard, Tualatin, Durham and from other communities as well. Bicyclists, runners, mothers and fathers pushing their kids in strollers are drawn to this area on both sides of the Tualatin area to enjoy the beauty of nature, the quiet tranquility of listening only to the sounds of nature instead of traffic, and to able to breathe fresh air. All of this would be lost forever for the sake of moving traffic. Our community would pay a heavy price for the sake of moving more vehicles across the River. Which brings me to my next point.
  - 3. Tualatin is already known as a "drive through community". Those of us who live here don't want another roadway bringing in cars and heavy trucks into our community. It is dangerous enough for the kids who walk to TC Park now and have to deal with our current traffic. This roadway would only bring more traffic from many other communities into "our" neighborhood and the pollution that goes along with it.
  - 4. I urge you, in the spirit of transparency, to take public comment on this issue during tonight's City Council meeting. I also urge you, as representatives of the citizens of Tualatin, to stand up for us and protect our city and neighborhoods. Tualatin residents should not have to pay such a heavy price by losing some of the things we treasure most- things that will be lost forever. Please vote NOT to advance this project.
- Consideration Area: How would this solution to the Tual. Transportation Plan affect traffic locally Re: the Hybrid
  two lane road connecting to Hall Blvd. In ADDITION TO all the concerns and objections already raised---air pollution,
  noise pollution destruction of newly protected wet lands and destruction of the restful livability provided by the 3
  connected parks. The result I never hear mentioned or discussed is what affect the 800-900 vehicles a day in each
  direction would have:

- a) After they cross the expensive bridge over the Tualatin River and then come to the intersection of 85<sup>th</sup> Ave., Durham Road, and Hall Blvd.
- b) The most important result is that all 800-900 vehicles would go directly through two school zones---Durham Elementary to the east and Tigard High School to the west.
- c) Not only would there be extreme congestion and increased safety hazards for the children being dropped off and the school buses trying to maneuver to their drop off areas but all the 800-900 vehicles using this route would need to SLOW TO 20 MILES PER HOUR as is required in all school zones, and surely, the resulting back up would stretch all the way back to Tualatin Road and Boones Ferry areas.
- d) For this and all the many other reasons already voiced this part of the Hybrid North/South connectivity proposal is a non-workable extremely ill-conceived proposal and would definitely affect traffic in the Tualatin area negatively. It should be dropped from the Tualatin Transportation plan.
- I am writing to express my disapproval of the following transportation projects:
  - o Proposed Bridge-Hall Connecter
  - o Proposed SW Boones Ferry Connector

As a Tualatin resident I am against any transportation project that is going to impact our parks. How can you run Hall Blvd. through wetlands? Tualatin Community Park-Cook Park is a nice area and will suffer greatly if the street is pushed through. Not to mention the amount of traffic that will now flow into an area with one lane in each direction. Parks are supposed to be peaceful places. The Hall connection to Boones Ferry has the potential to carry up to 1,000-1,200 vehicles in each direction during peak rush hours. That's terrible, considering it's difficult now to leave the North Tualatin neighborhoods and head east on Tualatin road. There is no other avenue out of this area that is bounded by the river on the North. I don't think it's our job to relieve traffic on I-5 and Hwy 217. I am 100% against both of these projects.

- The proposal for Hall Street Extension to go south between Cook Park and Tualatin Community Park looks so good on a map. It is terrible for the humans using the park, however. The Environmental/policy considerations include"the potential impact (likely temporary) to the Tualatin River and adjacent natural resources" completely leaves out humans. WHY? Is not car exhaust a detriment to public health? And so why place so many cars near a park where people are trying to relax, enjoy some "fresh air" and exercise? This violates the spirit, if not the letter, of the law/ordinance against transportation projects in the Tualatin Community Park without a public vote.
- Hall St. to Tualatin Park...ARE YOU KIDDING ME?!! That has to be the **worst idea** I have heard in my 22 years in Tualatin. I will fight this proposal. Don't destroy what has just been created as a terrific addition to our community.
- Just a brief email to inform you that we are strongly opposed to the extension as it is proposed. This plan uses Tualatin as a pass-through for regional traffic, with all the negative factors that involves, which you are all aware of through prior citizen's testimony and stated concerns. It should not be approved.
- Please do not extend the road. This is one of the few dedicated areas where bikes and runners and walkers can enjoy the tranquility of the river and wetlands without the intrusive noise and pollution of vehicles. This area is a haven from the built environment and gives those of us who commute by bike our own area to cross the river. I think recreation use of the trail system will be reduced if people will have to ride alongside noisy cars and cross back and forth. Also studies have shown the adding more capacity for cars only encourages their use and eventually the level of congestion returns. Please encourage a future where mass transit is more the norm.
- Please do not build a new bridge across the Tualatin River nor put a new road next to Tualatin Community Park and
  through the Cook Park Wetlands. While the current Tualatin plan calls for a two-lane bridge, the Tigard plan calls for a
  much larger \$60 million project. Less damaging alternatives exist for improving traffic flow in the area including
  replacement of the bridge on Boones Ferry Road.

- I as a member of the community and user of Cook Park would like to request that you remove the bridge from the Transportation plan. The truth is that the wetlands are more important that a quick fix to a problem with transportation, which in comparison to other parts of the country is not even really a problem. The traffic through Tigard, Tualatin, and Lake Oswego is minimal unless you are on a major highway or freeway and let's face it- a bridge through the park isn't going to change that the wetlands that we have through Tigard, Tualatin, and Lake Oswego, are jewels, precious treasures. Not something to be squandered for the sake of something as common as a road. I am asking that you help lead our collective cities into the future and look for a more progressive and environmentally sound way to deal with our population/transportation problem. Our park is neither the cause nor the solution of this problem. I would love for the City of Tualatin to show the rest of South West Portland what true ingenuity and environmental responsibility looks like. And besides that, our collective towns do not have the money to build or maintain a bridge anyway. I would personally feel like part of what makes this area nice place to live has been destroyed. Please please please, do the right thing. Kill the bridge idea. Look forward. Not back.
- For the project that you have titled "this is a potential Tualatin Development Code change to allow wider sidewalks.' What a wonderful idea!! Finally, the city is actually taking into consideration how narrow those sidewalks actually are, two strollers that are going in opposite directions can barely fit on it, a bike and pedestrian all use that same walk way (until the bike lanes are installed), not to mention elders and disabled people who have mobility devices. Shouldn't the engineers make sure that everyone that uses the sidewalk can actually USE it, and providing enough room so those people don't worry about injuring another?
- Please remove the proposed new bridge across the Tualatin River from the Transportation System Plan. This would put a new road next to Tualatin Community Park and through the Cook Park Wetlands. This is a beautiful and important place to enjoy nature and view wildlife. Recently a significant link in the Fanno Creek Trail was added along with the Ki-A-Kuts pedestrian/bike bridge over the river. Clean Water Services (CWS) has invested in a successful habitat restoration effort in this area. Native grasses once common to the Willamette Valley, but now scarce, have returned to the site. We are certain that there are less damaging alternatives for improving traffic flow in the area including replacement of the bridge on Boones Ferry Road. Please work with us and the community to find an acceptable alternative that will save the Cook Park Wetlands.
- Please remove the plans for a new bridge across the Tualatin River from the Tualatin Transportation System Plan. The bridge and road would negatively impact the Cook Park Wetlands. I urge you to consider alternatives for improving traffic flow in the area, including replacement of the bridge on Boones Ferry Road.
- NO! No new bridge over the Tualatin River to "ease" connectivity in the North/South direction! Adding a bridge over the Tualatin River for N/S connectivity to Tigard is a TERRIBLE idea, especially since the new road would bisect one of the largest contiguous natural areas around. It won't ease congestion anywhere; it will, however, draw TONS MORE traffic right through our downtown core. It already takes too long to transit the city what with the traffic lights strung light Christmas lights along Boones Ferry downtown. Not to mention the additional traffic that the new Nyberg Family project (another shopping center) at KMart is going to bring. Improve existing roads: widen Boones Ferry including the bridge; complete 124th since it's already in the plans. That would be far cheaper than developing an entire new road complete with bridge. Although adding gridlock in a north/south direction might just do the trick; in conjunction with the existing east/west gridlock on Tualatin-Sherwood Road it will bring traffic to a complete standstill downtown. Genius!
- I would like you to know that I and my family and so many other people have been enjoying the peacefulness of the Cook, Durham, and Tualatin Park trails, where there is no road! More importantly, this area being free of automobile traffic is beneficial to the wildlife that travels along the Tualatin River. The train does not affect the animals so much, as it is not continuously running. A road through the same area would severely impact the animals and birds that use the area for their home, because, as you know, so many animals get hit by cars on the road. There is so little forest left for them, please don't take away the little they have left!
- Thanks for passing along the information. Improved bike and pedestrian safety is a primary objective for our City. To be
  clear, the City is not proposing that Boones Ferry Road become 5-lanes between Tualatin-Sherwood Road and Norwood

Road. However, in the Metro Regional Transportation Plan, Washington County Transportation System Plan, and Tualatin's 2001 Transportation Plan, Boones Ferry Road is scheduled to be a 5-lane road in the future. In the City's process of updating our Transportation System Plan (TSP), we've heard many times that residents don't want the road to be 5-lanes. At the same time, we've heard complaints about traffic congestion. Therefore, we are calling the project into question. As you will notice in the meeting packet (page 13) for the Task Force, one option is to widen the road to 5-lanes between Tualatin-Sherwood Road. Another option is to keep the road 3-lanes and improve the signal timing along Boones Ferry Road. Again, we have not made a recommendation at this point. The purpose of the Task Force meeting is to outline a couple of options and allow our community members to forward projects to a larger community "Transportation Summit" on September 20th. Feel free to come and provide comments at the August 27th meeting.

- I am have conflicts both Wednesday & Thursday and so I am unable to attend either of the meetings being held to discuss transportation concerns impacting Tualatin. However, I would like to provide some input. I do not have a strong opinion regarding the options being considered for Basalt Creek but I do have a strong opinion regarding Boones Ferry Road. I believe it should be maintained as 3-lanes anywhere north of wherever the Basalt Creek road connects with Boones Ferry. I understand Boones Ferry is a significant arterial for the city but it runs (south of Tualatin-Sherwood) through primarily residential properties. It should not become an alternative to north-south traffic being routed on 124th or even I-5. I am confident that the vast majority of south Tualatin residents would agree that we do not need five lanes and that having five lanes will only encourage pass-through traffic, endangering pedestrian and bike traffic and reducing the quality of life of the many residents adjacent to Boones Ferry.
- Please remove the plan for a new bridge across the Tualatin River that would put a new road next to Tualatin Community
  Park and through the Cook Park Wetlands. There has been a lot of effort to reclaim the wetlands, and it is working! The
  Wetlands should be protected. There are better alternatives for instance replacing the bridge on Boones ferry road.
- Sorry I won't be here for meeting on hall street access. I thought we voiced our opinions on that before. How many times do we have to say "no"? I live on Tualatin road and there is already too much traffic and most exceed the speed limit. I say no,no,no.
- use smart lights at intersections
- I was helping a visually impaired person cross the street. She couldn't read the sign on the south side of Seneca, crossing toward Haydens, saying the crosswalk is closed. She didn't know the button for audio was a recessed area on the larger button because she initially hit the button with the palm of her hand and couldn't feel where to press for audio. The audio doesn't start immediately when the light changes which cuts off two seconds of crossing time. Either an earlier warning that the light is changing or more time would help.
- I have an older, visually impaired friend who is short. I have not been able to identify a safe crossing for Tualatin Sherwood Rd. I suggest one street be identified for extra safety measures, i.e. by Haydns Restaurant where fewer cars turn. Perhaps more time could be allowed, a safety island, or flags/signs for visibility which could be carried from one side to the other. This street has 23 seconds to cross but the audio direction doesn't start immediately which takes away 2 seconds. That may not be enough time for the elderly or women pushing strollers.
- Bridge across Tualatin River from 65th. Bad idea from the start: bring all the traffic and noise into a neighborhood? Ambulance and fire sirens and speed/traffic? Displace (take) four residences? Impact on wildlife in this area. 65th and Childs has a bus stop for children who use it as a hub. There is also a sewer pumping station there. This is a flawed premise from the beginning to bring part of I5 into our quiet community. Unthinkable.
- I live in Fox Hill and am not in favor of a vehicle bridge over 65th. I do not want to see additional traffic close to Browns Ferry Park and the walking paths. We've got a nice pedestrian environment going, I would hate to see it spoiled with a car bridge and more traffic. What I really would like is a foot/bicycle bridge over the river in that general area. We are sort of land-locked on the east side here as far as walking or riding bikes to other areas, and a foot/bike bridge could help ease some car traffic by giving us an alternative way to get to the Lake Grove area. Thank you.

- Regarding the 65th ave bridge across the Tualatin river: NO, NO, NO!!! Rivergrove was not consulted. It is NOT a good idea

   location is definitely not a good place. The surrounding area cannot handle the traffic; we do not have services to
   support it. The streets there are residential, not arterial. Additional traffic would overload the streets and definitely is not
   in keeping with the nature of the area. It would cut our city in half. It would displace several citizens. I along with most of
   Rivergrove completely oppose it. Thank you
- Not for a motor vehicle bridge across the Tualatin near 65th but I'd love to see a pedestrian/bike bridge that ties the two sides of the river together!
- I live on the north bank of the Tualatin River, a short distance as the crow flies from Meridian Park Hospital. But when my wife lost consciousness, it took the paramedics ten minutes to transport her to the hospital because they had to take the circuitous route north into Lake Grove and onto I-5 to get across the river. Senior citizens need this bridge.
- Sorry I won't be here for meeting on hall street access. I thought we voiced our opinions on that before. How many times do we have to say "no". I live on Tualatin road and there is already too much traffic and most exceed the speed limit. I say no,no,no,
- The section of SW Avery Street between Boones Ferry west to the industrial area has seen an extensive increase in commuter traffic over the past five years. Recommend the speed limit on Avery between Boones Ferry and Teton be reduced to 25 MPH and NOT considered for expansion
- The STOP for Pedestrians floppy sign in the middle of 95th prior to the Sagert intersection misleads drivers. I've noticed
  many drivers stop because they see a STOP sign on the vertical banner sign. The sign should remain but the STOP sign
  painted on it should be removed or replaced with a YIELD indicator. I've seen four near-accident incidents because of
  drivers on Sagert expecting drivers on 95th to stop at that crosswalk.
- In the early morning (5:00 to 7:00 am), there is often semi-truck trailer traffic that departs from the industrial park exit onto 95th and then uses the residential street of SW Sagert to go to Boones Ferry Road. I have seen semis with full 50' trailers driving down Sagert in the early morning. Northern Van Lines trucks seem to do this the most. This section of SW Sagert should be marked as NO TRUCK TRAFFIC because it is residential.
- Stop freight traffic movement on SW 95th between Avery and Sagert, and freight traffic on SW Avery from Boones Ferry to
  SW Kawanda Court. There has been an increase in semi-truck trailer traffic on both of these residential street sections over
  the past four years. Often, semis with full trailers will park in the middle of 95th at 5:30 am with their engines running. It is
  disturbing to homeowners. The semis need to stick to access to the industrial park from Teton or using 95th off of
  Tualatin-Sherwood Road.
- There are bushes in the NE corner of the intersection crossing when walking on the East-West crosswalk. These bushes block drivers view when coming westbound and turning northbound onto 95th. I have been almost hit twice by morning and lunchtime traffic that haven't seen me when walking across the crosswalk. Recommend the bushes be removed or cut down to 1 foot height (for reference these bushes are directly west of the Natural Gas valve fenced-in enclosures.
- As a resident of Rivergrove I am opposed to a bridge connecting Tualatin to Rivergrove. The roads and neighborhoods in this area do not have the capacity to accept further traffic, which should be going through the main artery into Lake Oswego that is Lower Boones Ferry.
- I am a resident living near the corner of 65th and Childs Road where the proposed bridge connection to Nyberg Road would be built. This is such a bad idea on so many levels. This would change a residential neighborhood, heavily inhabited by families and children, into a busy thoroughfare when there is already I-5 connecting the areas you mention (Nyberg Rd businesses, hospital, etc.) 1/2 mile to the west. Adding this so-called short cut doesn't make sense especially because it is basically equi-distant only about 2 miles from Boones Ferry Road to Nyberg Road using I-5. And the cost?????? At this time in our economy, what a waste of money not to mention the environmental impact on the Tualatin River. The several environmental groups I've notified are not happy and plan to make their voices known. Ask yourselves in earnest, would

| you want a busy highway and bridge running right by your house, subjecting your neighborhood to trucks, busses, ambulance and their obvious increase of air and noise pollution. I'm sure in your hearts you'd answer NO! |  |  |  |  |  |  |  |  |  |  |  |
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City of Tualatin

# Transportation System Plan Update

Presentation to
Tualatin Transportation Task Force
November 29, 2011

# **Presentation Objectives**

- 1. What is a Transportation System Plan (TSP)
  - ✓ Why do one?
  - ✓ What do they need to include?
  - ✓ Why do one now?
- 2. What does Tualatin's TSP look like?
  - ✓ Who develops the TSP?
  - ✓ What is our timeline?



# What is a TSP?

- Identifies transportation improvements needed to address current (2012) and future (2035) needs of residents, businesses, and visitors to Tualatin
- Will recommend improvements to all modes of transportation in Tualatin
- Includes infrastructure investments and policy recommendations

# Why do a TSP?

A TSP is a resource for staff, policy makers, and the public to:

- ✓ Identify future transportation facilities
- ✓ Direct funding resources to transportation projects
- Support anticipated development impacting the community
- Serves as the transportation element of a local comprehensive plan

# Why do a TSP?

Provides long range direction

for all modes

 Ensures transportation improvements meet future land use needs

- Ensures transportation options for all users
- Provides a link to state funding



# What Must a TSP Include?

Be consistent with State TSP, Metro's RTP,

and County TSP

Contain the following elements:

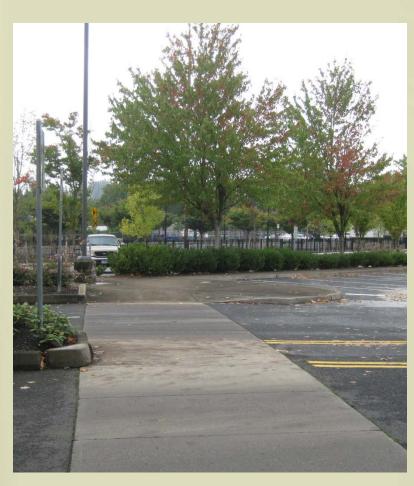
- Roadway
- Bicycle and pedestrian
- Public transportation
- Air, rail, water, and pipeline
- Determination and explanation of needs
- Policies and regulations to implement the TSP
- Transportation Financing Program



# Why Update Tualatin's TSP Now?

- Tualatin's last TSP was completed in 2001
- Metro requires that we update our TSP within two years of their Regional Transportation Plan
- As Tualatin and the region changes, transportation goals must adapt to the

ways that people want to get around.



# What Must a TSP Include?

Be consistent with State TSP, Metro's RTP,

and County TSP

Contain the following:

- Roadway element
- Bicycle and pedestrian element
- Public transportation element
- Air, rail, water, and pipeline element
- Determination and explanation of needs
- Policies and regulations to implement the TSP
- Transportation Financing Program



## The Tualatin TSP

- Phase I: Understanding Community Concerns
- Phase 2: Deliberation and Discussion
- Phase 3: Options and Recommendations



# Who is Involved in Developing the Tualatin TSP?

- City Council
- TPAC
- Task Force
- Working Groups
- City staff
- Consultant Team
  - CH2M HILL
  - JLA
  - DKS
  - Angelo Planning



# Tualatin TSP - Main Steps

#### STEP 1

Identify Needs and Opportunities

- Gather data
- Analyze conditions
- Interview stakeholders
- Establish goals and measures
- Analyze "no build"

#### STEP 2

Develop and Evaluate Solutions

- Brainstorm "universe" of solutions
- Apply measures
- Develop recommendations

#### STEP 3

Make Recommendations

- Analyze "build"
- Interview stakeholders
- Refine recommendations
- Prepare costs
- Identify funding options
- Prioritize recommendations

#### STEP 4

Create and Adopt the Plan

- Draft plan
- Review with community
- Refine plan
- Present to Commission
- Present to Council
- Adopt plan

# **Tualatin TSP Schedule**

| Task  | 2011      |           |             |     |     |          | 2          |          |            |            |          |     |     |             |       |               |                         |
|---|-----------|-----------|-------------|-----|-----|----------|------------|----------|------------|------------|----------|-----|-----|-------------|-------|---------------|-------------------------|
| lask  | Sep       | Oct       | Nov         | Dec | Jan | Feb      | Mar        | Apr      | May        | Jun        | Jul      | Aug | Sep | Oct         | Nov   | Dec           |                         |
| Public Meetings                             |           |           |             |     |     | <b>•</b> | Public Ope | n Hayaa  | <b>→</b> , | Public Ope | Hausa    |     | 4   | e Klatches/ |       |               | Online<br>Open<br>House |
|   |           |           |             |     |     |          | ublic Ope  | II House |            | ublic Ope  | nouse    |     |     | ublic Oper  | nouse |               | House                   |
| Committee Meetings                          | Task Ford | e Meeting | s* <b>4</b> | •   | •   | •        | <b>+</b>   | <b>+</b> | Worki      | ng Group I | Meetings | •   |     |             |       | $\rightarrow$ |                         |
| Methodology Development and Data Collection |           |           |             |     |     |          |            |          |            |            |          |     |     |             |       |               |                         |
| Plan and Policy Review                      |           |           |             |     |     |          |            |          |            |            |          |     |     |             |       |               |                         |
| Existing Conditions Analysis                |           |           |             |     |     |          |            |          |            |            |          |     |     |             |       |               |                         |
| Future Conditions Analysis                  |           |           |             |     |     |          |            |          |            |            |          |     |     |             |       |               |                         |
| Develop and Screen System Options           |           |           |             |     |     |          |            |          |            |            |          |     |     |             |       |               |                         |
| Prepare TSP<br>Recommendations              |           |           |             |     |     |          |            |          |            |            |          |     |     |             |       |               |                         |
| Implementation Plan                         |           |           |             |     |     |          |            |          |            |            |          |     |     |             |       |               |                         |
| Ordinance Language                          |           |           |             |     |     |          |            |          |            |            |          |     |     |             |       |               |                         |
| Prepare TSP                                 |           |           |             |     |     |          |            |          |            |            |          |     |     |             |       |               | BG101311052920PDX       |
| Support for TSP Adoption                    |           |           |             |     |     |          |            |          |            |            |          |     |     |             |       |               | TBG101311               |











# City of Tualatin Virtual Tour of Existing Conditions

Presentation to Tualatin Transportation Task Force December 15, 2011

CITY OF TUALATIN

# What existing conditions we studied

- Land use
- Roadway system and conditions
- Traffic operations (congestion, etc.)
- Safety
- Bicycle System
- Pedestrian System
- Public Transit
- Freight rail, pipeline, waterway, airport

# Why do we study existing conditions?

- Understand the current state of the transportation system in Tualatin
  - Opportunities
  - Deficiencies
- Baseline for analysis
- Required by state TSP guidelines

### Land use

Land uses affect the transportation system

- Residential
- Employment
  - Manufacturing
  - Office
- Commercial

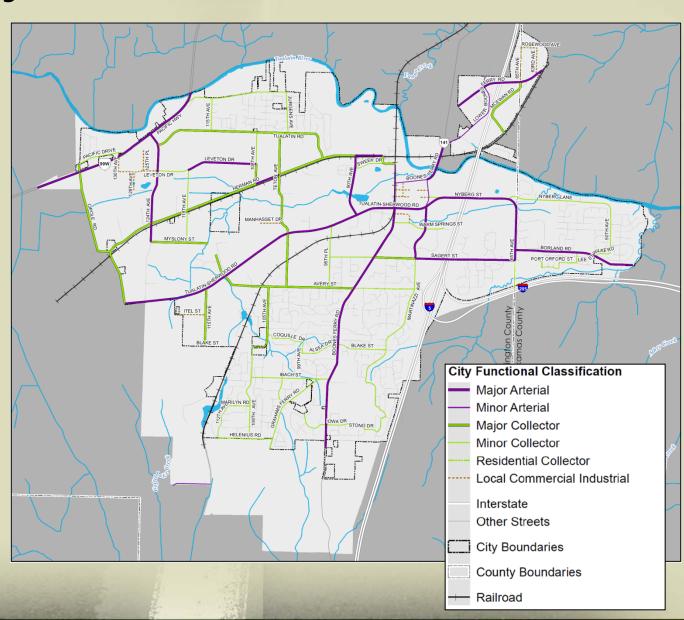






### Roadway System and Conditions

- Roadway designations
- Compare to standards
- Intersection configuration

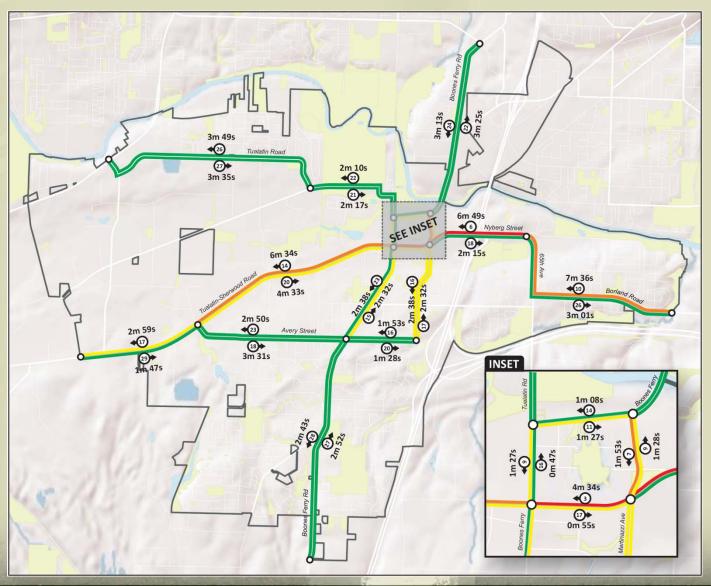


# **Traffic Operations**

- Congested intersections and road segments
- Rush hour
- Truck percentages
- Travel speeds

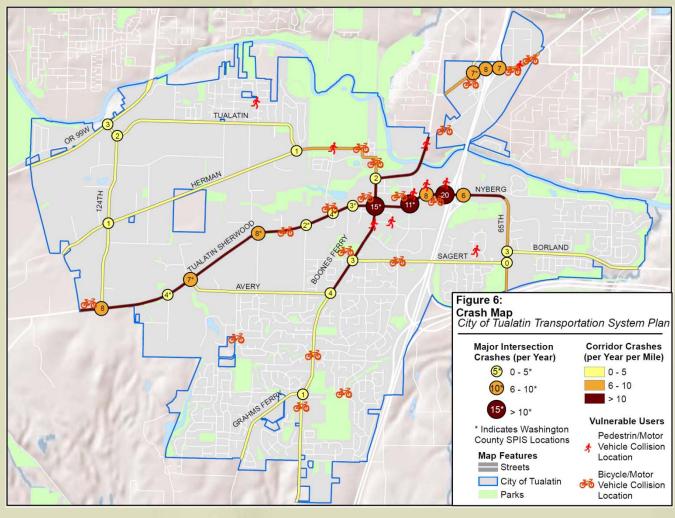


# Travel time in Tualatin



# Safety

- Crash locations
- Areas with multiple crashes



Safety Priority Index Sites (SPIS) compare crash rate to state or county averages

## **Bicycle Facilities**

- Bicycling is an alternate to the vehicle
- Accommodates those who cannot or do not want to drive











### **Bicycle Needs**

- Difficult left turns
- Narrow bike lanes
- Areas with low bike visibility
- Obstacles in bike lanes
- Gaps in the network







### **Pedestrian Facilities**









- Everyone is a pedestrian
- Alternative for those who cannot or do not want to drive

### **Pedestrian Needs**

- Sidewalk gaps
- Barriers on sidewalks
- Interconnected network of multi-use paths
- Safety







### **Public Transit**

- 6 TriMet lines
- 1 SMART line
- 4 Park and Rides
- Commuter Rail
- Ridership average daily passengers getting on and off:

-Line 96: 1190

-Line 76: 1080

-WES: 440

-Line 12: 130

-Lines 37 and 38: 50

-Line 36: 40







### Freight Rail and Pipeline

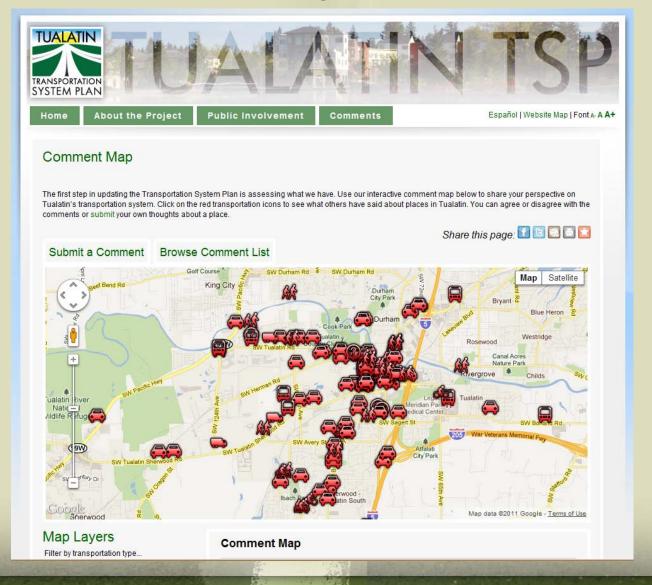
Could potentially impact other transportation

- 2 freight rail lines
- 1 natural gas pipeline within the city
- 1 gasoline pipeline in the SW Concept Plan area





### What we heard from you













City of Tualatin

# Goals and Objectives Tualatin TSP and Linking Tualatin

Presentation to
Tualatin Transportation Task Force
January 19, 2012



# **Tualatin TSP Goals**

| Goal Category        | Goal  |
|----------------------|---|
| Access               | Maintain and enhance the transportation system to reduce transit times, provide travel time reliability, and provide a functional and smooth transportation system        |
| Safety               | Improve safety for all users, all modes, all ages, and all abilities within the City of Tualatin  |
| Vibrant<br>Community | Allow for a variety of alternatives transportation choices for citizens of and visitors to Tualatin to support a high quality of life and the livability of the community |



## **Tualatin TSP Goals (Continued)**

| Goal Category            | Goal   |
|--------------------------|--|
| Support Local<br>Economy | Support local employment, local businesses and a prosperous community  |
| Health/ Environment      | Provide options for active transportation to improve the health of citizens in Tualatin and ensure transportation does not adversely impact public health or the environment |



## **Tualatin TSP Goals (Continued)**

| Goal Category       | Goal   |
|---------------------|--|
| Equity              | Consider the distribution of benefits and impacts from transportation alternatives, and work towards fair access to transportation facilities for all users, all ages, and all abilities |
| Ability to be built | Promote alternatives that are able to be implemented because they have community and political support and are likely to be funded.  |



# **Linking Tualatin Goals**

| Goal Category | Goal  |
|---------------|---|
| Community     | Provide meaningful opportunities for citizens to be involved in the Linking Tualatin planning process, particularly those most directly affected by the outcomes. |
| Economy       | Enhance transit connections for local employers and employees to strengthen Tualatin's economy.   |
| Land Use      | Develop land use plans for focus areas that support future use of transit as part of a multi-modal, convenient, safe, and well-connected transportation system.   |





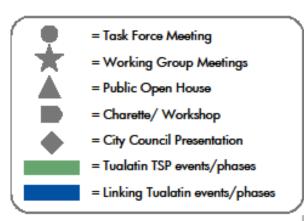
| Goal Category                      | Goal  |
|------------------------------------|---|
| Transportation Choice and Mobility | Provide a full range of safe, efficient transportation options within transit focus areas, particularly linkages between transit and other modes of transportation, including bicycling, walking and driving. |
| Consistency and Coordination       | Coordinate with regional partners to leverage regional resources, while building on and furthering local planning and other community objectives.   |
| Implementation                     | Develop common sense, cost-effective and efficient tools and strategies to ensure implementation of project recommendations.  |

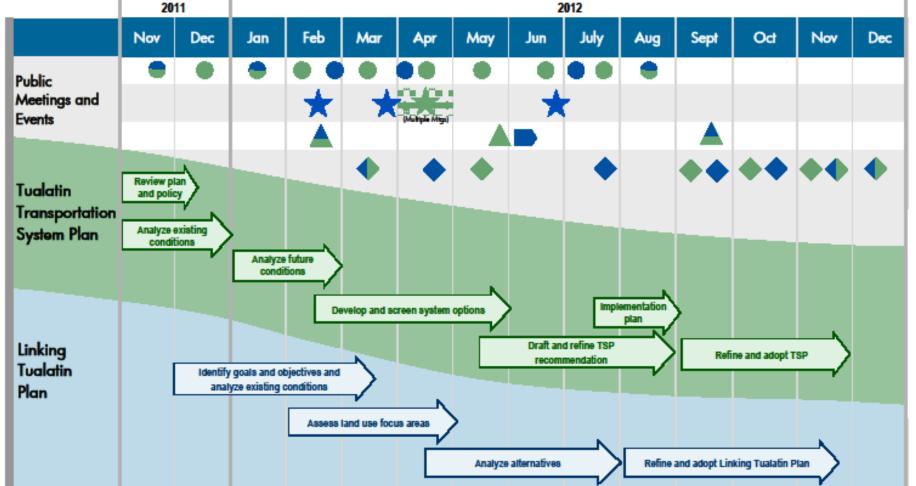
### Transportation Task Force Schedule

This shows the schedule for two projects:

The Tualatin Transportation System Plan and the Linking Tualatin Plan.

Many public events and meetings are scheduled for the projects. Symbols in green represent the Tualatin TSP, and symbols in blue represent Linking Tualatin. Symbols that are both blue and green represent joint events for both projects.





#### **Understanding Future Conditions**



#### What is a Future Conditions Analysis?

The future conditions analysis for a transportation system plan helps identify future needs, opportunities, and constraints for circulation and transportation system connections for all transportation modes.

The analysis starts with an examination of existing conditions. Community values and opinions on the various modes of travel are gathered to help inform the vision of the future for transportation in the community, and a technical analysis of future population and employment growth assumptions are combined with anticipated future development to provide a picture of future travel demand.

Typically, future conditions are forecasted for a planning horizon of 20 years and relate primarily to motor vehicles, however, conditions and connections for other modes (such as pedestrian, bicycle, and transit) are also included. Considering these other modes in addition to motor vehicles helps create a balanced transportation system that serves the entire community.

#### Why is a Future Conditions Analysis Important?

Future conditions analyses help identify areas that are underserved by the existing transportation network or areas that could be improved by better connections or enhanced environments for a particular mode. Another important element of the analysis is determining potential infrastructure improvements necessary to create a balanced multi-modal system that serves the community.

The TSP process will establish a transportation vision for the future, determine the priority of improvements, and identify funding sources based on the future conditions analysis and the areas identified for improvement.

#### Tigard SW TUALATIN RD N LEVETON DR **B6** SW NYREA B7 C2 A2, B4 C4 **B5** A1, B3 SW MYSLONY ST A3 C<sub>1</sub> SW AVERY ST **A3 B1 B1 A3 Trail-Focused Ideas** C1 Construct trail from Martinazzi to Sagert Street to 65th Avenue A3 C2 Build a bridge for pedestrian and bicycle access over Tualatin River **B2** C3 Create multi-use path loops connecting major areas C4 Complete trail to connect downtown, east & west side of I-5 Throughout City: C3

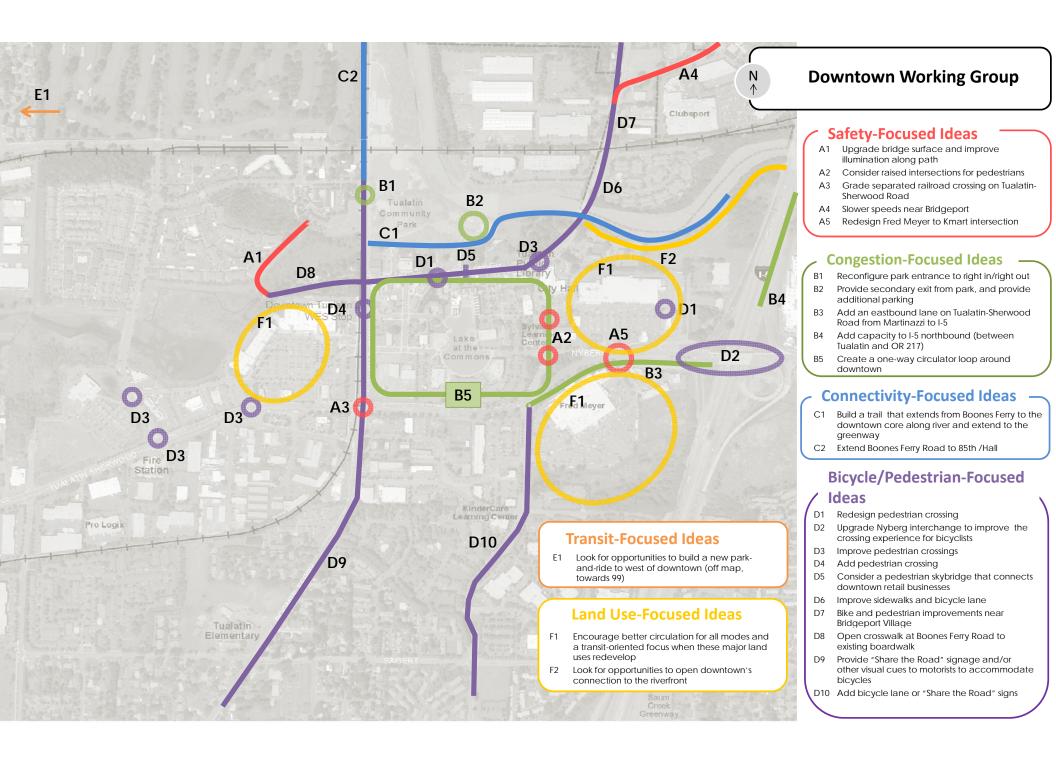
### Bicycle and Pedestrian Working Group

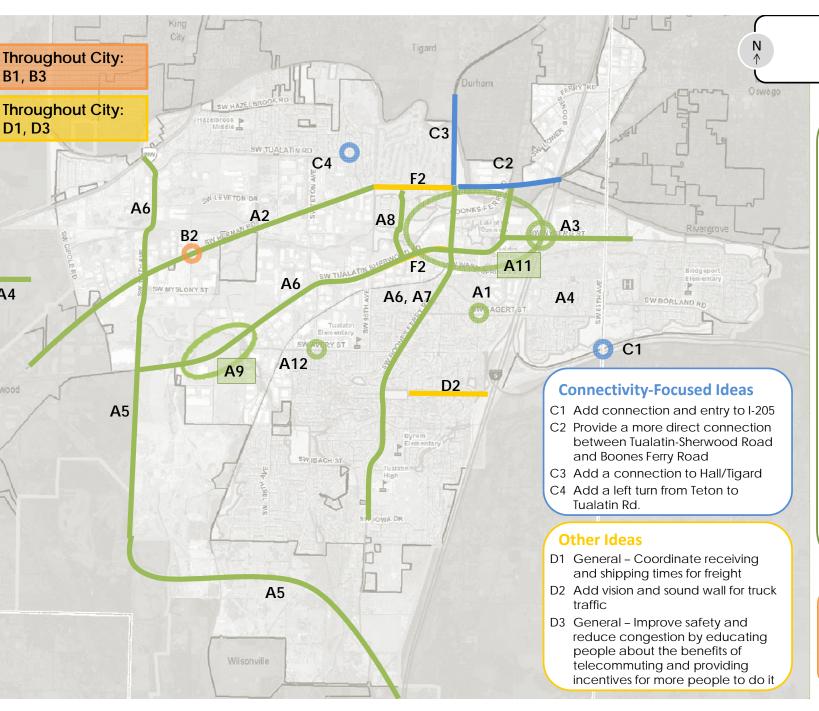
#### **Safety-Focused Ideas**

- A1 Add pedestrian-focused crossing treatments (such as HAWK treatments) at key crossings of Tualatin-Sherwood Road and Nyberg Street
- A2 Separate walking/bike area with plantings or barriers on 65th Avenue between Borland Road and Nyberg Lane
- A3 Focused safety improvements near schools at crossings

#### **Facility-Focused Ideas**

- B1 Connect Tonquin trail with neighborhoods to the east
- B2 Add sidewalks and bicycle lanes on Norwood Road
- B3 More focused improvements on Tualatin-Sherwood Road to make it more bicycle and pedestrian friendly
- B4 Add bicycle lane on 65<sup>th</sup>
  Avenue on one side near the hospital
- B5 Focused bicycle facility improvements in heart of downtown, including Martinazzi, Avenue, Boones Ferry Road, and Tualatin-Sherwood Road
- B6 Better accommodate pedestrians on the bridge
- B7 Build a raised intersection at Seneca and Nyberg (crossing Boones Ferry Road)





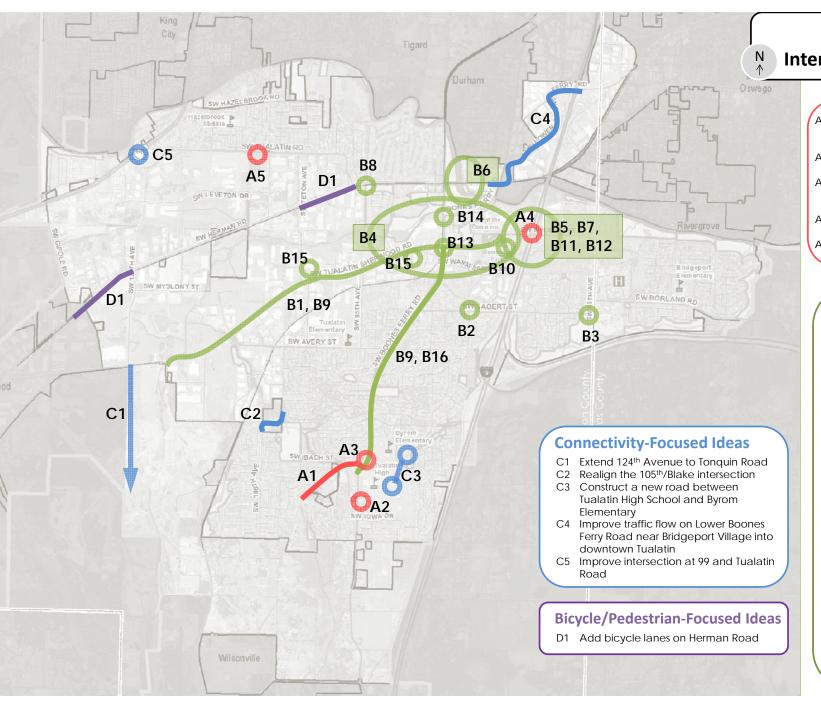
### Industrial and Freight Working Group

#### **Congestion-Focused Ideas**

- A1 Signal, roundabout, or all-way stop at Sagert/ Martinazzi
- A2 Divert truck traffic from Tualatin-Sherwood Road to Herman Road
- A3 Reconsider the Nyberg interchange consider an urban interchange, and an undercrossing along Nyberg to avoid signal and conflicts
- A4 Reconsider the connection between 99W and Tualatin-Sherwood Road (NOTE: This idea is in Sherwood)
- A5 Extend 124<sup>th</sup> and connect to I-5
- A6 Provide coordinated signal timing and access management along major arterials (Tualatin-Sherwood Road, Boones Ferry Road, and 124<sup>th</sup> Avenue)
- A7 Widen Boones Ferry through town from bridge to light at top of hill
- A8 Close 90th to 18 wheel trucks
- A9 Improvements to help mobility of through traffic
- A11 Create a loop road around central downtown with a turn radius that works for trucks
- A12Improve turn radius at Avery and Teton

#### **Transit-Focused Ideas**

- B1 Add Saturday, Sunday and late evening transit shuttle service
- B2 Add rail station with easy offload and access for industry
- B3 Provide a local loop bus



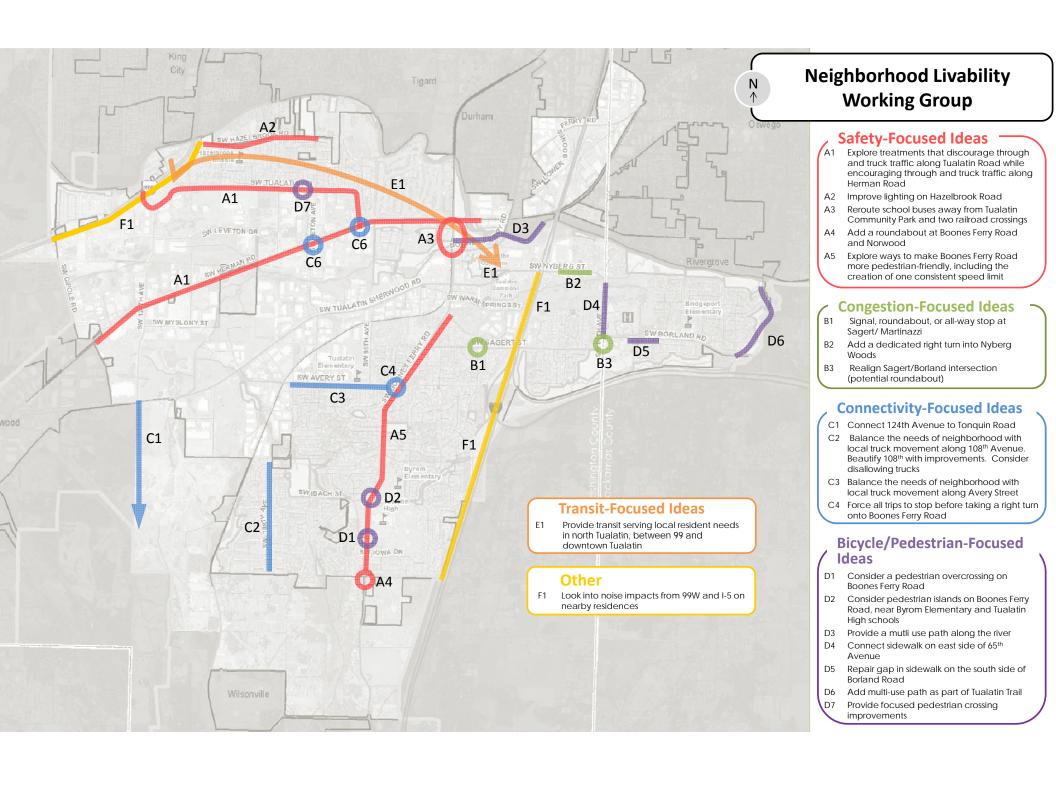
#### Major Corridors and Intersections Working Group

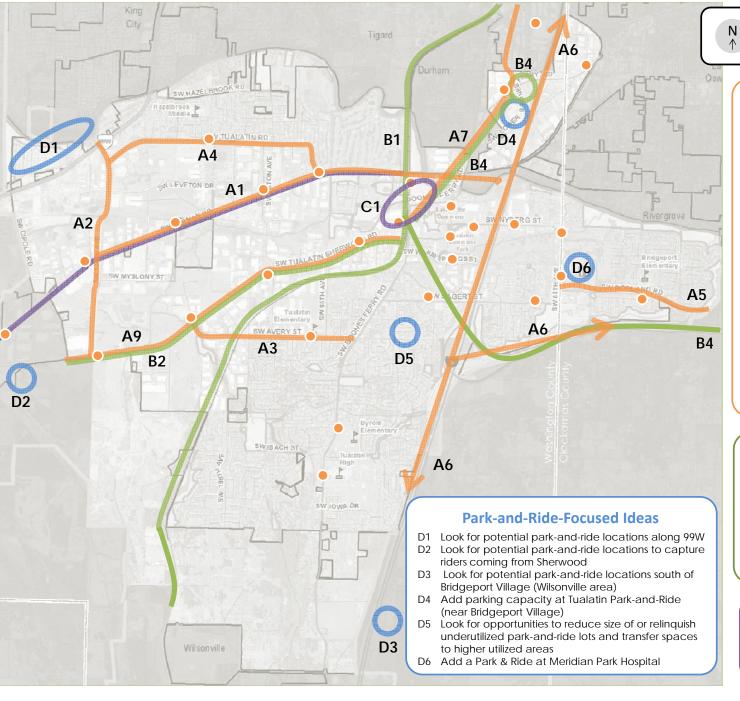
#### **Safety-Focused Ideas**

- A1 Lower speeds, add guardrail and shoulders to this section of Grahams Ferry Road
- A2 Add traffic signal at Tualatin High School
- A3 Consistent speed zones for both Tualatin High School and Byrom Elementary School
- A4 Raise elevation of SB off-ramp to allow better view of traffic on Nyberg Road
- A5 Add traffic signal on Tualatin Road

#### **Congestion-Focused Ideas**

- 31 Widen Tualatin Sherwood Road
- 32 Signal, roundabout, or all-way stop at Sagert/ Martinazzi
- B3 Realign Sagert/Borland intersection
- Consider a traffic loop in downtown (one way, right turn only)
- Don't allow right turn on red at Nyberg Interchange
- Rethink access in vicinity of Tualatin Community Park
- 37 Consider removing ramp signals at Nyberg interchange
- 8 Prohibit left turns out of 108th or remove trees in SW corner
- 39 Coordinate signal timing on Boones Ferry and Tualatin Sherwood Roads
- B10 Redesign the intersection at the Fred Meyer (from Nyberg Road)
- B11 Consider redesigning the Nyberg interchange into a full cloverleaf
- B12 Make 2 right lanes okay to make right turn from I-5 North onto Nyberg
- B13 Extend length of the NB left turn lane and the SB right turn lane on Boones Ferry/Tualatin Sherwood Road to reduce backup from WES train
- B14 Reconfigure Boones Ferry Road at Tualatin Road
- B15 Add a 4-way stop by 90<sup>th</sup> at Kaiser
- B16 Add bus pullouts on Boones Ferry Road





#### **Transit Working Group**

Results of Meeting #2

#### **Bus Service-Focused Ideas**

- A1 Provide bus transit service on Herman Road
- A2 Provide bus transit service on 124th Street
- A3 Provide bus transit service on Avery Street
- A4 Provide bus transit service on Tualatin Road between downtown and 99
- A5 Extend #76 bus to Wankers via Food Pantry (might be every other bus or every third bus)
- A6 Provide express bus service between Tualatin and downtown Portland, Airport, Clackamas, and Salem
- A7 Provide a shuttle or trolley service between Bridgeport Village and Commons area, especially for weekend service
- A8 Provide a loop bus route around the city
- A9 Add bus line from Yamhill Transit District to WES
- A10 Create an on-call shuttle for industrial and manufacturing workers during the day
- A11 General use SMART model for local buses
- A12 General need extended service for all transit
- A13 General use more energy efficient buses
- A14 Coordinate bus schedules with WES schedule
- Denotes potential bus stop locations that would serve major employers and activity centers in Tualatin

Throughout City: A8, A10, A11, A12, A13, A14

#### **Rail Service-Focused Ideas**

- B1 Eliminate freight rail trips during rush hours, to avoid interrupting bus and WES service
- B2 Provide rail or high capacity bus transit service on Tualatin-Sherwood Road (towards Sherwood)
- B3 Increase transit frequency (especially WES)
- B4 Extend MAX from Bridgeport Village to Clackamas with an elevated pedestrian bridge to connect station and park-and-ride with shopping
- B5 Decrease stop spacing on higher-volume routes

Throughout City: B3, B5

#### - Land Use-Focused Ideas

C1 Improve the WES station with a vision of its being a central focus of downtown Tualatin and its main transit center. Improve pedestrian connectivity, transit-oriented development opportunities, and local transit connections











City of Tualatin

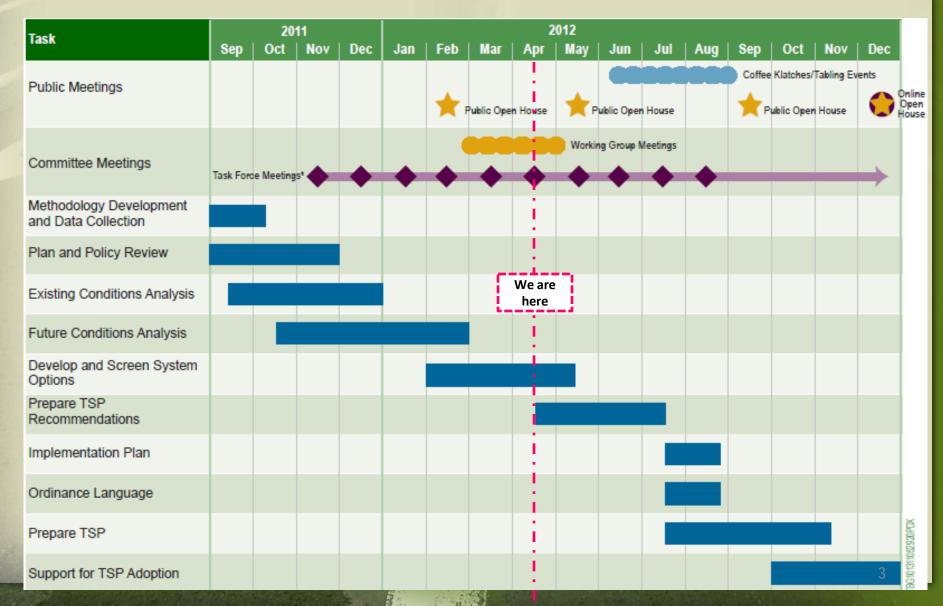
# Project Screening Results Tualatin TSP

Presentation to
Tualatin Transportation Task Force
April 19, 2012

### **Presentation Outline**

- What is the Screening Process?
- Screening Results
  - Bicycle and Pedestrian
  - Downtown
  - Neighborhood Livability
  - Major Corridors and Intersections
  - Transit
  - Industrial and Freight
- Next Steps

### Tualatin's TSP Timeline



### What Progress Have we Made?

- Remember March's theme?
  - "Generating a long list of potential project ideas"
- By April 1, the City collected a total of 248 preliminary project ideas from:
  - The first round of working groups (Feb/March)
  - The first TSP open house (Feb)
  - Online comment map and website
  - You! At March 15<sup>th</sup> Task Force Workshop
  - Ideas from various small group discussions (CIO meetings, Allied Waste, Chamber of Commerce gathering, city staff)

### From Long List, We Screen...

- Screening helps us:
  - 1. Form a feasible set of project ideas to move into evaluation
  - 2. Organize project ideas into different "bins"
    - Project ideas to be evaluated for the TSP
    - Project ideas to be forwarded to others:
      - Other agencies
      - Other departments within the City of Tualatin
    - Projects that do not address a need and/or are not feasible to construct

### Tualatin's TSP Process

#### STEP 1 STEP 2 STEP 3 STEP 4 Identify Needs and Develop and Create and Make Recommendations **Opportunities** Evaluate Solutions Adopt the Plan Develop Goals and Prepare Draft Project Create a Long List of Objectives Recommendations **Potential Solutions** Develop a **Survey Existing** Refine Project Draft TSP We are Screen/Evaluate Conditions Recommendations here How Ideas Help Adopt the Meet Goals and Forecast Future **Prioritize Project** Final TSP Objectives Conditions Recommendations \* Public Involvement \* Public Involvement Activities Included \* Public Involvement Activities Included \* Public Involvement Activities Included Activities Included

### What is a Feasible Idea?

- Our screening questions:
  - 1. Is the project transportation related, and does it address a known transportation deficiency or opportunity?
  - 2. Is it within the City? Is it within the city's control to implement?
  - 3. Is it technically feasible to build this project?\*
  - 4. Is the idea cost prohibitive? Are there more cost effective ways of addressing the same need?

<sup>\*</sup> We used basic engineering design requirements to assess technical feasibility. Projects were removed only if they were nowhere close to meeting design requirements or were thought to make the identified need *worse* than forecasted under the no build analysis.

### The Screening Process

- Second round of working group meetings (March/April)
- Participants were asked to provide input on feasibility of project ideas
  - Red not feasible
  - Yellow not sure and/or have questions
  - Green feasible move forward into evaluation
- Comments recorded for all red cards
- Engineering team used working group notes to assess feasibility of project ideas



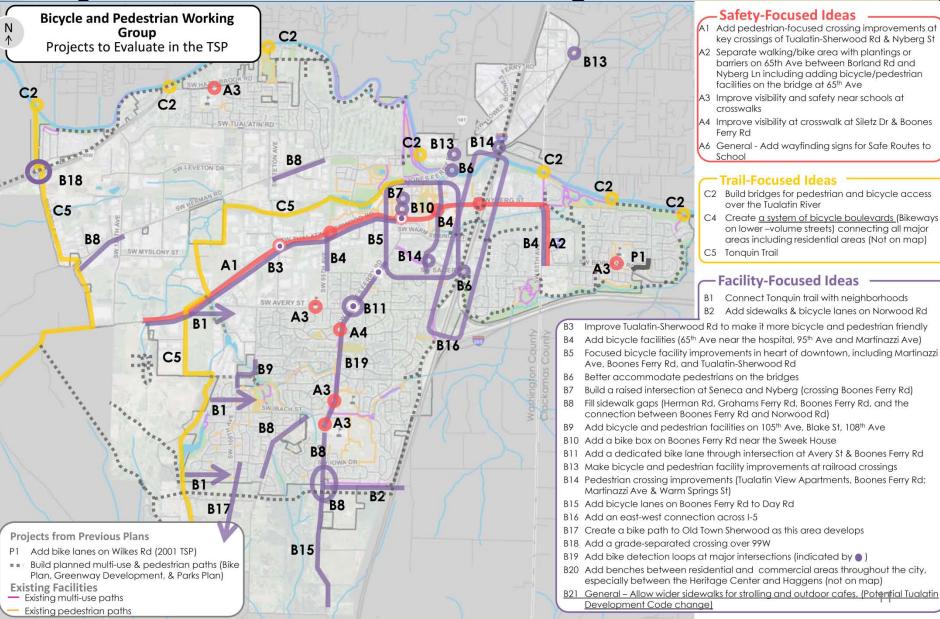
# **Screening Results**

By Working Group Topic Area



# Bicycle/Pedestrian

### Bicycle and Pedestrian - Projects to Evaluate



### Bicycle and Pedestrian - Ideas Screened Out

| ID | Project   | Based on what screening question?                         | Action to be taken                                       |
|----|---|---|--|
| A5 | Improve lighting at Jurgens<br>Rd and Hazelbrook Rd                           | 1 (transportation related, addressing an identified need) | Forward to engineering                                   |
| B1 | Add a pedestrian overcrossing between the Community park and Tualatin Commons | 1 (transportation related),<br>4 (cost)                   | Consider upon future development                         |
| C3 | Add a pedestrian shortcut<br>between Hazelbrook Rd and<br>99W                 | 1 (addressing an identified need)                         | Consider if a future development occurs at this location |



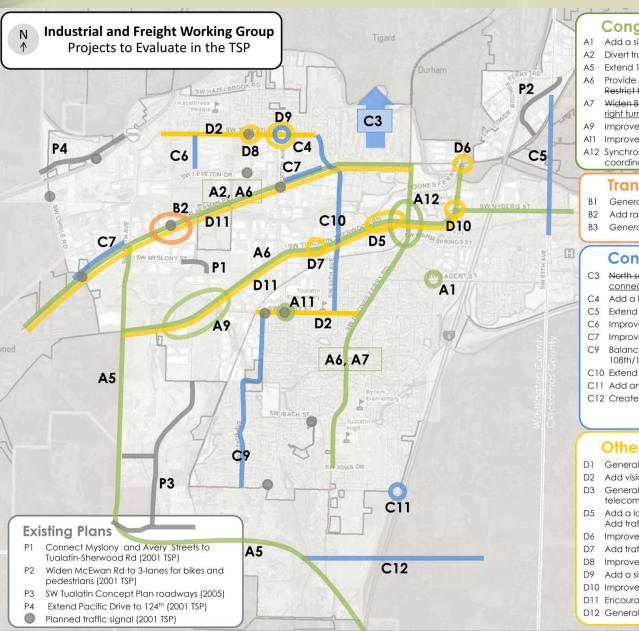
# Bicycle/Pedestrian

Discussion



# Industrial and Freight

### Industrial and Freight - Projects to Evaluate



#### Congestion-Focused Ideas

- A1 Add a signal or roundabout at Sagert St and Martinazzi Ave
- A2 Divert truck traffic from Tualatin Rd to Herman Rd
- A5 Extend 124th Ave and connect to I-5 south of Tualatin
- A6 Provide coordinated signal timing and access management along major arterials Restrict trucks to right lane. Widen travel lanes.
- 7 Widen Boones Ferry Rd. Remove right turn light at Tualatin-Sherwood Rd. Remove right turn light in the northbound direction on Boones Ferry Rd.
- A9 Improvements to help mobility of through-traffic (Tualatin-Sherwood Rd)
- All Improve turn radius at Avery St and Teton Ave, look at congestion
- A12 Synchronize turn signals to/from Boones Ferry Rd to Tualatin-Sherwood Rd; coordinate with the train signal

#### Transit-Focused Ideas

- 31 General Add Saturday, Sunday, late evening transit shuttle
- Add rail station with easy offload and access for industry
- 3 General Provide local loop bus

#### **Connectivity-Focused Ideas**

- C3 North-south connection to Hall Blvd Look for ways to provide north-south connectivity over Tualatin River for vehicles
- C4 Add a left turn from Teton Ave to Tualatin Rd
- C.5 Extend 65th Ave north
- C6 Improve 115th Ave
- 7 Improve cross-section on Herman Rd
- C9 Balance the needs of neighborhood with local truck movement along 108th/105th Aves. Consider removing trucks/adding truck info signs.
- C10 Extend 95th Ave north to Tualatin Rd
- C11 Add an interchange on I-5 at Norwood Rd
- C12 Create an east/west connection across I-5 (near Greenhill Rd)

#### Other Ideas

- D1 General Coordinate freight receiving/shipping times
- D2 Add vision & sound walls; reduce cut-through traffic.
- 3 General Improve safety and reduce congestion by education and incentivizing telecommuting
- D5 Add a lane on Tualatin-Sherwood Rd to Fred Meyer, better lane signage for I-5. Add traffic camera for red light violations.
  - 6 Improve signs to direct traffic to correct street
- D7 Add traffic signal at 97th Ave and Tualatin-Sherwood Rd
- D8 Improve visibility, restrict left turns from 108th Ave onto Tualatin Rd
- D9 Add a signal at Tualatin Rd and Teton Ave/Jurgens Rd
- D10 Improve Tualatin-Sherwood Rd/Martinazzi Ave signal timing/add a red light camera
- D11 Encourage off-peak usage on Herman Rd and Tualatin-Sherwood Rd 5
- D12 General Make "Truck Route" signs larger

# Industrial and Freight - Ideas Screened Out

| ID  | Project Idea   | Based on what screening question?                 | Action to be taken                                       |
|-----|--|---|--|
| А3  | Provide an undercrossing for Nyberg through traffic under I-5 to avoid signal/conflicts. Create an urban interchange | 2 (ability to implement), 4 (cost)                | None   |
| A4  | Reconsider the connection between 99W and Tualatin-Sherwood Rd (note: in Sherwood)                                   | 2 (ability to implement)                          | Forward to City of<br>Sherwood                           |
| A8  | Close 90th Ave to 18-wheel trucks  | 1 (addressing a transportation problem)           | Reassess during review of functional classification plan |
| A10 | Create a loop road around central downtown, with a turn radius that works for trucks                                 | 1 (addressing a transportation problem), 4 (cost) | None   |
| В3  | General – Provide bus from Clackamas<br>MAX stop to WES for employees  | 1 (addressing a transportation problem)           | Forward to TriMet  |

# Industrial and Freight - Ideas Screened Out (cont'd)

| ID | Project Idea   | Based on what screening question?  | Action to be taken     |
|----|--|------------------------------------|------------------------|
| C1 | Add connection and entry to I-205  | 3 (technical feasibility)          | None                   |
| C2 | Provide direct connection between Herman Rd & Boones Ferry Rd. Consider a tunnel   | 2 (ability to implement), 4 (cost) | None                   |
| C1 | Add interchange at Norwood Road  | 3 (technical feasibility)          | None                   |
| D4 | Move industrial area to the SW area, change to multi-family residential, or buffer existing neighborhood better from industrial area | 1 (transportation-<br>related)     | Forward to<br>Planning |



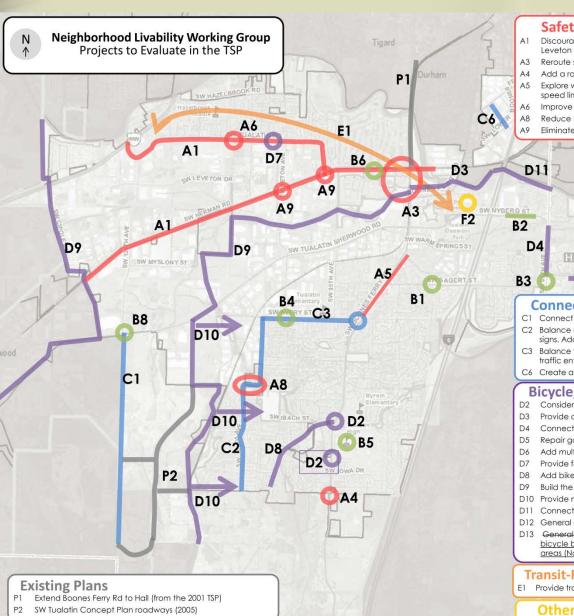
# Industrial and Freight

Discussion



# Neighborhood Livability

## Neighborhoods - Projects to Evaluate



#### Safety-Focused Ideas

- Discourage/restrict through & truck traffic along Tualatin Rd while encouraging a shift to Herman Rd & Leveton Rd. Make residential access along Tualatin Rd easier.
- Reroute school buses away from Tualatin Community Park and two railroad crossings
- Add a roundabout at Boones Ferry Rd & Norwood Rd
- Explore ways to make Boones Ferry Rd more pedestrian-friendly, including the creation of one consistent speed limit, without widening
- Improve intersection at 108th Ave and Tualatin Rd
- Reduce speed, add sidewalks and bike lanes on Blake St curves. Possibly add trail through wooded area.
- Eliminate free right turns

#### **Congestion-Focused Ideas**

- B1 Add a signal or roundabout at Sagert St and Martinazzi Ave
- Add a dedicated right turn lane into Nyberg Woods
- Realign Sagert St and Borland Rd intersection (roundabout or signal)
- Improve intersection at Avery St and Teton Ave
- Address congestion caused by high school
- Adjust signal timing to reflect traffic needs
  - Add right turn lane from Tualatin-Sherwood Rd to northbound 124th Ave

#### **Connectivity-Focused Ideas**

SW BORLAND RA

- C1 Connect 124th Ave to Tonquin Rd
- C2 Balance neighborhood needs with trucks along 108th/105th Aves. Consider disallowing trucks/truck info signs. Add traffic calmina.
- C3 Balance the needs of neighborhood with local truck movement along Avery St; provide turn lane for traffic entering into school
- C6 Create a street between Boones Ferry Rd and Bridgeport Rd

#### Bicycle/Pedestrian-Focused Ideas

- D2 Consider pedestrian islands on Boones Ferry Rd, near Byrom Elementary and Tualatin High schools
- Provide a mutli-use path along the river
- Connect sidewalk on east side of 65th Ave
- Repair gap in sidewalk on the south side of Borland Rd
- Add multi-use path as part of Tualatin Trail
- Provide focused pedestrian crossing improvements (may need signal)
- Add bike facilities & continuous sidewalks; reduce speed limit
- Build the Tonquin Trail
- Provide neighborhood connections to Tonquin Trail
- Connect to Tualatin Path
  - General add benches around the city for pedestrians, especially between Heritage Center and Haggens
- General Provide 3 loop walking paths that connect all Tualatin Neighborhoods. Create a system of bicycle boulevards (bikeways on lower-volume streets) connecting all major areas including residential areas (Not on map)

#### Transit-Focused Ideas

Provide transit serving local resident needs in north Tualatin, between 99W and downtown Tualatin

#### Other Ideas

Consider changing "no right on red" sign Remove northbound right turn light in Boones Ferry Rd

# Neighborhood Livability - Ideas Screened Out

| 1 | D  | Project   | Based on what screening question?             | Action to be taken  |
|---|----|---|---|---|
| A | 2  | Improve lighting on Hazelbrook Rd   | 1 (transportation-related)                    | Forward to Engineering  |
| Δ | ۸7 | Improve sight distance and reduce speeds at Boones Ferry Rd and Arapaho Rd                                    | 1 (does not address a transportation problem) | Forward to Engineering  |
| Δ | 10 | Require a stop before vehicles turn right onto Boones Ferry Rd between Mohawk St and Greenhill Lane           | 3 (technical feasibility)                     | None  |
| В | 37 | Add two right turns onto I-5 northbound from Nyberg St  | 2 (ability to implement)                      | Forward to ODOT   |
| C | 24 | Add I-5 Interchange with Norwood Rd   | 3 (technical feasibility)                     | None  |
| C | 25 | Limit Siletz to exit only at Boones<br>Ferry Rd and 105 <sup>th</sup> Ave to minimize<br>cut-through traffic. | 1 (not included in TSP analysis)              | Revisit upon completion of<br>Boones Ferry Road analysis<br>and recommendations |
| С | )1 | Consider a pedestrian overcrossing on Boones Ferry Rd   | 4 (cost)                                      | Assess more effective, lower cost solutions to pedestrian safety                |

# Neighborhood Livability - Ideas Screened Out (Cont.)

| ID | Project   | Based on what screening question?                               | Action to be taken        |
|----|---|---|---------------------------|
| F1 | Consider ways to lessen noise from 99W and I-5 on nearby residences   | 1 (transportation related)                                      | Forward to<br>Engineering |
| F3 | Intersection of Ibach/Grahams Ferry is confusing; rename road or better signs; need better lighting   | 1 (transportation related, addressing a transportation problem) | Forward to<br>Engineering |
| F4 | General – Add gateway signs to announce CIOs  | 1 (transportation related)                                      | Forward to CIOs           |
| F5 | Move industrial area to the SW area (no direct truck route), change to multifamily residential, or buffer existing neighborhood better from industrial area | 1 (transportation related)                                      | Forward to<br>Planning    |
| F6 | Create small, neighborhood commercial for residents to walk to  | 1 (transportation related)                                      | Forward to<br>Planning    |



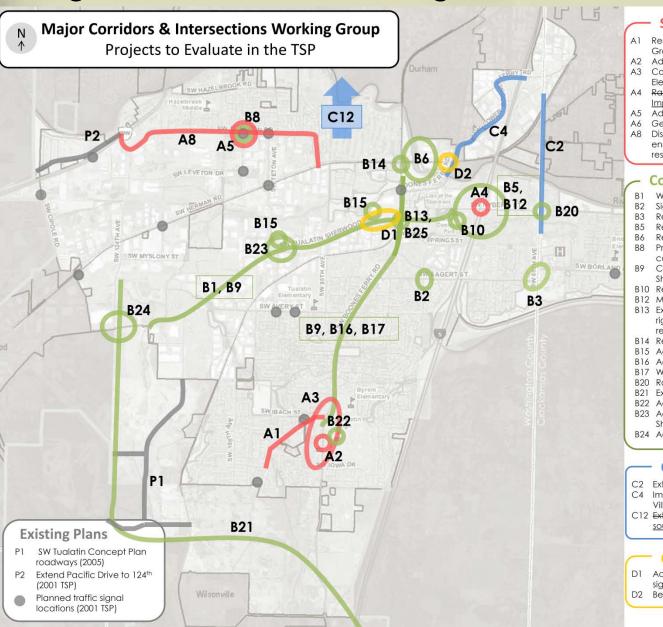
# Neighborhood Livability

Discussion



# Major Corridors and Intersections

# Major Corridors - Projects to Evaluate



#### Safety-Focused Ideas

- A1 Reduce speeds, add guardrail and shoulders to this section of Grahams Ferry Rd
- A2 Add traffic signal at Tualatin High School
- A3 Consistent speed zones for both Tualatin High School & Byrom Elementary School
- A4 Raise the southbound off-ramp to allow a better view of traffic on Improve the sight distance at the I-5-Nyberg Rd interchange
- A5 Add traffic signal on Tualatin Rd at 108<sup>th</sup> Ave <u>or on Teton Ave</u>
- A6 General consistent use of yellow turn signals on all traffic signals
- A8 Discourage through and truck traffic along Tualatin Rd while encouraging through and truck traffic along Herman Rd. Make residential access easier.

#### Congestion-Focused Ideas

- 31 Widen Tualatin-Sherwood Rd
- B2 Signal or roundabout at Sagert St and Martinazzi Ave
- B3 Realign Sagert St/Borland Rd intersection
- B5 Restrict right turn on red at Nyberg Interchange
- B6 Rethink access in vicinity of Tualatin Community Park
- B8 Prohibit left turns out of 108th Ave <u>or</u> remove trees in the southwest corner
- B9 Coordinate signal timing on Boones Ferry Rd and Tualatin-Sherwood Rd; widen Boones Ferry Rd
- B10 Redesign the intersection at the Fred Meyer (from Nyberg Rd)
- B12 Make two right turn lanes from I-5 north onto Nyberg Rd
- B13 Extend the northbound left turn lane and create a southbound right turn lane on Boones Ferry Rd at Tualatin-Sherwood Rd to reduce backup from WES train; add red light cameras
- B14 Reconfigure Boones Ferry Rd at Tualatin Rd
- B15 Add a 4-way stop by 90th Ave at Kaiser
- B16 Add bus pullouts on Boones Ferry Rd
- B17 Widen Boones Ferry Rd
- B20 Roundabout at Nyberg Rd/65th Ave; keep Nyberg Rd 2 lanes
- B21 Extend 124th Ave and connect to I-5 and Tonquin Rd
- B22 Address congestion caused by high school
- B23 Add a dedicated right turn lane on Teton Ave at Tualatin-Sherwood Rd
- B24 Add right turn lane on Tualatin-Sherwood Rd at 124<sup>th</sup> Ave

#### **Connectivity-Focused Ideas**

- C2 Extend 65th Ave north
- C4 Improve traffic flow on Lower Boones Ferry Rd near Bridgeport Village into downtown Tualatin
- C12 Extend Boones Ferry Rd to Hall Blvd Look for ways to provide northsouth connectivity over Tualatin River for vehicles

#### Other Ideas

- D1 Add Iane on Tualatin-Sherwood Rd to Fred Meyer, better Iane signage for I-5. Install traffic camera for signal violations.
- D2 Better signs needed to direct traffic to correct street

# Major Corridors - Ideas Screened Out

| ID | Project  | Based on what   | Action to be taken  |
|----|--|---|---|
|    |  | screening question?   |   |
| A7 | Improve sight distance and reduce speeds at Boones Ferry Rd and Arapaho Rd | 1 (does not address a transportation problem)                           | Forward to Engineering  |
| B4 | Consider a traffic loop in downtown (one way, right turn only)             | 1 (addressing a transportation problem), 4 (cost)                       | Look at other options to address downtown circulation             |
| В7 | Consider removing ramp signals at Nyberg interchange                       | 1 (does not address a transportation problem), 2 (Ability to Implement) | Look at other options to address congestion at Nyberg interchange |
| B1 | Consider redesigning the Nyberg interchange into a full cloverleaf         | 2 (ability to implement), 4 (cost)                                      | Look at other options to address congestion at Nyberg interchange |
| B1 | Add a southbound left turn and right turn lane to Nyberg interchange       | 1 (does not address a transportation problem), 4 (cost)                 | Look at other options to address congestion at Nyberg interchange |
| B1 | Restrict trucks to right lane, widen travel lanes                          | 2 (ability to implement)  | None  |

# Major Corridors - Ideas Screened Out (cont'd)

| ID         | Project  | Based on what screening question?                 | Action to be taken                                 |
|------------|--|---|--|
| B25        | Limit access and grade separate the intersection of Tualatin-Sherwood Rd and Boones Ferry Rd | 1 (addressing a transportation problem), 4 (cost) | None   |
| C3         | Construct a new road between Tualatin High School and Byrom Elementary School                | 1 (does not address a transportation problem)     | Look at other options to address school congestion |
| C5         | Improve intersection at 99W and Tualatin Rd  | 1 (does not address a transportation problem)     | None   |
| C6         | Extend Tualatin Rd to Lower Boones Ferry Rd  | 3 (technical feasibility)                         | None   |
| C8         | Add on/off ramps from I-5 to Norwood Rd  | 3 (technical feasibility)                         | None   |
| <b>C</b> 9 | Widen Sagert St to 2 lanes each way with pedestrian median                                   | 1 (does not address a transportation problem)     | None<br>27   |

# Major Corridors - Ideas Screened Out (cont'd)

| ID  | Project  | Based on what screening question?                                       | Action to be taken  |
|-----|--|---|---|
| C10 | Extend Helenius Road (Grahams Ferry Rd to Norwood Rd)                              | 3 (technical feasibility)   | None  |
| C11 | Create street grid in Bridgeport   | 1 (does not address a transportation problem), 2 (ability to implement) | None  |
| D3  | Tualatin-Sherwood Rd/Martinazzi Ave – Adjust signal timing, add a red light camera | 2 (ability to implement)  | Forward to Washington County – potential project already underway |
| D4  | Adjust signal Timing   | 2 (ability to implement)  | Forward to Washington County – potential project already underway |

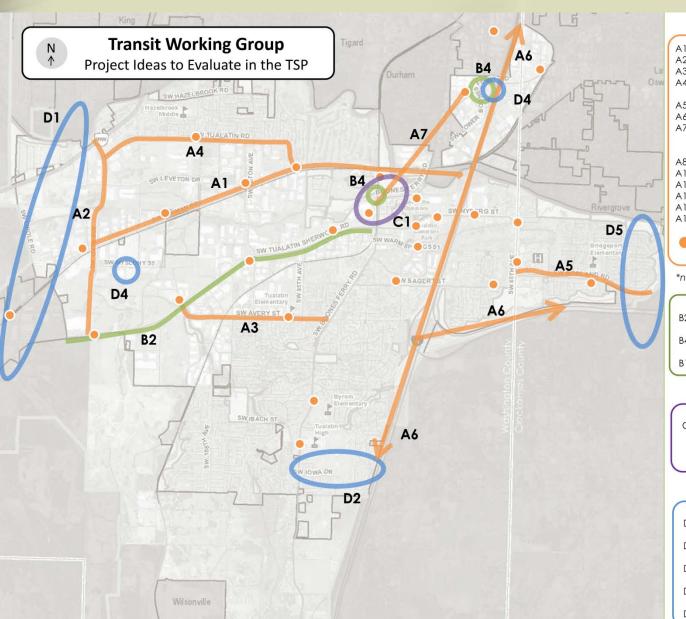


# Major Corridors and Intersections

Discussion

# **Transit**

## Transit - Projects to Evaluate



#### **Bus Service-Focused Ideas**

- Provide bus transit service on Herman Road
- A2 Provide bus transit service on 124th Street
- A3 Provide bus transit service on Avery Street
- A4 Provide bus transit service on Tualatin Road between downtown and 99W
- A5 Extend bus service to east Tualatin
- A6 Improve bus service between Tualatin and Salem
- A7 Provide a shuttle or trolley service between Bridgeport Village and Commons area, especially for weekend service
- A8 Provide a loop bus route around the city\*
- A10 Expand existing on-call shuttle and charge fares\*
- A12 General need extended service hours for all transit\*
- A13 General use more energy efficient buses\*
- A14 Coordinate bus schedules with WES schedule\*
- A16 Add stops on higher-volume routes\*
- Potential bus stop locations connecting major employers and activity centers

\*not shown on map

#### Rail Service-Focused Ideas

- B2 Provide rail or high capacity bus transit service on Tualatin-Sherwood Road (towards Sherwood)
- B4 Build elevated pedestrian bridge to connect park-andride with shopping at Bridgeport Village
- B10 General Add more spaces for bicycles on WES trains\*

#### Land Use-Focused Ideas

C1 Make the WES station a central focus of downtown and the main transit center. Improve pedestrian connectivity, transit-oriented development opportunities, and local transit connections

#### Park-and-Ride-Focused Ideas

- D1 Look for potential park-and-ride locations in west Tualatin
- D2 Look for potential park-and-ride locations in south
- Add parking capacity at Tualatin Park-and-Ride (near Bridgeport Village)
- D4 Look for opportunities to reduce size of or relinquish underutilized park-and-ride lots 3.1
- D5 Add a park-and-ride location in east Tualatin

### Transit - Ideas Screened Out

| ID  | Project   | Screening Question        | Moving forward into evaluation?   |
|-----|---|---------------------------|---|
| A9  | Add bus line from Yamhill Transit District to WES   | 2 (Ability to Implement)  | Forward to Yamhill Transit District and TriMet  |
| A11 | General –leave TriMet service area  | 3 (Technical Feasibility) | Assess ability to improve transit service in Tualatin first, and then reconsider the need for this idea |
| A15 | Provide transit service to Lake Oswego  | 1 (Addressing a need)     | None  |
| B1  | Eliminate freight rail trips during rush hours, to avoid interrupting bus and WES service | 2 (Ability to implement)  | Participate in future regional discussions around increasing WES frequency (B3)                         |
| В3  | Increase WES frequency  | 2 (Ability to implement)  | Participate in future regional discussions around increasing WES frequency                              |
| B5  | Extend WES to Salem   | 2 (Ability to implement)  | Participate in future regional discussions on this topic  |

## Transit - Ideas Screened Out (Cont.)

| ID  | Project  | <b>Screening Question</b> | Moving forward into evaluation?   |
|-----|--|---------------------------|---|
| B6  | Oregon Passenger Rail between Portland and Eugene        | 2 (Ability to implement)  | Participate in future regional discussions on this topic                        |
| B7  | SW corridor High Capacity Transit                        | 2 (Ability to implement)  | Participate in ongoing regional discussions on this topic                       |
| B8  | Add a WES Station in south Tualatin                      | 1 (Addressing a need)     | Reconsider upon future buildout of Basalt Creek area                            |
| B9  | General – Add more spaces for bicycles on WES trains     | 2 (Ability to implement)  | Forward to TriMet   |
| B11 | Follow the existing rail line with High Capacity Transit | 2 (Ability to implement)  | Forward to Metro for ongoing SW Corridor and other regional transit discussions |











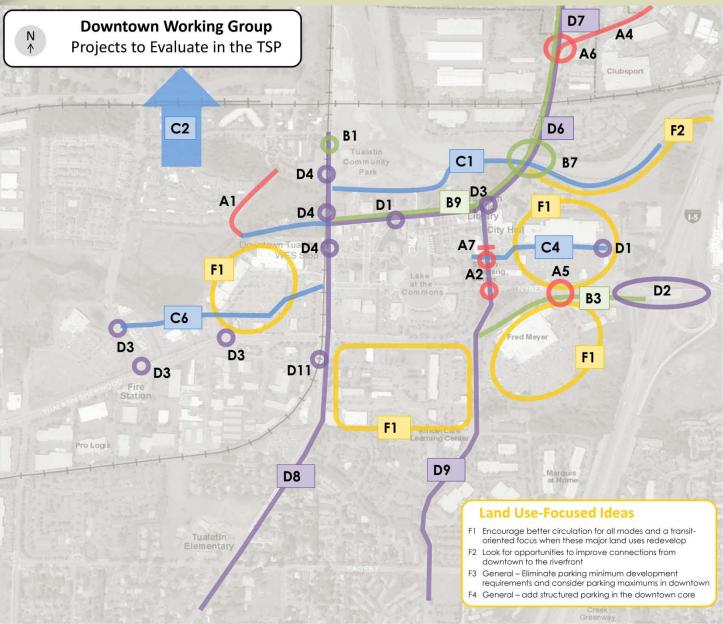
# **Transit**

Discussion



# Downtown

## Downtown - Projects to Evaluate



#### Safety-Focused Ideas

- A1 Upgrade bridge surface and improve illumination along path near Hedges Creek
- A2 Consider raised intersections for pedestrians at Seneca St and Nyberg St
- A4 Reduce speeds near Bridgeport Village
- A5 Redesign Fred Meyer & Kmart intersection upgrade the pedestrian connection
- A6 Add a roundabout at Lower Boones Ferry Rd and Boones Ferry Rd
- A7 Add a pedestrian island on Martinazzi Ave north of Seneca St

#### Congestion-Focused Ideas

- B1 Improve circulation into and out of the park
- B3 Add an eastbound lane on Tualatin-Sherwood Rd from Martinazzi Ave to I-5
- B7 Replace/widen bridge on Boones Ferry Rd
- B9 Widen Boones Ferry Rd to 5 lanes

#### Connectivity-Focused Ideas

- C1 Build a trail from Boones Ferry Rd to the downtown core along the river to the Tualatin River Greenway
- C2 Look for ways to provide north-south connectivity over Tualatin River for vehicles
- C4 Create a grid system near the Kmart, connect to Seneca St
- C5 General-improve street connectivity in downtown
- C6 Create a public road between Boones Ferry Rd and

#### Bicvcle/Pedestrian-Focused Ideas

- D1 Redesign pedestrian crossing, consider flashing lights
- D2 Upgrade Nyberg interchange to improve the crossing experience for bicyclists
- D3 Optimize intersections to reduce conflicts between cars and pedestrians (Tualatin-Sherwood Rd & Martinazzi Ave and Boones Ferry Rd)
- D4 Add pedestrian crossings along Boones Ferry Rd
- D6 Improve sidewalks and bicycle lanes Boones Ferry Rd
- D7 Improve bicycle and pedestrian facilities near Bridgeport Village
- D8 Provide "Share the Road" signage and/or other visual cues to motorists to accommodate bicycles on Boones Ferry Rd
- D9 Add bicycle lane or "Share the Road" signs on Martinazzi Ave
- D10 General coordinate traffic signal timing to accommodate pedestrians in downtown
- D11 Focused pedestrian crossings

### Downtown - Ideas Screened Out

| ID | Project   | Based on what screening question?                 | Action to be taken                                    |
|----|---|---|---|
| A3 | Add a grade separated railroad crossing on Tualatin-Sherwood Rd   | 1 (addressing a transportation problem), 4 (cost) | None  |
| B2 | Provide secondary exit from park, and provide additional parking  | 3 (technical feasibility)                         | Look at other options to improve circulation at park  |
| B4 | Add a travel lane on I-5 northbound (between Tualatin and OR 217) | 2 (ability to implement)                          | Forward to ODOT                                       |
| B5 | Create a one-way circulator loop roadway around downtown          | 1 (addressing a transportation problem), 4 (cost) | Look at other options to address downtown circulation |
| В6 | Reduce ambient noise along Boones<br>Ferry Rd in downtown         | 1 (transportation-related)                        | None  |

# Downtown - Projects to Screen (Cont.)

| ID | Project   | Based on what screening question?                      | Action to be taken                                    |
|----|---|--|---|
| B8 | Add HOV lanes on Tualatin-Sherwood<br>Rd  | 2 (ability to implement),<br>3 (technical feasibility) | None  |
| C3 | Connect Nyberg Rd through the Commons   | 1 (addressing a transportation need)                   | Look at other options to address downtown circulation |
| C7 | Extend Lower Boones Ferry Rd across<br>Tualatin River                               | 3 (technical feasibility)                              | None  |
| D5 | Create a pedestrian skybridge that connects downtown retail businesses and the park | 1 (transportation-related),<br>4 (cost)                | Consider upon future development                      |



# Downtown

**Discussion** 

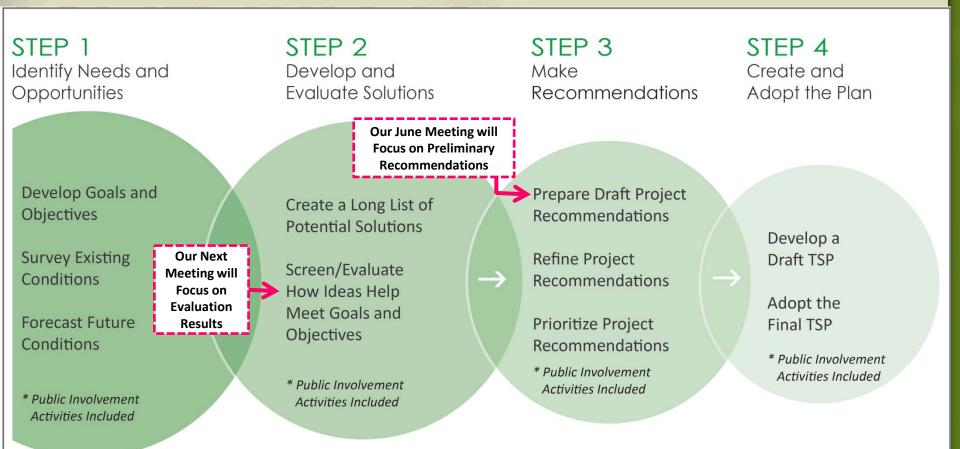
## In Summary

- We started with 248 project ideas
- Of the 60 ideas proposed to be screened out...
  - 19 to be forwarded to other agencies or City departments
  - 6 to be reconsidered again in the future
  - 6 will be considered as part of regional conversations
  - 4 will be woven into other project ideas being evaluated

# **Next Steps**

| No. | Action  | Timing                      |
|-----|---|-----------------------------|
| 1.  | Discuss results of TTF screening process with City Council                          | April 23                    |
| 2.  | Evaluate feasible project ideas   | Late April through mid May  |
| 3.  | Discuss evaluation results with Task Force  | May 24                      |
| 4.  | Hold 3 <sup>rd</sup> round of working groups to develop preliminary recommendations | June 4 – June 14            |
| 5.  | Discuss preliminary recommendations with Task Force                                 | June 21                     |
| 6.  | Public outreach on preliminary recommendations                                      | Late June through<br>August |

## **Next Steps**





# Thank You



# **Tualatin Transportation System Plan, Preliminary Evaluation Results**

PREPARED FOR: Tualatin Transportation Task Force

COPY TO: Kaaren Hofmann, City of Tualatin

Alice Rouyer, City of Tualatin Dayna Webb, City of Tualatin

PREPARED BY: Terra Lingley, CH2M HILL

Theresa Carr, CH2M HILL Darren Hippenstiel, CH2M HILL

Kate Lyman, CH2M HILL Alan Snook, DKS Associates

DATE: February 14, 2013

This memorandum summarizes the preliminary evaluation results of the Tualatin Transportation System Plan (TSP)'s feasible project ideas. It presents both the methodology used to perform the evaluation and the evaluation summary at a project goal level. Maps identifying the location of each project idea and next steps are also included.

The TSP's technical team reviewed each of the projects identified as feasible against a set of evaluation criteria. The evaluation criteria, nested into each project objective, and further nested within each project goal category, are quantitative or qualitative measures that help the team identify how well the project idea is at meeting the TSP's goals and objectives. These goals and objectives were created by the Transportation Task Force (TTF) and reviewed by the community, and accepted by City Council. There are seven goal categories:

- 1. Access/Mobility
- 2. Safety
- 3. Vibrant Community
- 4. Economy
- 5. Health/Environment
- 6. Equity
- 7. Ability to be Implemented

#### **Ratings**

Each project was evaluated against all evaluation criteria by one or more members of the project team, and reviewed by the project management team as a group. The scale used for the evaluation is as follows:

#### **Evaluation Results Rating Scale**

| Rating | Description   |
|--------|---|
| •      | The project idea addresses the criterion and/or makes substantial improvements in the criteria category                           |
| •      | The project idea partially addresses the criterion and/or makes some improvements in the criteria category                        |
| 0      | The project idea does not support the intent of and/or negatively impacts the criteria category                                   |
| N/A    | The project idea neither meets nor does not meet intent of criterion. The project idea has no effect, or criterion does not apply |

The results of the preliminary evaluation are included by Working Group topic, which are:

- Bicycle and Pedestrian
- Downtown
- Industrial and Freight
- Major Corridors and Intersections
- Neighborhood Livability
- Transit

Scores for each individual project idea are included at the end of this memo. Cells highlighted in yellow indicate that the team recommends further analysis of this concept as part of a larger corridor or interchange assessment. Many project ideas spanned more than one topic area. Although concepts were reviewed only once, the evaluation results are reported under each Working Group topic area.

#### How will this Information be Used?

The focus of the May 24<sup>th</sup> TTF meeting will be to review the preliminary evaluation results. These will also be used as a basis for the third round of Working Group meetings, held in the first half of June. This next round of Working Group meetings will discuss the evaluations, discuss how well project ideas address identified needs and deficiencies, and prepare preliminary recommendations for the TSP. These project ideas will be organized into three categories:

- 1. What projects completely make sense and should become part of the TSP?
- 2. What projects do not make sense, and should not become a part of the TSP?
- 3. What projects need to be considered more, either in relation to different alternatives to address one problem, or in the context of how a corridor or segment operates as a whole.

The June 21 TTF meeting will review the developments from this third round of Working Group meetings, and preliminary recommendations will be forwarded to the community as a whole for review over the summer months. At this time the third category of ideas will be refined in more detail, with additional traffic or engineering analysis, and discussed with staff, reviewing agencies, and the community.











City of Tualatin

# Preliminary Evaluation Results Tualatin TSP

Presentation to
Tualatin Transportation Task Force
May 24, 2012

### **Presentation Outline**

- Overview of the Evaluation Process
- Highlights by Working Group Topic Area
  - Bicycle and Pedestrian
  - Downtown
  - Industrial and Freight
  - Major Corridors and Intersections
  - Neighborhood Livability
  - Transit
- Discussion
- Next Steps

### Where We Are In the TSP Process



# Progress Since our April 19th Meeting...

- 1. Discussed the project screening process with
  - ✓ City Council
  - ✓ Planning Commission
  - ✓ TPARK
- 2. Finalized our evaluation framework
- 3. Conducted a preliminary evaluation
- 4. Summarized the evaluation by criteria category

### The Evaluation Process

- Reviews each feasible project idea against a set of evaluation criteria
- How well does the idea meet the goals and objectives of the TSP?

# There are Seven Goal Categories

- 1. Access and Mobility
- 2. Safety
- 3. Vibrant Community
- 4. Economy
- 5. Health and the Environment
- 6. Equity
- 7. Ability to be Implemented

# **Our Evaluation Scale**

| Rating | Description  |
|--------|--|
|        | The idea addresses the criterion and/or makes substantial improvements in the criteria category    |
| •      | The idea partially addresses the criterion and/or makes some improvements in the criteria category |
| 0      | The idea does not support the intent of and/or negatively impacts the criteria category            |
| N/A    | The criterion does not apply   |

## **How Will This Information Be Used?**

- Preliminary review of evaluation results (tonight)
- Discussion of evaluation results (3<sup>rd</sup> round of working group meetings, early June)
- 3<sup>rd</sup> Round of Working Group meetings will also develop preliminary recommendations
  - What projects make sense, include in TSP?
  - What projects don't make sense, don't include in TSP?
  - What projects need additional analysis before we decide
- Preliminary recommendations discussion with Task Force (June 21<sup>st</sup>)
- Online open house on preliminary recommendations (July and August)

# Areas for Additional Analysis

- 1. Tualatin-Sherwood Road Options
- 2. Nyberg Interchange Options
- 3. Boones Ferry Road Options
- 4. North to South Connectivity
- 5. Herman Road and Tualatin Road Options
- 6. Tualatin's Downtown Circulation



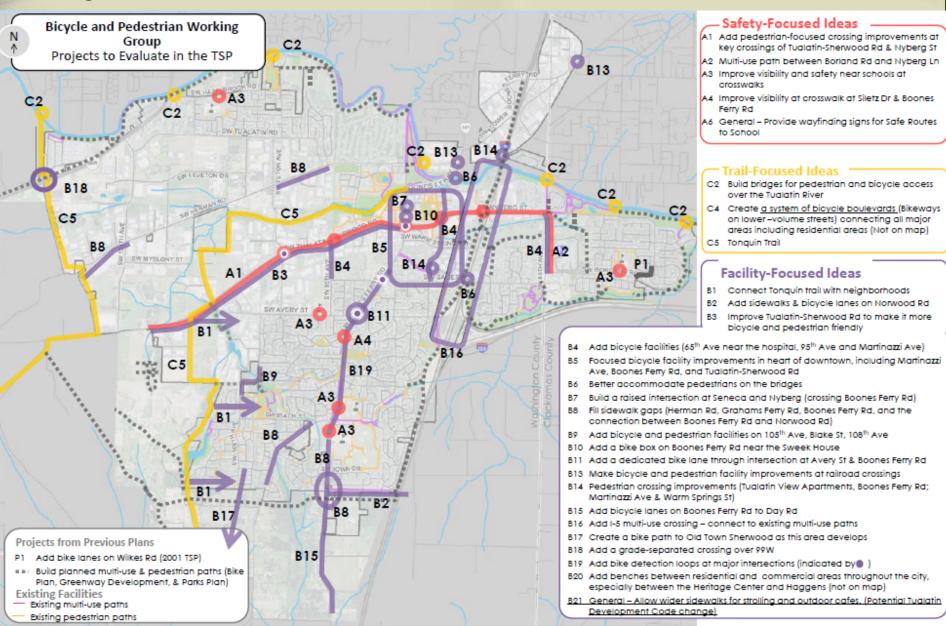
# Evaluation Highlights

By Working Group Topic Area



# Bicycle/Pedestrian

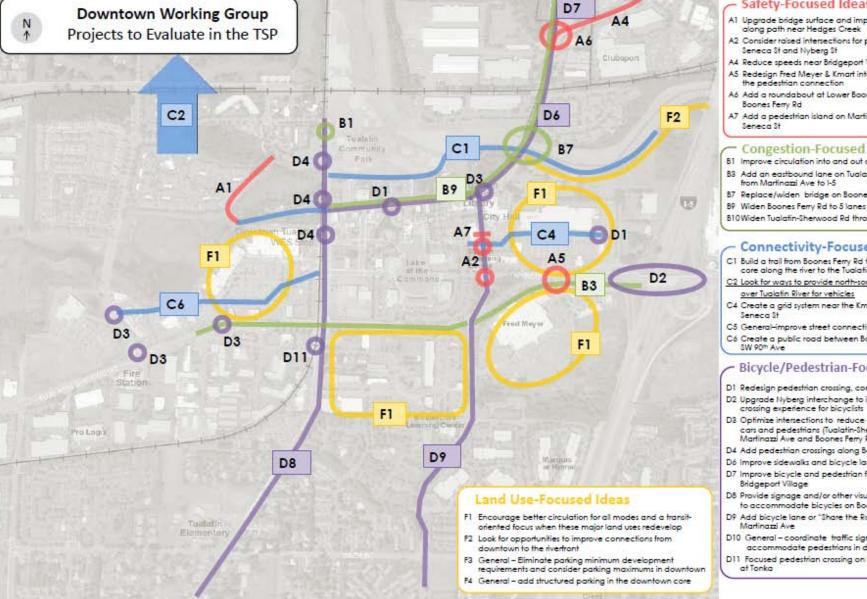
# Bicycle and Pedestrian





# Downtown

## Downtown



#### Safety-Focused Ideas

- Al Upgrade bridge surface and improve illumination along path near Hedges Creek
- A2 Consider raised intersections for pedestrians at
- A4 Reduce speeds near Bridgeport Village
- A5 Redesign Fred Meyer & Kmart intersection upgrade the pedestrian connection
- A6 Add a roundabout at Lower Boones Ferry Rd and
- A7 Add a pedestrian island on Martinazzi Ave north of

#### Congestion-Focused Ideas

- B1 Improve circulation into and out of the park
- B3 Add an eastbound lane on Tualatin-Sherwood Rd
- B7 Replace/widen bridge on Boones Ferry Rd
- B10Widen Tualatin-Sherwood Rd through downtown

#### Connectivity-Focused Ideas

- C1 Build a trail from Boones Ferry Rd to the downtown core along the river to the Tualatin River Greenway
- C2 Look for ways to provide north-south connectivity over Tualatin River for vehicles
- C4 Create a grid system near the Kmart, connect to
- C5 General-improve street connectivity in downtown
- Có Create a public road between Boones Ferry Rd and

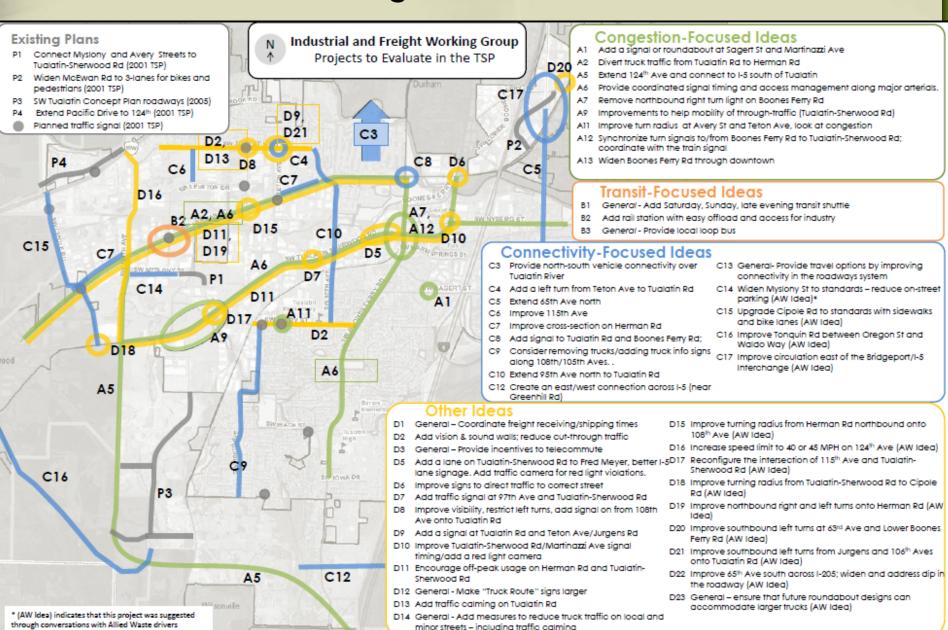
#### Bicycle/Pedestrian-Focused Ideas

- D1 Redesign pedestrian crossing, consider flashing lights
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- D10 General coordinate traffic signal firning to accommodate pedestrians in downtown
- D11 Focused pedestrian crossing on Boones Ferry Road



# Industrial and Freight

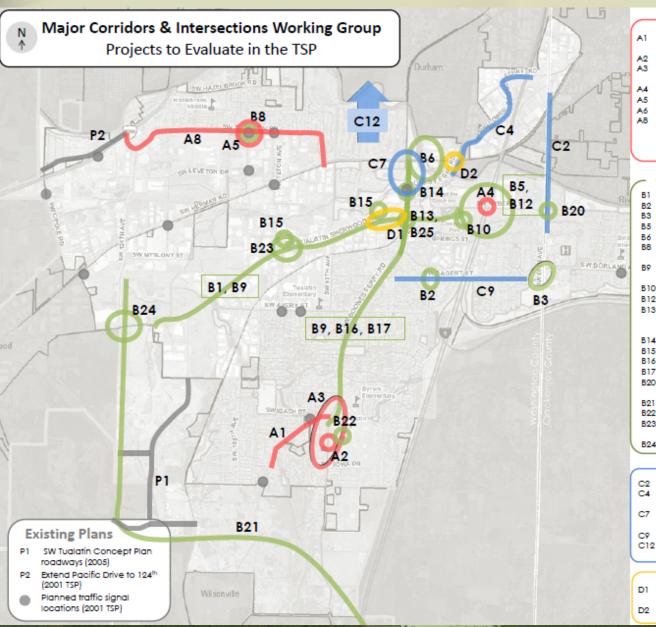
# Industrial and Freight





# Major Corridors and Intersections

# Major Corridors and Intersections



#### Safety-Focused Ideas

- Reduce speeds, add guardrail and shoulders to this section of Grahams Ferry Rd
- Add traffic signal at Tualatin High School
- Consistent speed zones for both Tualatin High School & Byrom
- Improve the sight distance at the I-5-Nyberg Rd interchange
- Add traffic signal on Tualatin Rd at 108th Ave
- General consistent use of yellow turn signals on all traffic signals
- Discourage through and truck traffic along Tualatin Rd while encouraging through and truck traffic along Herman Rd. Make residential access easier.

#### Congestion-Focused Ideas

- Widen Tualatin-Sherwood Pd
- Signal or roundabout at Sagert St and Martinazzi Ave
- Realign Sagert St/Borland Rd intersection
- Restrict right turn on red at Nyberg Interchange
- Rethink access in vicinity of Tualatin Community Park
- Prohibit left turns out of 108th Ave or remove trees in the southwest
- Coordinate signal timing on Boones Ferry Rd and Tualatin-Sherwood Rd: widen Boones Ferry Rd
- Redesign the intersection at the Fred Meyer (from Nyberg Rd)
- B12 Make two right turn lanes from I-5 north onto Nyberg Rd
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- B14 Reconfigure Boones Ferry Rd at Tualatin Rd
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- B20 Roundabout or signal intersection at Nyberg Rd/65th Ave; keep Nybera Rd 2 lanes
- B21 Extend 124th Ave and connect to I-5 and Tonquin Rd
- B22 Address congestion caused by high school
- B23 Add a dedicated right turn lane on Teton Ave at Tualatin-Sherwood Rd
- B24 Add right turn lane on Tualatin-Sherwood Rd at 124th Ave

#### Connectivity-Focused Ideas

- C2 Extend 65th Ave north
- C4 Improve traffic flow on Lower Boones Ferry Rd near Bridgeport Village into downtown Tualatin
- C7 Revise connection between Tualatin Rd and Boones Ferry Rd near the railroad tracks
- C9 Widen Sagert to 2 lanes in each direction.
- C12 Provide north-south connectivity over Tualatin River for vehicles

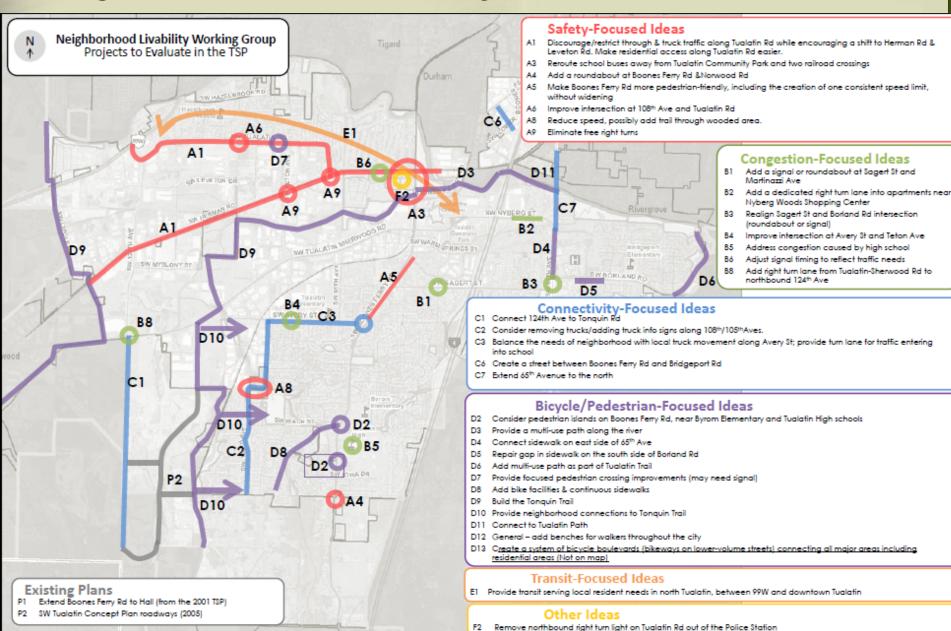
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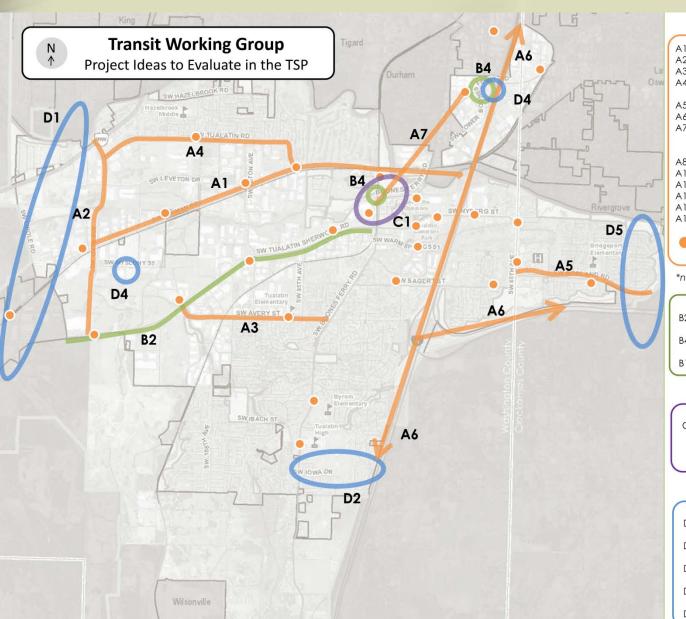
# Neighborhood Livability

# Neighborhood Livability



# **Transit**

# Transit - Projects to Evaluate



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#### Land Use-Focused Ideas

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- D1 Look for potential park-and-ride locations in west Tualatin
- D2 Look for potential park-and-ride locations in south
- Add parking capacity at Tualatin Park-and-Ride (near Bridgeport Village)
- D4 Look for opportunities to reduce size of or relinquish underutilized park-and-ride lots
- D5 Add a park-and-ride location in east Tualatin

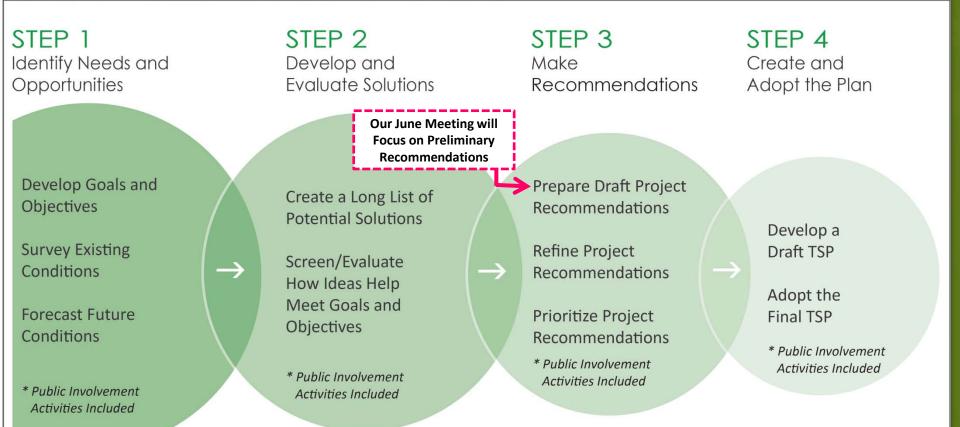
# In Summary

- Preliminary review of evaluation results (tonight)
- Discussion of evaluation results (3<sup>rd</sup> round of working group meetings, early June)
- 3<sup>rd</sup> Round of Working Group meetings will also develop preliminary recommendations
  - What projects make sense, include in TSP?
  - What projects don't make sense, don't include in TSP?
  - What projects need additional analysis before we decide
- Preliminary recommendations discussion with Task Force (June 21<sup>st</sup>)
- Online open house on preliminary recommendations (July and August)

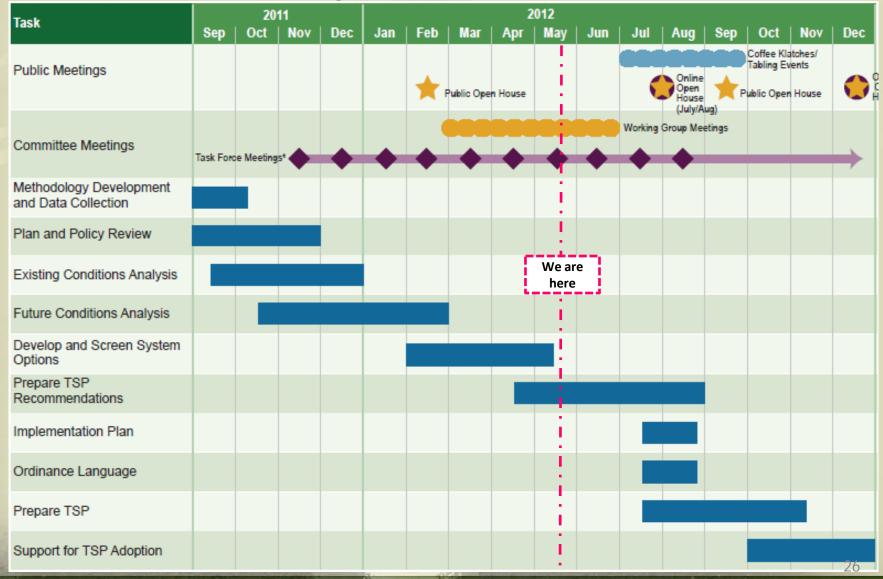
# Third Round of Working Group Meetings

| No. | Working Group           | Date                |
|-----|-------------------------|---------------------|
| 1.  | Downtown                | June 4              |
| 2.  | Transit                 | June 5              |
| 3.  | Bicycle and Pedestrian  | June 6              |
| 4.  | Industrial and Freight  | June 13 (lunchtime) |
| 5.  | Neighborhood Livability | June 13 (evening)   |
| 6.  | Major Corridors         | June 14             |

# **Next Steps**



# Transportation System Plan Timeline





# Thank You

# **Tualatin TSP Goals and Objectives**

As accepted by the Transportation Task Force at its February 2, 2012 meeting With suggestions at and following Open House



| Goal Category       | Goal   | Objective  |  |  |  |
|---------------------|--|--|--|--|--|
| Access and Mobility | Maintain and enhance the transportation system to reduce   | Improve travel time reliability/ provide travel information for all modes including freight and transit  |  |  |  |
|                     | travel times, provide travel time reliability, provide a functional and smooth transportation system, and promote access for all   | Provide efficient and quick travel between point A and B   |  |  |  |
|                     | users.   | Provide connectivity within the City between popular destinations and residential areas  |  |  |  |
|                     |  | Accommodate future traffic, bicycle, pedestrian, and transit demand  |  |  |  |
|                     |  | Reduce trip length and potential travel times for motor vehicles, freight, transit, bicycles, and walking  |  |  |  |
|                     |  | Improve comfort and convenience of travel for all modes including bicycles, pedestrians, and transit users   |  |  |  |
|                     |  | Increase access to key destinations for all modes  |  |  |  |
| Safety              | Improve safety for all users, all modes, all ages, and all abilities within the City of Tualatin.  | Address known safety locations, including high crash locations for motor vehicles, bicycles, and pedestrians   |  |  |  |
|                     |  | Address geometric deficiencies that could affect safety including intersection design, location and existence of facilities, and street design   |  |  |  |
|                     |  | Ensure emergency vehicles are able to provide services throughout the City to support a safe community   |  |  |  |
|                     |  | Provide a secure transportation system for all modes   |  |  |  |
| Vibrant Community   | Allow for a variety of alternative transportation choices for citizens of and visitors to Tualatin to support a high quality of life   | Create a variety of safe options for transportation needs including bicycling, pedestrians, transit, freight, and motor vehicles   |  |  |  |
|                     | and the livability of the community.  Produce a plan which respects and preserves neighborhood values and identity.  | Provide complete streets that include universal access through pedestrian facilities, bicycle facilities and transit on some streets   |  |  |  |
|                     |  | Support a livable community with family-friendly neighborhoods   |  |  |  |
|                     |  | Maintain a small town feel   |  |  |  |
| Equity              | Consider the distribution of benefits and impacts from potential transportation options, and work towards fair access to transportation facilities for all users, all ages, and all abilities. | Promote a fair distribution of benefits and burdens on different populations within the City (i.e. low-income, transit dependant, minority, age groups) and different neighborhoods and employment areas within the City |  |  |  |
|                     |  | Consider access to transit for all users   |  |  |  |

| Goal Category             | Goal  | Objective   |  |  |  |  |
|---------------------------|---|---|--|--|--|--|
| Economy                   | Support local employment, local businesses and a prosperous   | Support a vibrant City Center and community, accessible to all modes of transportation  |  |  |  |  |
|                           | community while recognizing Tualatin's role in the regional economy   | Support employment centers by providing transportation options to major employers   |  |  |  |  |
|                           |   | Increase access to employment and commercial centers on foot, bike, or transit  |  |  |  |  |
|                           |   | Consider positive and negative effects of alternatives on adjacent residential and business areas   |  |  |  |  |
|                           |   | Accommodate freight movement  |  |  |  |  |
|                           |   | Facilitate efficient access for goods, employees, and customers to and from commercial and industrial lands, including access to the regional transportation network. |  |  |  |  |
| Health/Environment        | Provide active transportation options to improve the health of  | Provide active transportation options to area schools to reduce childhood obesity   |  |  |  |  |
|                           | citizens in Tualatin. Ensure transportation does not adversely impact public health or the environment.             | Promote active transportation modes to support a healthy public and children of all ages  |  |  |  |  |
|                           |   | Provide interconnected networks for bicyclists and pedestrians throughout the City for all age groups   |  |  |  |  |
|                           |   | Consider air quality effects of potential transportation solutions  |  |  |  |  |
|                           |   | Protect park land and create an environmentally sustainable community   |  |  |  |  |
|                           |   | Consider positive and negative effects of potential solutions on the natural environment (including wetlands and habitat areas)                                       |  |  |  |  |
| Ability to be Implemented | Promote potential options that are able to be implemented because they have community and political support and are | Promote fiscal responsibility and ensure that potential transportation system options are able to be funded given existing and anticipated future funding sources     |  |  |  |  |
|                           | likely to be funded.  | Evaluate for consistency with existing community, regional, and state goals and policies  |  |  |  |  |
|                           |   | Strive for broad community and political support  |  |  |  |  |
|                           |   | Optimize benefits over the life-cycle of the potential option   |  |  |  |  |
|                           |   | Consider transportation options that make best use of the existing network  |  |  |  |  |
|                           |   | Conduct the planning process with adequate input and feedback from citizens in each affected neighborhood   |  |  |  |  |

### **Bicycle and Pedestrian Preliminary Project Evaluation**

|          | ID        | Project Idea  | Access /<br>Mobility | Safety | Vibrant<br>Community | Economy | Health /<br>Environment | Equity | Ability to be<br>Implemented |
|----------|-----------|---|----------------------|--------|----------------------|---------|-------------------------|--------|------------------------------|
| Safety   | <u>A1</u> | Add pedestrian crossing treatments at key locations on Tualatin-Sherwood and Nyberg | •                    | •      | •                    | •       | •                       | •      | •                            |
|          | A2        | Multi-use path on 65th Ave between<br>Borland and Nyberg                            | •                    | •      |                      |         | •                       | •      | •                            |
|          | A3        | Improve visibility and safety near schools at crosswalks                            | •                    | •      | •                    | 0       | •                       | •      | •                            |
|          | A4        | Improve visibility at crosswalk at<br>Siletz Dr and Boones Ferry Rd                 | 0                    | •      | 0                    | 0       | •                       | •      | •                            |
|          | A6        | Provide wayfinding for Safe Routes to School  | •                    | •      | •                    | •       | •                       | 0      | •                            |
|          | B1        | Add bike box on Boones Ferry Rd near the Sweek House                                | 0                    | 7      | -                    | 0       | •                       | 0      | •                            |
|          | B2        | Add sidewalks and bicycle lanes on<br>Norwood Rd                                    | •                    | •      | •                    | •       | •                       | •      | •                            |
|          | <u>B3</u> | Improve Tualatin-Sherwood Rd for bicyclists and pedestrians                         | -                    | -      | N/A                  | •       | •                       | •      | 0                            |
| lity     | В4        | Add bicycle facilities near the hospital, 95th and Martinazzi                       | •                    | •      | •                    | •       | •                       | •      | •                            |
| Facility | B5        | Improve bicycle facility treatments in downtown core                                | -                    | •      | •                    | •       | •                       | •      | •                            |
|          | В6        | Better accommodate pedestrians on the bridges                                       | •                    | •      | •                    | •       | •                       | •      | 0                            |
|          | В7        | Build a raised intersection at Seneca and Nyberg                                    | 0                    | 0      | •                    | 0       | •                       | •      | 0                            |
|          | <u>B8</u> | Fill sidewalk gaps on Grahams Ferry,<br>Boones Ferry, and Herman                    | •                    | •      | •                    | N/A     | •                       | •      | -                            |

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|                 | ID         | Project Idea  | Access /<br>Mobility | Safety | Vibrant<br>Community | Economy | Health /<br>Environment | Equity | Ability to be<br>Implemented |
|-----------------|------------|---|----------------------|--------|----------------------|---------|-------------------------|--------|------------------------------|
|                 | В9         | Add bicycle and pedestrian facilities<br>on 105th Ave, Blake St, and 108th<br>Ave | •                    | •      | •                    |         | 7.                      | •      | •                            |
|                 | B10        | Connect Tonquin trail with neighborhoods  | •                    | •      | •                    | •       | •                       | •      | •                            |
|                 | B11        | Add dedicated bike lane through<br>Avery and Boones Ferry intersection            | •                    | •      | N/A                  | N/A     | •                       | •      | •                            |
|                 | B13        | Improve bicycle and pedestrian treatments at railroad crossings                   | •                    | •      | N/A                  | N/A     | •                       | •      | 0                            |
| •1              | <u>B14</u> | Improve pedestrian crossing along<br>Boones Ferry Rd                              | •                    | •      |                      | •       | -                       | N/A    | •                            |
| , cont          | <u>B15</u> | Add bicycle lanes on Boones Ferry Rd to Day Rd                                    | •                    | •      | •                    | N/A     | •                       | •      | •                            |
| Facility, cont. | B16        | Add I-5 multi-use crossing – connect to planned and existing multi-use paths      | •                    | 0      | •                    | •       | •                       | •      | •                            |
|                 | B17        | Create a bike path to Old Town Sherwood as this area develops                     | •                    | •      | •                    | •       | •                       | •      | 0                            |
|                 | B18        | Add a grade-separated crossing over 99W   |                      |        | 0                    | 0       | •                       | 0      | 0                            |
|                 | B19        | Add bike detection loops at major intersections                                   | •                    | N/A    | •                    | N/A     | •                       | •      | •                            |
|                 | B20        | Add benches for walkers throughout the city                                       | N/A                  | N/A    | •                    | N/A     | •                       | •      | •                            |
|                 | B21        | Allow wider sidewalks for strolling and outdoor cafes                             | N/A                  | •      | •                    | •       | •                       | N/A    | -                            |
| _,              | C2         | Build pedestrian and bicycle bridges over the Tualatin River                      | •                    | •      | •                    | •       | •                       | •      | 0                            |
| Trail           | C4         | Create a bicycle boulevard system connecting major areas                          | •                    | •      | •                    | •       | •                       | •      | ₩                            |
|                 | <b>C</b> 5 | Build the Tonquin Trail   | •                    | •      | •                    | •       | •                       | •      | •                            |

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## **Downtown Preliminary Project Evaluation**

|              | ID        | Project Idea  | Access /<br>Mobility | Safety | Vibrant<br>Community | Economy  | Health /<br>Environment | Equity | Ability to be<br>Implemented |
|--------------|-----------|---|----------------------|--------|----------------------|----------|-------------------------|--------|------------------------------|
|              | A1        | Upgrade bridge surface and improve                                | •                    | •      | •                    | •        | •                       | •      | •                            |
|              |           | illumination along path in back of Haggens                        |                      |        |                      |          |                         |        |                              |
|              | A2        | Consider raised intersections on Martinazzi for pedestrian safety | 0                    | •      |                      | 0        | •                       | •      | •                            |
|              | A4        | Reduce speeds near Bridgeport Village                             | 0                    | •      | 0                    | 0        | _                       | N/A    | 0                            |
| ₹            | A5a       | Redesign Fred Meyer / Kmart intersection                          | _                    | •      |                      |          |                         | - N/A  | _                            |
| Safety       | A5b       | Improve pedestrian crossing at Fred                               | •                    | •      | -                    |          | •                       | •      | •                            |
|              |           | Meyer/Kmart intersection  |                      |        |                      |          |                         |        |                              |
|              | <u>A6</u> | Add roundabout at Boones Ferry and Lower Boones Ferry Road        | •                    | 0      | 0                    | •        | •                       | •      | 0                            |
|              | A7        | Add pedestrian island on Martinazzi Ave                           | 0                    |        | 0                    | •        | _                       |        | •                            |
|              | Α/        | north of Seneca   | J                    |        | J                    | •        | •                       |        |                              |
|              | B1        | Improve circulation into and out of the                           | •                    | -      | -                    | •        | •                       | •      |                              |
|              |           | Tualatin Community Park   |                      |        |                      |          |                         |        |                              |
| ⊑            | <u>B3</u> | Add an eastbound lane on Tualatin-                                | •                    | -      | 0                    | •        | 0                       | •      | •                            |
| iţio         |           | Sherwood Rd from Martinazzi to I-5                                |                      |        |                      |          |                         |        |                              |
| Congestion   | <u>B7</u> | Replace/widen Boones Ferry Road bridge                            | •                    | •      | •                    | •        | •                       | •      | •                            |
| )<br>On      |           | over Tualatin River   |                      |        |                      |          |                         |        |                              |
| O            | <u>B9</u> | Widen Boones Ferry Rd   | •                    | •      | _                    | •        | 0                       | •      | 0                            |
|              | B10       | Widen Tualatin-Sherwood Rd through                                | _                    | •      | 0                    | •        | 0                       | •      | 0                            |
|              |           | downtown  |                      |        |                      |          |                         |        |                              |
|              | C1        | Build a trail from Boones Ferry to                                | •                    | •      | •                    | •        | •                       | •      | •                            |
| >            |           | downtown core along river and extend to                           |                      |        |                      |          |                         |        |                              |
| Vit          |           | the greenway  | _                    |        |                      |          |                         |        |                              |
| Connectivity | <u>C2</u> | Provide north-south connectivity over                             | •                    | •      | •                    | •        | •                       | •      | 0                            |
| u u          | 0.1       | Tualatin River for vehicles                                       |                      |        |                      |          | •                       |        |                              |
| ပ            | C4        | Create a grid system near the Kmart upon                          |                      |        |                      |          |                         |        | •                            |
|              | C.F.      | redevelopment with a connection to Seneca                         |                      |        |                      | 0        |                         | _      | 0                            |
|              | <u>C5</u> | Improve downtown core street connectivity                         |                      |        |                      | <u> </u> |                         |        |                              |

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|                    | ID        | Project Idea   | Access /<br>Mobility | Safety | Vibrant<br>Community | Economy | Health /<br>Environment | Equity | Ability to be<br>Implemented |
|--------------------|-----------|--|----------------------|--------|----------------------|---------|-------------------------|--------|------------------------------|
|                    | C6        | Create road connections between Boones<br>Ferry Rd and SW 90th Ave                                       | •                    | 0      | N/A                  | •       | 0                       | •      | 0                            |
|                    | D1        | Redesign pedestrian crossings, consider flashing lights in the downtown core                             | 0                    | •      | •                    | 0       | •                       | •      | •                            |
|                    | <u>D2</u> | Upgrade Nyberg interchange to improve the crossing experience for bicyclists                             | •                    | •      | •                    | 0       | •                       | •      | 0                            |
|                    | <u>D3</u> | Optimize intersections to reduce car/pedestrian conflicts along Boones Ferry and Tualatin Sherwood Roads | •                    | •      | 1                    | 0       |                         | •      | •                            |
| ian                | D4        | Add pedestrian crossing at the WES stop (Seneca)   | 0                    | 0      | •                    | 0       | •                       | •      | 0                            |
| Bicycle/Pedestrian | <u>D6</u> | Improve sidewalks and bicycle lane at<br>Boones Ferry to Lower Boones Ferry.                             | •                    | •      |                      | •       | •                       | •      | •                            |
| rcle/Po            | D7        | Bike and pedestrian treatments near<br>Bridgeport Village  | •                    | _      | •                    | •       | •                       | 0      | •                            |
| Bic                | D8        | Provide signage and/or other visual cues to motorists to accommodate bicycles                            |                      |        | -                    | •       | •                       | •      | •                            |
|                    | D9        | Add bicycle lane or "Share the Road" signs   | •                    | •      | •                    | •       | •                       | •      | •                            |
|                    | D10       | Coordinate traffic signal timing to accommodate pedestrians.   | 0                    | N/A    | •                    | 0       | 0                       | •      | 0                            |
|                    | D11       | Add focused pedestrian crossing over Boones Ferry Road at Tonka  | 0                    | •      | •                    | 0       | •                       | •      | 0                            |
| aا                 | F1        | Encourage better multimodal circulation and transit-oriented redevelopment for major downtown uses       | •                    | •      | •                    | •       | •                       | •      | •                            |
| Land Use           | F2        | Look for opportunities to open downtown's connection to the riverfront                                   | •                    | •      | •                    | •       | •                       | •      | •                            |
| <u> </u>           | F3        | Eliminate parking minimums, consider parking maximums  | N/A                  | •      | 0                    | 0       | N/A                     | N/A    | 0                            |
|                    | F4        | Add structured parking in downtown core  | •                    | N/'A   | 0                    | N/A     | N/A                     | N/A    | •                            |

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### **Industrial and Freight Preliminary Project Evaluation**

|              | ID         | Project Idea   | Access /<br>Mobility | Safety | Vibrant<br>Community | Economy | Health /<br>Environment | Equity | Ability to be<br>Implemented |
|--------------|------------|--|----------------------|--------|----------------------|---------|-------------------------|--------|------------------------------|
|              | A1         | Add a signal or roundabout at Sagert/<br>Martinazzi  | •                    | •      | •                    | •       | •                       | 0      | •                            |
|              | <u>A2</u>  | Divert truck traffic from Tualatin Road to<br>Herman Road  | •                    | N/A    |                      | -       | -                       | •      | •                            |
|              | A5         | Extend 124th Ave south   | •                    | •      | •                    | •       | •                       | •      | •                            |
| CI           | A6         | Provide coordinated signal timing and access management along major arterials                        | •                    |        |                      | •       | N/A                     | N/A    | •                            |
| Congestion   | <u>A7</u>  | Remove NB right turn light on Boones<br>Ferry Road   | •                    | 0      | •                    | •       | N/A                     | N/A    | •                            |
| Cong         | <u>A9</u>  | Improvements to help mobility of through-<br>traffic on Tualatin-Sherwood Rd                         | •                    | -      | •                    | •       | 0                       | •      | •                            |
|              | A11        | Address congestion on Avery and Teton  | •                    | •      | N/A                  | _       | N/A                     | N/A    | •                            |
|              | <u>A12</u> | Synchronize turn signals to/from Boones Ferry to Tualatin-Sherwood; coordinate with the train signal | •                    | N/A    | •                    | •       | N/A                     | N/A    | •                            |
|              | <u>A13</u> | Widen Boones Ferry Rd through downtown   | •                    | •      | •                    | •       | 0                       | •      | 0                            |
| افد          | B1         | Expand service hours of chamber shuttle to nights and weekends                                       | •                    | •      | •                    | •       | •                       | 0      | 0                            |
| Transit      | B2         | Add rail station with easy offload and access for industry in the west part of town                  | •                    | N/A    | •                    | •       | •                       | •      | •                            |
|              | В3         | Provide local loop bus   | •                    | N/A    | •                    | •       | •                       | •      | •                            |
| ivity        | <u>C3</u>  | Provide north-south vehicle connectivity over Tualatin River   | •                    | •      | •                    | •       | •                       | •      | 0                            |
| Connectivity | C4         | Add a left turn from Teton Ave to Tualatin<br>Rd   | N/A                  | N/A    | N/A                  | N/A     | N/A                     | N/A    | 0                            |
| ŭ            | <b>C</b> 5 | Extend 65th Ave north  | •                    | •      | •                    | •       | •                       | •      | 0                            |

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|                     | ID        | Project Idea   | Access /<br>Mobility | Safety | Vibrant<br>Community | Economy | Health /<br>Environment | Equity | Ability to be<br>Implemented |
|---------------------|-----------|--|----------------------|--------|----------------------|---------|-------------------------|--------|------------------------------|
|                     | C6        | Improve 115th Ave  | •                    | •      | 0                    | -       | -                       | •      | •                            |
|                     | <u>C7</u> | Improve cross-section on Herman Rd   | •                    | •      | 0                    | •       | •                       | •      | •                            |
|                     | <u>C8</u> | Add signal to Tualatin and Boones Ferry intersection   | •                    | •      | N/A                  |         | 0                       | •      | 0                            |
|                     | C9        | Consider removing trucks/adding truck info signs along 108th/105th Aves                          | 0                    | N/A    | •                    | 0       | •                       | 0      | •                            |
|                     | C10       | Extend 95th Ave north to Tualatin Rd   | •                    | •      | 0                    | -       | 0                       | 0      | 0                            |
| Cont.               | C12       | Create an east/west connection across I-5 (near Greenhill Rd)                                    | •                    | •      | -                    | •       | •                       | •      | •                            |
| Connectivity, Cont. | C13       | Provide travel options by improving connectivity in the roadway system                           | •                    | •      | •                    | •       | •                       | •      | •                            |
| nnect               | C14       | Widen Myslony St to standards - reduce on-street parking   | •                    | •      | N/A                  | •       | N/A                     | •      | •                            |
| <u>3</u>            | C15       | Upgrade Cipole Rd to standards with sidewalks and bike lanes                                     | -                    | -      | •                    | •       | •                       | •      | •                            |
|                     | C16       | Improve Tonquin Rd between Oregon St and Waldo Way   | -                    | •      | N/A                  | •       | N/A                     | •      | •                            |
|                     | C17       | Improve circulation east of the Bridgeport/I-5 Interchange                                       |                      | -      | •                    | •       | •                       | •      | •                            |
|                     | D1        | Coordinate freight receiving/ shipping times   | •                    | •      | •                    | •       | N/A                     | N/A    | •                            |
|                     | D2        | Add vision and sound walls; reduce cut-<br>through traffic                                       | 0                    | 0      | •                    | 0       | 0                       | 0      | 0                            |
|                     | D3        | Provide incentives to telecommute  | •                    | _      | N/A                  | •       | •                       | _      | •                            |
| Other               | <u>D5</u> | Add lane on Tualatin-Sherwood to Fred<br>Meyer, better I-5 lane signage, add red<br>light camera | •                    | •      | 0                    | •       | •                       | N/A    | •                            |
|                     | D6        | Improve signs to direct traffic to correct street  | •                    | N/A    | N/A                  | N/A     | N/A                     | N/A    | 0                            |
|                     | <u>D7</u> | Add traffic signal at 97th Ave and Tualatin-<br>Sherwood Rd                                      | •                    | •      | •                    | •       | •                       | N/A    | •                            |

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|        | ID         | Project Idea  | Access /<br>Mobility | Safety | Vibrant<br>Community | Economy | Health /<br>Environment | Equity | Ability to be<br>Implemented |
|--------|------------|---|----------------------|--------|----------------------|---------|-------------------------|--------|------------------------------|
|        | <u>D8</u>  | Improve visibility, add signal restrict left                              | •                    | _      | _                    | 0       | •                       | _      | •                            |
|        |            | turns from 108th onto Tualatin  |                      |        |                      |         |                         |        |                              |
|        | <u>D9</u>  | Add a signal at Tualatin Rd and Teton Ave/Jurgens Rd                      | •                    | N/A    | •                    |         | -                       | •      | •                            |
|        | D10        | Improve Tualatin-Sherwood and   | •                    | N/A    | N/A                  | •       | N/A                     | N/A    | •                            |
|        |            | Martinazzi signal timing  |                      |        |                      |         |                         |        |                              |
|        | <u>D11</u> | Encourage off-peak usage on Herman Rd and Tualatin-Sherwood Rd            | •                    | N/A    | N/A                  | -       | •                       | N/A    | •                            |
|        | D12        | Make "Truck Route" signs larger   | N/A                  | N/A    | -                    | •       | N/A                     | N/A    | •                            |
|        | D13        | Add traffic calming on Tualatin Road                                      | 0                    | 0      | •                    | 0       | <b>—</b>                | •      | •                            |
|        | D14        | Add measures to reduce truck traffic on                                   | 0                    | •      | •                    | 0       | •                       | •      | •                            |
|        |            | local and minor streets   |                      |        |                      |         |                         |        |                              |
|        | D15        | Improve turning radius from Herman Rd northbound onto 108th Ave           |                      |        | N/A                  | •       | N/A                     | N/A    | •                            |
| Cont.  | D16        | Increase speed limit to 40 or 45 MPH on 124th Ave                         | •                    | N/A    | N/A                  | •       | N/A                     | N/A    | •                            |
| er, Co | D17        | Reconfigure the intersection of 115th and Tualatin-Sherwood               | -                    |        | N/A                  | •       | N/A                     | N/A    | •                            |
| Other, | D18        | Improve turning radius from Tualatin-<br>Sherwood to Cipole               | •                    | •      | N/A                  | •       | N/A                     | N/A    | •                            |
|        | D19        | Improve NB right and left turns onto Herman                               |                      | •      | N/A                  | •       | N/A                     | N/A    | •                            |
|        | D20        | Improve southbound left turns at 63rd and Lower Boones Ferry              | -                    | •      | N/A                  | •       | N/A                     | N/A    | •                            |
|        | D21        | Improve SB left turns from Jurgens and 106th onto Tualatin                | •                    | •      | N/A                  | •       | N/A                     | N/A    | •                            |
|        | D22        | Improve 65th Ave south across I-205; widen and address dip in the roadway | •                    | •      | N/A                  | •       | N/A                     | N/A    | •                            |
|        | D23        | Ensure that future roundabout designs can accommodate larger trucks       | •                    | •      | N/A                  | •       | N/A                     | N/A    | -                            |

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### **Major Corridors and Intersections Preliminary Project Evaluation**

|            | ID         | Project Idea  | Access /<br>Mobility | Safety | Vibrant<br>Community | Economy | Health /<br>Environment | Equity | Ability to be<br>Implemented |
|------------|------------|---|----------------------|--------|----------------------|---------|-------------------------|--------|------------------------------|
|            | A1         | Reduce speeds, add guardrail and  | •                    | •      | •                    | N/A     | _                       | _      | •                            |
|            |            | shoulders to section of Grahams Ferry   |                      |        |                      |         |                         |        |                              |
| Safety     | <u>A2</u>  | Add traffic signal at Tualatin HS   | •                    | •      | •                    | N/A     | •                       | 0      | 0                            |
|            | A3         | Consistent speed zones for Tualatin HS and Byrom Elementary   | N/A                  | •      | N/A                  | N/A     | N/A                     | N/A    | •                            |
|            | <u>A4</u>  | Improve sight distance at I-5 and Nyberg<br>Rd interchange  | N/A                  | •      | N/A                  |         | •                       | •      | •                            |
| Sa         | A5         | Add traffic signal on Tualatin Rd at 108th  | •                    | •      | •                    | _       | _                       | •      | •                            |
|            | A6         | Consistent use of yellow turn signals at traffic signals  | •                    |        | N/A                  | -       | N/A                     | N/A    | •                            |
|            | <u>A8</u>  | Discourage through and truck traffic along Tualatin Rd while encouraging through and truck traffic along Herman | •                    | •      | •                    | •       | •                       | •      | 0                            |
|            | <u>B1</u>  | Widen Tualatin-Sherwood Rd  |                      | -      | 0                    | •       | 0                       | •      | 0                            |
|            | B2         | Signal or roundabout at Sagert and Martinazzi   | •                    | •      | •                    | •       | •                       | 0      | •                            |
|            | В3         | Realign Sagert /Borland to one intersection   | •                    | -      | 0                    | 0       | 0                       | 0      | 0                            |
| u<br>S     | <u>B5</u>  | Restrict right turn on red at Nyberg Interchange  | 0                    | •      | N/A                  | 0       | •                       | •      | 0                            |
| Congestion | В6         | Rethink access in vicinity of Tualatin Community Park   | •                    | •      | •                    | N/A     | •                       | •      | •                            |
| S          | <u>B8</u>  | Prohibit left turns out of 108th Ave or remove trees in the southwest corner                                    | 0                    | •      | 0                    | •       | •                       | 0      | •                            |
|            | В9         | Coordinate signal timing on Boones Ferry  | •                    | •      | N/A                  | •       | N/A                     | •      | •                            |
|            | B10        | Redesign Nyberg/Fred Meyer intersection and improve pedestrian crossing   | •                    | •      | •                    | •       | •                       | •      | •                            |
|            | <u>B12</u> | Make two right turn lanes from I-5 north onto Nyberg Rd   | •                    | •      | N/A                  | •       | 0                       | •      | •                            |

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|              | ID         | Project Idea                                | Access /<br>Mobility | Safety | Vibrant<br>Community | Economy | Health /<br>Environment | Equity | Ability to be<br>Implemented |
|--------------|------------|---|----------------------|--------|----------------------|---------|-------------------------|--------|------------------------------|
|              | <u>B13</u> | Extend NB left turn and create SB right     | •                    | •      | •                    | •       | •                       | •      | •                            |
|              |            | turn lane on Boones Ferry at Tualatin-      |                      |        |                      |         |                         |        |                              |
|              |            | Sherwood to reduce backup from WES train    |                      |        |                      |         |                         |        |                              |
|              | <u>B14</u> | Reconfigure Boones Ferry at Tualatin        | •                    | •      | 0                    | -       | 0                       | •      | 0                            |
|              | B15        | Add a 4-way stop by 90th Ave at Kaiser      | 0                    | •      | •                    | 0       | •                       | •      | •                            |
|              | <u>B16</u> | Add bus pullouts on Boones Ferry Rd         | •                    | •      | 0                    | -       | 0                       | •      | •                            |
|              | B17        | Widen Boones Ferry at south end of City     | •                    | •      | •                    | •       | 0                       | •      | 0                            |
|              | B20        | Roundabout at Nyberg and 65 <sup>th</sup>   | •                    | N/A    | 0                    | 0       | 0                       | 0      | 0                            |
|              |            | intersection                                |                      |        |                      |         |                         |        |                              |
|              | B21        | Extend 124th Ave to south                   | •                    | •      | •                    | •       | •                       | •      | •                            |
|              | B22        | Address congestion caused by high school    | •                    |        | -                    | _       | •                       | 0      | •                            |
|              | B23        | Add a dedicated right turn lane on Teton at | •                    | •      | N/A                  | _       | •                       | _      | •                            |
|              |            | Tualatin-Sherwood                           |                      |        |                      |         |                         |        |                              |
|              | <u>B24</u> | Add right turn lane on Tualatin-Sherwood    | •                    | -      | N/A                  | _       | •                       | 0      | •                            |
|              |            | at 124th                                    |                      | 1 2    |                      |         |                         |        |                              |
|              | C2         | Extend 65th Ave to the north                | •                    | •      | 0                    | •       | 0                       | _      | 0                            |
|              | C4         | Improve traffic flow on Lower Boones        | •                    | •      | •                    | •       | •                       | •      | •                            |
| _            |            | Ferry Rd between Bridgeport Village and     |                      |        |                      |         |                         |        |                              |
| Connectivity |            | downtown                                    |                      |        |                      |         |                         |        |                              |
| ij           | C7         | Revise connection between Tualatin and      | •                    | •      | 0                    | •       | 0                       | •      | 0                            |
| Jue          |            | Boones Ferry near the railroad tracks       |                      |        |                      |         |                         |        |                              |
| Ö            | C9         | Widen Sagert to 2-lanes each way            | •                    | •      | 0                    | •       | 0                       | 0      | 0                            |
|              | <u>C12</u> | Look for ways to provide north-south        | •                    | •      | •                    | •       | •                       | •      | 0                            |
|              |            | connectivity over Tualatin River for        |                      |        |                      |         |                         |        |                              |
|              |            | vehicles                                    |                      |        |                      |         |                         |        |                              |
|              | D1         | Add lane on Tualatin-Sherwood Rd to Fred    | •                    | •      | 0                    | •       | 0                       | •      | •                            |
| ē            |            | Meyer, better lane signage for I-5. Install |                      |        |                      |         |                         |        |                              |
| Other        |            | traffic camera for signal violations.       |                      |        |                      |         |                         |        |                              |
| O            | D2         | Better signs needed to direct traffic to    | N/A                  | N/A    | N/A                  | N/A     | N/A                     | N/A    | 0                            |
|              |            | correct street                              |                      |        |                      |         |                         |        |                              |

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## Neighborhood Livability Preliminary Project Evaluation

|            | ID        | Project Idea   | Access /<br>Mobility | Safety | Vibrant<br>Community | Economy | Health /<br>Environment | Equity | Ability to be<br>Implemented |
|------------|-----------|--|----------------------|--------|----------------------|---------|-------------------------|--------|------------------------------|
| Safety     | <u>A1</u> | Discourage through and truck traffic along Tualatin while encouraging through and truck traffic along Herman | •                    | •      | •                    | •       | •                       | •      | 0                            |
|            | А3        | Reroute school buses away from Tualatin Community Park and two railroad crossings                            | •                    | •      | -                    | N/A     | -                       | •      | •                            |
|            | <u>A4</u> | Add roundabout at Boones Ferry and Norwood   | •                    | •      | 0                    | 0       | 0                       | •      | •                            |
|            | <u>A5</u> | Make Boones Ferry Rd more pedestrian-<br>friendly  | •                    | •      |                      | -       | •                       | 0      | •                            |
|            | <u>A6</u> | Improve intersection at 108th and Tualatin   | •                    | •      | •                    | •       | •                       | •      | •                            |
|            | A8        | Reduce speed, possibly add trail through wooded area   | 0                    |        |                      | 0       | •                       | •      | •                            |
|            | A9        | Eliminate free right turns on Herman at Teton and Tualatin   | 0                    | •      | •                    | 0       | •                       | •      | •                            |
| Ē          | B1        | Add signal or roundabout at Sagert and Martinazzi  | •                    |        | •                    | •       | •                       | 0      | •                            |
|            | <u>B2</u> | Add dedicated right turn lane into apartments near Nyberg Woods Shopping Center                              | •                    | •      | •                    | 0       | •                       | •      | •                            |
| stic       | В3        | Realign Sagert /Borland to one intersection  |                      | _      | 0                    | 0       | 0                       | 0      | 0                            |
| Вe         | B4        | Improve intersection at Avery and Teton  | •                    | •      | N/A                  | _       | N/A                     | N/A    | •                            |
| Congestion | B5        | Address congestion caused by HS  | •                    | _      | _                    | _       | •                       | Ó      | •                            |
| _,         | <u>B6</u> | Adjust signal timing to give priority to Tualatin Road through traffic.                                      | •                    | •      | 0                    | •       | 0                       | 0      | •                            |
|            | <u>B8</u> | Add right turn lane on Tualatin-Sherwood at 124th  | •                    | •      | N/A                  | •       | •                       | 0      | •                            |
|            | C1        | Extend 124th to south  | •                    | •      | _                    | •       | •                       | •      |                              |
|            | C2        | Consider removing trucks/adding truck info signs along 108th/105th Aves                                      | 0                    | N/A    | •                    | 0       | •                       | •      | •                            |

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|                    | ID        | Project Idea  | Access /<br>Mobility | Safety | Vibrant<br>Community | Economy | Health /<br>Environment | Equity | Ability to be<br>Implemented |
|--------------------|-----------|---|----------------------|--------|----------------------|---------|-------------------------|--------|------------------------------|
| Connectivity       | C3        | Balance neighborhood needs and trucks movement along Avery; provide turn lane for traffic entering school | •                    | •      | •                    | •       | •                       | •      | •                            |
|                    | C6        | Create a street between Boones Ferry and Bridgeport   | •                    | •      | 0                    | 0       | 0                       | 0      | 0                            |
|                    | C7        | Extend 65th to the north  | •                    | •      | 0                    | •       | 0                       | •      | 0                            |
|                    | <u>D2</u> | Add pedestrian islands on Boones Ferry, near Byrom Elementary and Tualatin HS                             | 0                    | •      |                      | 0       | -                       | •      | •                            |
|                    | D3        | Provide a multi-use path along the river  | •                    | •      | •                    | _       | •                       | •      | •                            |
|                    | D4        | Connect sidewalk on east side of 65th   | •                    | •      | •                    | •       | •                       | •      | •                            |
| _,                 | D5        | Repair gap in sidewalk on south side of Borland   | •                    | •      | •                    | N/A     | •                       | •      | •                            |
| jar                | D6        | Add multi-use path as part of Tualatin Trail  | •                    | •      | •                    | _       | •                       | •      | •                            |
| edestr             | <u>D7</u> | Provide focused pedestrian crossing improvements along Tualatin Road                                      | 0                    | •      | •                    | 0       | •                       | •      | •                            |
| Bicycle/Pedestrian | D8        | Add bike facilities and continuous sidewalks along Graham's Ferry   |                      | •      | -                    | N/A     | •                       | •      | •                            |
| icy                | D9        | Build the Tonquin Trail   | •                    | •      | •                    | •       | •                       | •      | •                            |
| ш                  | D10       | Connect Tonquin trail with neighborhoods  | •                    |        | _                    | •       | •                       | •      | •                            |
|                    | D11       | Connect to Tualatin Path  | •                    | •      | •                    | N/A     | •                       | •      | •                            |
|                    | D12       | Provide benches for walkers throughout city   | N/A                  | N/A    | •                    | N/A     | •                       | •      | •                            |
|                    | D13       | Create a bicycle boulevard system connecting major areas  | •                    | •      | •                    | •       | •                       | •      | •                            |
| Transit            | E1        | Provide transit serving local resident needs in north Tualatin, between 99W and downtown Tualatin         | •                    | N/A    | •                    | •       | -                       | •      | 0                            |
| Other              | F2        | Remove NB right turn signal on Tualatin out of Police Station   | 0                    | 0      | N/A                  | N/A     | N/A                     | N/A    | •                            |
|                    |           |   |                      |        |                      |         |                         |        |                              |

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### **Transit Preliminary Project Evaluation**

|      | ID  | Project Idea   | Access /<br>Mobility | Safety | Vibrant<br>Community | Economy | Health /<br>Environment | Equity | Ability to be<br>Implemented |
|------|-----|--|----------------------|--------|----------------------|---------|-------------------------|--------|------------------------------|
|      | A1  | Provide bus transit service on Herman<br>Road  | •                    | N/A    | •                    | •       | •                       | •      | •                            |
|      | A2  | Provide bus transit service on 124th Street  | •                    | N/A    | •                    | -       | -                       | •      | •                            |
|      | A3  | Provide bus transit service on Avery Street  | •                    | N/A    | •                    | •       | •                       | •      | •                            |
|      | A4  | Provide bus transit service on Tualatin<br>Road between downtown and 99W   | •                    | N/A    | •                    |         | -                       | •      | •                            |
|      | A5  | Extend bus service to east Tualatin  | •                    | N/A    | •                    | •       | _                       | •      | •                            |
|      | A6  | Provide express bus service between Tualatin and Salem   | •                    | N/A    | -                    | -       | •                       | •      | •                            |
| Bus  | A7  | Provide a shuttle or trolley service<br>between Bridgeport Village and Commons<br>area, especially for weekend service | •                    | N/A    | •                    | •       | •                       | •      | •                            |
|      | A8  | Provide a loop bus route around the city   | •                    | N/A    | •                    | •       | •                       | •      | 0                            |
|      | A10 | Create an on-call shuttle for industrial and manufacturing workers during the day – consider charging fares            | •                    | N/A    | •                    | •       | •                       | •      | •                            |
|      | A12 | General –extend service hours for all transit  | •                    | N/A    | •                    | •       | •                       | •      | Ο                            |
|      | A13 | General – use more energy efficient buses  | N/A                  | N/A    | N/A                  | N/A     | •                       | N/A    | 0                            |
|      | A14 | Coordinate TriMet and SMART bus schedules with WES schedule  | 0                    | N/A    | N/A                  | •       | •                       | •      | •                            |
|      | A16 | Add stops on higher volume bus routes  | 0                    | N/A    | •                    | N/A     | -                       | •      | 0                            |
| ·=!  | B1  | Add more bicycle storage at the WES station  | •                    | N/A    | N/A                  | N/A     | N/A                     | N/A    | 0                            |
| Rail | B2  | Provide rail or high capacity bus transit service on Tualatin-Sherwood Road  | •                    | N/A    | •                    | •       | •                       | •      | •                            |

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|               | ID | Project Idea  | Access /<br>Mobility | Safety | Vibrant<br>Community | Economy | Health /<br>Environment | Equity | Ability to be<br>Implemented |
|---------------|----|---|----------------------|--------|----------------------|---------|-------------------------|--------|------------------------------|
| Rail          | B4 | Build an elevated pedestrian bridge to connect the Tualatin park-and-ride with shopping at Bridgeport Village   | •                    | N/A    | 0                    | N/A     | N/A                     | 0      | 0                            |
| Land Use      | C1 | Make the WES station a central focus of downtown and the main transit center. Improve pedestrian connectivity, transitoriented development opportunities, and local transit connections | •                    | N/A    | •                    | •       | •                       | •      | •                            |
|               | D1 | Look for potential park-and-ride locations in west Tualatin   | •                    | N/A    | •                    |         | •                       | •      | •                            |
| e<br>Se       | D2 | Look for potential park-and-ride locations in south Tualatin  | •                    | N/A    | •                    | N/A     | •                       | •      | -                            |
| Park-and-Ride | D3 | Add parking capacity at Tualatin Park-and-<br>Ride - Potential structure  | -                    | N/A    |                      | •       | 0                       | •      | •                            |
| Park-         | D4 | Look for opportunities to reduce size of or relinquish underutilized park-and-ride lots and transfer spaces to higher utilized areas  | •                    | N/A    | •                    | •       | •                       | •      | •                            |
|               | D5 | Add a park-and-ride in east Tualatin  | _                    | N/A    | •                    | N/A     | •                       | •      | -                            |

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City of Tualatin

# Preliminary Recommendations Tualatin TSP

Presentation to
Tualatin Transportation Task Force
June 21, 2012

#### **Presentation Outline**

- An Overview
- Discussion of Recommendations by Working Group Topic Area
  - Bicycle and Pedestrian
  - Downtown
  - Industrial and Freight
  - Major Corridors and Intersections
  - Neighborhood Livability
  - Transit
- Next Steps

#### Where We Are In the TSP Process



#### Progress Since our May 24th Meeting...

- 1. Discussed project evaluations with
  - ✓ Planning Commission
  - ✓ TPARK
  - ✓ Working Groups
- Refined evaluations based on feedback
- 3. Prepared preliminary recommendations

#### Working Group Meetings, Round 3

| No. | Working Group           | Date                   | No.<br>Attendees |
|-----|-------------------------|------------------------|------------------|
| 1.  | Downtown                | June 4                 | 16               |
| 2.  | Transit                 | June 5                 | 14               |
| 3.  | Bicycle and Pedestrian  | June 6                 | 6                |
| 4.  | Industrial and Freight  | June 13<br>(lunchtime) | 5                |
| 5.  | Neighborhood Livability | June 13<br>(evening)   | 12               |
| 6.  | Major Corridors         | June 14                | 18               |

#### Structure of Working Group Meetings

- Present evaluation results (project by project) as a large group
- Discuss evaluation results in a small group format
- Provide feedback on recommended projects
  - ✓ Green dots = project provides greatest value to the community
  - ✓ Red dots = project should not be included in TSP

### Organization of Recommendations

| Description   | Recommendation                                      |
|---|---|
| What projects make sense to include in TSP?                             | Yes   |
| What projects make some sense, but are not cost effective on their own? | Only with urban upgrade                             |
| What projects don't make sense, and shouldn't be included in TSP?       | No  |
| What projects need additional analysis before we decide                 | Refinement Topic Area <u>or</u><br>Needs Refinement |

#### Your Role Tonight

- 1. Do you agree with these preliminary recommendations?
- 2. If not, why not?
- 3. What additional analysis does the technical team need to do?

#### Refinement Topic Areas

- 1. Tualatin-Sherwood Road Options
- 2. Nyberg Interchange Options
- 3. Boones Ferry Road Options
- 4. North to South Connectivity
- 5. Herman Road and Tualatin Road Options
- 6. Tualatin's Downtown Circulation



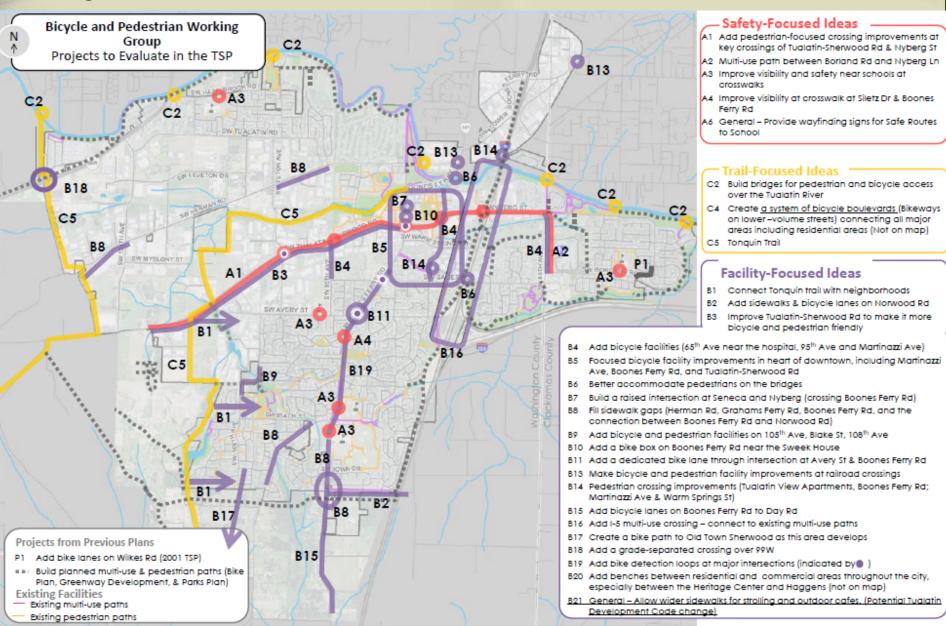
## Preliminary Recommendations

By Working Group Topic Area



## Bicycle/Pedestrian

#### Bicycle and Pedestrian



#### Projects to Forward into the TSP

| No.        | Project Description   |    |
|------------|---|----|
| A1         | Add ped crossing treatments at key locations on Tualatin-Sherwood, Nyberg |    |
| A2         | Multi-use path on 65th Ave between Borland and Nyberg                     |    |
| А3         | Improve visibility and safety near schools at crosswalks                  |    |
| A4         | Improve visibility at crosswalk at Siletz Dr and Boones Ferry Rd          |    |
| A6         | Provide wayfinding for Safe Routes to School                              |    |
| B1         | Connect Tonquin trail with neighborhoods                                  |    |
| B8         | Fill sidewalk gaps on Grahams Ferry, Boones Ferry, and Herman             |    |
| В9         | Add bicycle and pedestrian facilities on 15th Ave, Blake St, and 18th     |    |
| B11        | Add dedicated bike lane through Avery and Boones Ferry intersection       |    |
| B13        | Improve bicycle and pedestrian treatments at railroad crossings           |    |
| B16        | Add I-5 multi-use crossing – connect to planned, existing paths           |    |
| B20        | Add benches for walkers throughout the city                               |    |
| C4         | Create a bicycle boulevard system connecting major areas                  |    |
| <b>C</b> 5 | Build the Tonquin Trail   | 13 |

## **Urban Upgrade Projects**

| No. | Project Description   |
|-----|---|
| B2  | Add sidewalks and bicycle lanes on Norwood                    |
| B4  | Add bicycle facilities near the hospital, 95th and Martinazzi |
| В6  | Better accommodate pedestrians on the bridges                 |
| B15 | Add bicycle lanes on Boones Ferry Rd to Day Rd                |

#### Projects **NOT** to Forward into the TSP

| No.   | Project Description  |  |
|---|--|--|
| В3  | Improve Tualatin-Sherwood Rd for bicyclists and pedestrians (Tonquin Trail |  |
|   | serves as the recommendation instead)                                      |  |
| B7  | Build a raised intersection at Seneca and Nyberg                           |  |
| Add bike box on Boones Ferry near Sweek House |  |  |
| B17   | Create a bike path to Old Town Sherwood as this area develops              |  |
| B18   | Add a grade-separated crossing over 99W                                    |  |
| B19   | Add bike detection loops at major intersections                            |  |

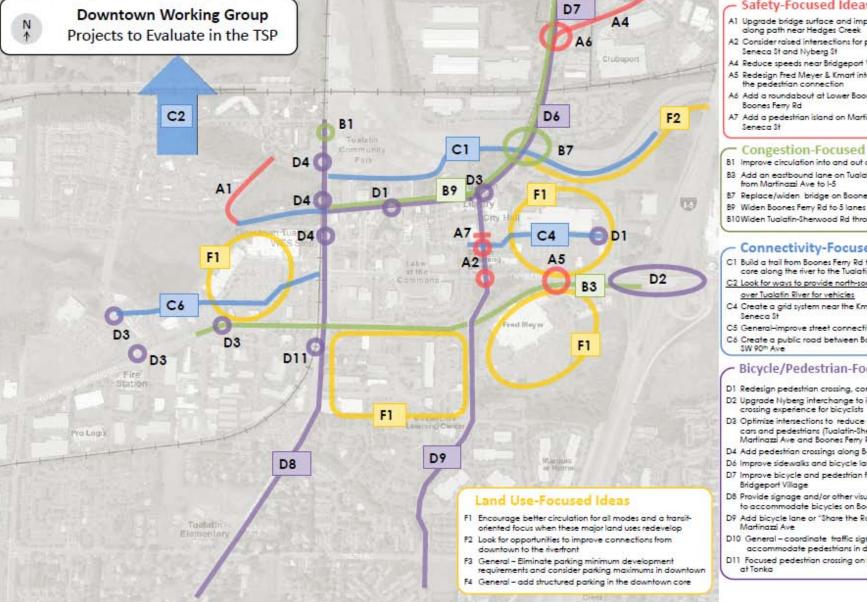
### Projects for Further Refinement

| No. | Project Description                               | Refinement Topic Area    |
|-----|---|--------------------------|
| B5  | Improve bicycle facility treatments in downtown   | Connectivity in Downtown |
|     | core  |                          |
| B14 | Improve pedestrian crossing along Boones Ferry Rd | Boones Ferry Road        |
| B21 | Allow wider sidewalks for strolling and outdoor   | Connectivity in Downtown |
|     | cafes   |                          |
| C2  | Build pedestrian and bicycle bridges over the     | North/South Connectivity |
|     | Tualatin River                                    |                          |



## Downtown

#### Downtown



#### Safety-Focused Ideas

- Al Upgrade bridge surface and improve illumination along path near Hedges Creek
- A2 Consider raised intersections for pedestrians at Seneca St and Nyberg St.
- A4 Reduce speeds near Bridgeport Village
- A5 Redesign Fred Meyer & Kmart intersection upgrade the pedestrian connection
- A6 Add a roundabout at Lower Boones Ferry Rd and
- A7 Add a pedestrian island on Martinazzi Ave north of

#### Congestion-Focused Ideas

- B1 Improve circulation into and out of the park
- B3 Add an eastbound lane on Tualatin-Sherwood Rd from Martinazzi Ave to 1-5
- B7 Replace/widen bridge on Boones Ferry Rd
- B10Widen Tualatin-Sherwood Rd through downtown

#### Connectivity-Focused Ideas

- C1 Build a trail from Boones Ferry Rd to the downtown core along the river to the Tualatin River Greenway
- C2 Look for ways to provide north-south connectivity over Tualatin River for vehicles
- C4 Create a grid system near the Kmart, connect to
- C5 General-improve street connectivity in downtown
- Có Create a public road between Boones Ferry Rd and

#### Bicycle/Pedestrian-Focused Ideas

- D1 Redesign pedestrian crossing, consider flashing lights
- D2 Upgrade Nyberg interchange to improve the crossing experience for bicyclists
- D3 Optimize intersections to reduce conflicts between cars and pedestrians (Tualatin-Sherwood Rd & Martinazzi Ave and Boones Ferry Rd)
- D4 Add pedestrian crossings along Boones Ferry Rd
- Dó Improve sidewalks and bicycle lanes Boones Ferry Rd
- D7 Improve bicycle and pedestrian facilities near
- D8 Provide signage and/or other visual cues to motorists
- to accommodate bicycles on Boones Ferry Rd D9 Add bicycle lane or "Share the Road" signs on
- D10 General coordinate traffic signal firning to accommodate pedestrians in downtown
- D11 Focused pedestrian crossing on Boones Ferry Road

#### Projects to Forward into the TSP

| ı | No.       | Project Description  |    |
|---|-----------|--|----|
|   | A1        | Upgrade bridge surface, improve illumination along path in back of Haggens |    |
|   | <b>A5</b> | Redesign Fred Meyer to Kmart intersection (including pedestrian crossing)  |    |
|   | B1        | Rethink access between Tualatin Road and Tualatin Community Park           |    |
|   | В3        | Add eastbound lane on Tualatin-Sherwood from Martinazzi to I-5             |    |
|   | B7        | Replace/widen Boones Ferry Road bridge over Tualatin River                 |    |
|   | <b>C1</b> | Build trail along river from Boones Ferry to downtown, extend to greenway  |    |
|   | C4        | Create grid system near Kmart upon redevelopment, connect to Seneca        |    |
|   | D2        | Upgrade Nyberg interchange for bicyclist safety                            |    |
|   | D6        | Improve sidewalks and bicycle lane at Boones Ferry to Lower Boones Ferry   |    |
|   | <b>D7</b> | Bike and pedestrian treatments near Bridgeport Village                     |    |
|   | D8        | Provide signage to accommodate bicycles on Boones Ferry                    |    |
|   | D9        | Add bicycle lane on Martinazzi north of Warm Springs                       |    |
|   | F1        | Encourage multimodal circulation and transit-oriented redevelopment        |    |
|   | F2        | Look for opportunities to open downtown's connection to the riverfront     |    |
|   | F4        | Add structured parking in the downtown core                                | 19 |

### Projects **NOT** to Forward into the TSP

| No. | Project Description  |
|-----|--|
| A2  | Consider raised intersections on Martinazzi                                      |
| A4  | Reduce speeds near Bridgeport Village  |
| A7  | Add pedestrian island on Martinazzi Ave north of Seneca                          |
| C6  | Create road connections between Boones Ferry Rd and SW 90th Ave                  |
| D4  | Add pedestrian crossing at the WES stop (Seneca)                                 |
| D10 | Coordinate traffic signal timing to accommodate pedestrians                      |
| D11 | Add focused pedestrian crossing over Boones Ferry Road at Tonka                  |
| F3  | Eliminate parking minimum development requirements and consider parking maximums |

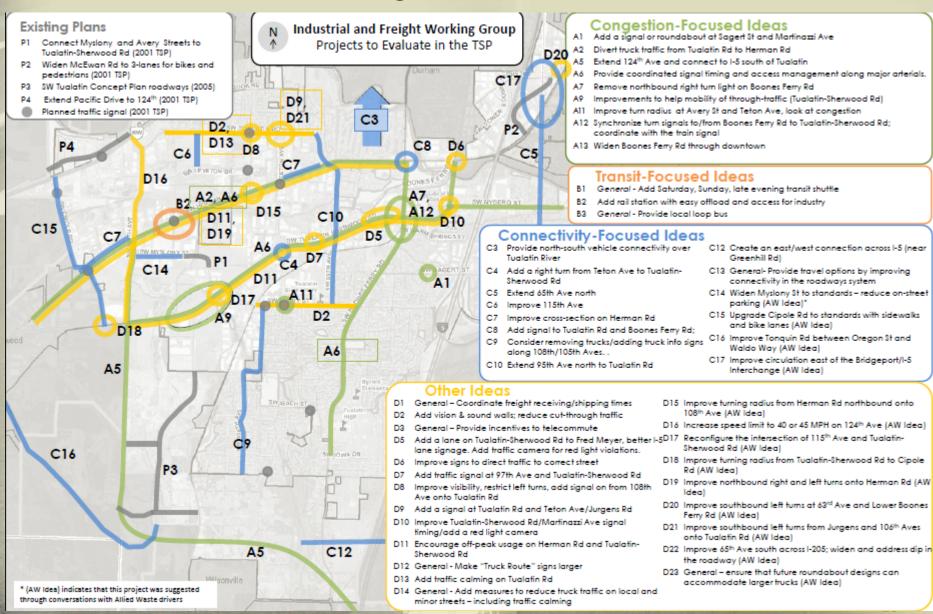
#### Projects for Further Refinement

| No.       | Project Description                              | Refinement Topic Area       |
|-----------|--|-----------------------------|
| <b>A6</b> | Add roundabout at Boones Ferry and Lower         | Boones Ferry Road           |
|           | Boones Ferry Road                                |                             |
| В9        | Widen Boones Ferry Rd                            | Boones Ferry Road           |
| B10       | Widen Tualatin-Sherwood Rd                       | Tualatin Sherwood Road      |
| C2        | Provide north-south connectivity over Tualatin   | North/South Connectivity    |
|           | River for vehicles                               |                             |
| <b>C5</b> | Improve downtown core street connectivity        | Connectivity in Downtown    |
| D1        | Redesign pedestrian crossings, consider flashing | Connectivity in Downtown    |
|           | lights   |                             |
| D3        | Optimize intersections to reduce conflicts along | Boones Ferry Road, Tualatin |
|           | Boones Ferry and Tualatin Sherwood Roads         | Sherwood Road               |



## Industrial and Freight

#### Industrial and Freight



#### Projects to Forward into the TSP (1 of 2)

| No.       | Project Description  |
|-----------|--|
| A1        | Add a signal or roundabout at Sagert/ Martinazzi   |
| <b>A5</b> | Extend 124th Ave to the south  |
| A6        | Provide coordinated signal timing and access management along major arterials                        |
| A11       | Address congestion on Avery and Teton  |
| A12       | Synchronize turn signals to/from Boones Ferry to Tualatin-Sherwood; coordinate with the train signal |
| B1        | Expand shuttle for industrial and manufacturing workers during the day – consider charging fares     |
| В3        | Provide a loop bus route serving local residents   |
| <b>C5</b> | Extend 65th Ave north  |
| <b>C9</b> | Consider removing trucks/adding truck info signs along 108th/105th Aves                              |
| C12       | Create an east/west connection across I-5 (near Greenhill Rd)  |
|           |  |

#### Projects to Forward into the TSP (2 of 2)

| No. | Project Description   |
|-----|---|
| D1  | Coordinate freight receiving/ shipping times                              |
| D3  | Provide incentives to telecommute   |
| D5  | Add eastbound lane on Tualatin-Sherwood from Martinazzi to I-5            |
| D11 | Encourage off-peak usage on Herman Rd and Tualatin-Sherwood Rd            |
| D14 | Add measures to reduce truck traffic on local and minor collectors        |
| D22 | Improve 65th Ave south across I-205; widen and address dip in the roadway |
| D23 | Ensure that future roundabout designs can accommodate larger trucks       |

## **Urban Upgrade Projects**

| No. | Project Description  |  |
|-----|--|--|
| C14 | Widen Myslony St to standards - reduce on-street parking     |  |
| C15 | Upgrade Cipole Rd to standards with sidewalks and bike lanes |  |
| C16 | Improve Tonquin Rd between Oregon St and Waldo Way           |  |

### Projects **NOT** to Forward into the TSP

| No.       | Project Description  |
|-----------|--|
| A7        | Remove NB right turn light on Boones Ferry                             |
| C4        | Add a left turn from Teton to Tualatin Rd                              |
| <b>C6</b> | Improve 115th Ave  |
| C8        | Add signal to Tualatin and Boones Ferry intersection                   |
| C10       | Extend 95th Ave north to Tualatin Rd                                   |
| C13       | Provide travel options by improving connectivity in the roadway system |
| D2        | Add vision and sound walls; reduce cut-through traffic                 |
| D6        | Improve signs to direct traffic to correct street                      |
| D10       | Improve Tualatin-Sherwood and Martinazzi signal timing                 |
| D12       | Make "Truck Route" signs larger  |
| D16       | Increase speed limit to 40 or 45 MPH on 124th Ave                      |
| D20       | Improve southbound left turns at 63rd and Lower Boones Ferry           |

#### Projects for Further Refinement (1 of 2)

| No.       | Project Description  | Refinement Topic Area  |
|-----------|--|------------------------|
| B2        | Add rail station with easy offload and access for industry | Stand Alone            |
|           | in the west part of town                                   |                        |
| C17       | Improve circulation east of the Bridgeport/ I-5            | Stand Alone            |
|           | Interchange  |                        |
| A2        | Discourage through and truck traffic along Tualatin while  | Herman and Tualatin    |
|           | encouraging through and truck traffic along Herman         | Options                |
| A9        | Improvements to help mobility of through-traffic on        | Tualatin Sherwood Road |
|           | Tualatin-Sherwood Rd                                       |                        |
| A13       | Widen Boones Ferry Rd through downtown                     | Boones Ferry Road,     |
|           |  | North/South            |
|           |  | Connectivity           |
| <b>C3</b> | Provide north-south vehicle connectivity over Tualatin     | North/South            |
|           | River  | Connectivity           |
| <b>C7</b> | Improve cross-section on Herman Rd                         | Herman and Tualatin    |
|           |  | Options                |
| D7        | Add traffic signal at 97th Ave and Tualatin-Sherwood       | Tualatin Sherwood Road |

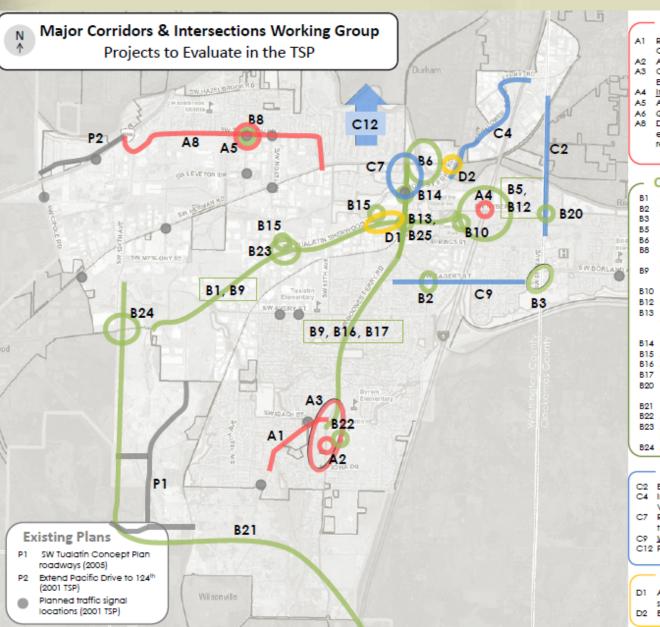
### Projects for Further Refinement (2 of 2)

| No. | Project Description                                | Refinement Topic Area       |
|-----|--|-----------------------------|
| D8  | Improve visibility, add signal restrict left turns | Herman and Tualatin Options |
|     | from 108th onto Tualatin                           |                             |
| D9  | Add a signal at Tualatin Rd and Teton Ave/Jurgens  | Herman and Tualatin Options |
|     | Rd   |                             |
| D13 | Add traffic calming on Tualatin Road               | Herman and Tualatin Options |
| D15 | Improve turning radius from Herman Rd              | Herman and Tualatin Options |
|     | northbound onto 108th Ave                          |                             |
| D17 | Reconfigure the intersection of 115th and          | Tualatin Sherwood Road      |
|     | Tualatin-Sherwood                                  |                             |
| D18 | Improve turning radius from Tualatin-Sherwood      | Tualatin Sherwood Road      |
|     | to Cipole  |                             |
| D19 | Improve NB right and left turns onto Herman        | Herman and Tualatin Options |
| D21 | Improve SB left turns from Jurgens and 106th       | Herman and Tualatin Options |
|     | onto Tualatin                                      |                             |



## Major Corridors and Intersections

#### Major Corridors and Intersections



#### Safety-Focused Ideas

- Reduce speeds, add guardrail and shoulders to this section of Grahams Ferry Rd
- Add traffic signal at Tualatin High School
- Consistent speed zones for both Tualatin High School & Byrom
- Improve the sight distance at the I-5-Nyberg Rd interchange
- Add traffic signal on Tualatin Rd at 108th Ave
- General consistent use of yellow turn signals on all traffic signals
- Discourage through and truck traffic along Tualatin Rd while encouraging through and truck traffic along Herman Rd. Make residential access easier.

#### Congestion-Focused Ideas

- Widen Tuglatin-Sherwood Pd
- Signal or roundabout at Sagert St and Martinazzi Ave
- Realign Sagert St/Borland Rd intersection
- Restrict right turn on red at Nyberg Interchange
- Rethink access in vicinity of Tualatin Community Park
- Prohibit left turns out of 108th Ave or remove trees in the southwest
- Coordinate signal timing on Boones Ferry Rd and Tualatin-Sherwood Rd: widen Boones Ferry Rd
- Redesign the intersection at the Fred Meyer (from Nyberg Rd)
- B12 Make two right turn lanes from I-5 north onto Nyberg Rd
- B13 Extend the northbound left turn lane and create a southbound right turn lane on Boones Ferry Rd at Tualatin-Sherwood Rd to reduce backup from WES train; add red light cameras
- B14 Reconfigure Boones Ferry Rd at Tualatin Rd
- B15 Add a 4-way stop by 90th Ave at Kaiser
- B16 Add bus pullouts on Boones Ferry Rd
- B17 Widen Boones Ferry Rd
- B20 Roundabout or signal intersection at Nyberg Rd/65th Ave; keep Nybera Rd 2 lanes
- B21 Extend 124th Ave and connect to I-5 and Tonquin Rd
- B22 Address congestion caused by high school
- B23 Add a dedicated right turn lane on Teton Ave at Tualatin-Sherwood Rd
- B24 Add right turn lane on Tualatin-Sherwood Rd at 124th Ave

#### Connectivity-Focused Ideas

- C2 Extend 65th Ave north
- C4 Improve traffic flow on Lower Boones Ferry Rd near Bridgeport Village into downtown Tualatin
- C7 Revise connection between Tualatin Rd and Boones Ferry Rd near the railroad tracks
- C9 Widen Sagert to 2 lanes in each direction.
- C12 Provide north-south connectivity over Tualatin River for vehicles

#### Other Ideas

- D1 Add lane on Tualatin-Sherwood Rd to Fred Meyer, better lane sianage for I-5. Install traffic camera for signal violations.
- D2 Better signs needed to direct traffic to correct street

#### Projects to Forward into the TSP

| No. | Project Description   |  |
|-----|---|--|
| A1  | Reduce speeds, add guardrail and shoulders to this section of Grahams Ferry Rd      |  |
| А3  | Consistent speed zones for Tualatin High School and Byrom Elementary School         |  |
| A6  | Consistent use of yellow turn signals at traffic signals                            |  |
| B2  | Signal or roundabout at Sagert and Martinazzi                                       |  |
| В6  | Rethink access between Tualatin Road and Tualatin Community Park                    |  |
| B8  | Prohibit left turns out of 108th Ave <u>or</u> remove trees in the southwest corner |  |
| В9  | Coordinate signal timing on Boones Ferry Rd   |  |
| B10 | Redesign Nyberg/Fred Meyer intersection and improve pedestrian crossing             |  |
| B16 | Add bus pullouts on Boones Ferry Rd   |  |
| B21 | Extend 124th Ave to south   |  |
| B23 | Add a dedicated right turn lane on Teton at Tualatin-Sherwood                       |  |
| C2  | Extend 65th Ave to the north  |  |
| C4  | Improve traffic flow on Lower Boones Ferry between Bridgeport and downtown          |  |
| D1  | Add eastbound lane on Tualatin-Sherwood from Martinazzi to I-5                      |  |

#### Projects **NOT** to Forward into the TSP

| No.       | Project Description  |
|-----------|--|
| A2        | Add traffic signal at Tualatin High School                                   |
| В3        | Realign Sagert /Borland to one intersection                                  |
| B14       | Reconfigure Boones Ferry at Tualatin Road                                    |
| B15       | Add a 4-way stop by 90th Ave at Kaiser                                       |
| B20       | Roundabout or signal at Nyberg and 65th intersection                         |
| B22       | Address congestion caused by high school                                     |
| <b>C7</b> | Revise connection between Tualatin and Boones Ferry near the railroad tracks |
| С9        | Widen Sagert to 2-lanes each way   |
| D2        | Better signs needed to direct traffic to correct street                      |
|           |  |

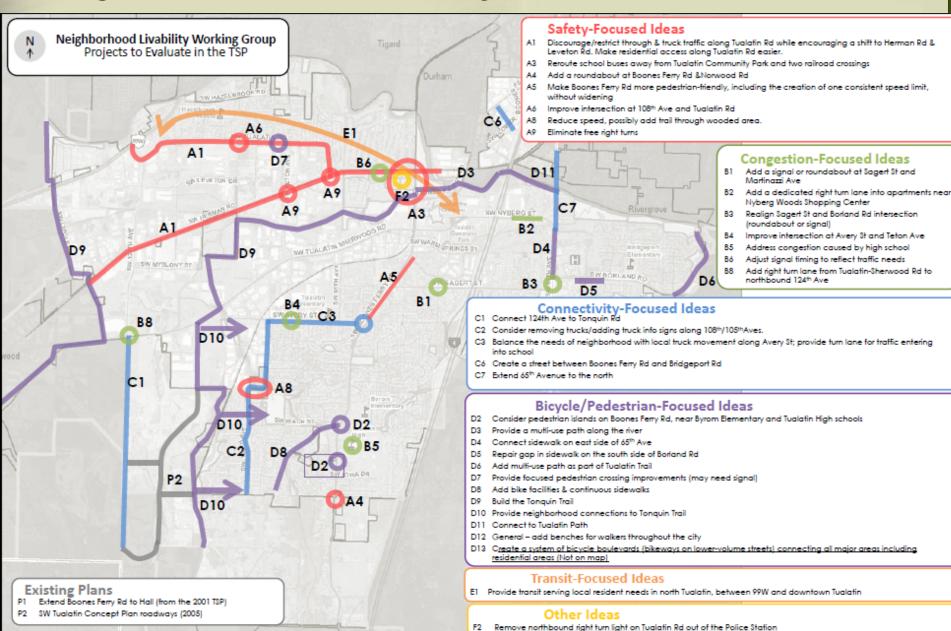
#### Projects for Further Refinement

| No. | Project Description  | Refinement Topic Area       |
|-----|--|-----------------------------|
| A4  | Improve sight distance at I-5 and Nyberg Rd  | Nyberg Interchange          |
| A5  | Interchange  Add traffic signal on Tualatin Pd at 109th  | Horman and Tualatin Ontions |
| AS  | Add traffic signal on Tualatin Rd at 108th   | Herman and Tualatin Options |
| A8  | Discourage through and truck traffic along Tualatin Rd while encouraging through and truck traffic along Herman Rd       | Herman and Tualatin Options |
| B1  | Widen Tualatin-Sherwood Rd   | Tualatin Sherwood Road      |
| B5  | Restrict right turn on red at Nyberg Interchange   | Nyberg Interchange          |
| B12 | Make two right turn lanes from I-5 north onto<br>Nyberg Rd   | Nyberg Interchange          |
| B13 | Extend NB left turn and create a SB right turn lane on Boones Ferry at Tualatin-Sherwood to reduce backup from WES train | North/South Connectivity    |
| B17 | Widen Boones Ferry Rd at the south end of the City   | Boones Ferry Road           |
| B24 | Add right turn lane on Tualatin-Sherwood at 124th  | Tualatin Sherwood Road      |
| C12 | Look for ways to provide north-south connectivity over Tualatin River for vehicles                                       | North/South Connectivity 34 |



## Neighborhood Livability

### Neighborhood Livability



## Projects to Forward into the TSP (1 of 2)

| No.       | Project Description   |
|-----------|---|
| А3        | Reroute school buses away from Tualatin Community Park and railroad crossings |
| A8        | Reduce speed, possibly add trail through wooded area                          |
| B1        | Add signal or roundabout at Sagert and Martinazzi                             |
| B4        | Improve intersection at Avery and Teton                                       |
| C1        | Extend 124th Ave to south   |
| C2        | Consider removing trucks/adding truck info signs along 108th/105th Aves       |
| С3        | Balance needs of neighborhood with local truck movement along Avery St;       |
|           | provide turn lane for traffic entering into school                            |
| <b>C7</b> | Extend 65th Ave to the north  |
| D3        | Provide a multi-use path along the river                                      |
| D4        | Multi-use path on 65th Ave between Borland and Nyberg                         |
| D5        | Repair sidewalk gap on south side of Borland                                  |

### Projects to Forward into the TSP (2 of 2)

| No. | Project Description   |
|-----|---|
| D6  | Add multi-use path as part of Tualatin Trail                                    |
| D9  | Build the Tonquin Trail   |
| D10 | Connect Tonquin trail with neighborhoods  |
| D11 | Connect to Tualatin Path  |
| D12 | Add benches for walkers throughout city   |
| D13 | Create a bicycle boulevard system connecting major areas                        |
| E1  | Provide transit serving local resident needs in north Tualatin, between 99W and |
|     | downtown Tualatin   |

## Projects **NOT** to Forward into the TSP

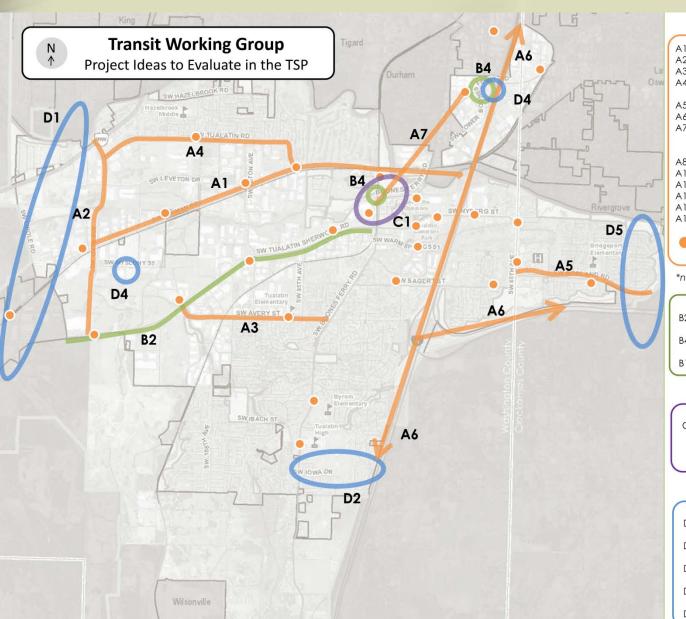
| No. | Project Description   |
|-----|---|
| D8  | Add bike facilities and continuous sidewalks along Graham's Ferry Road (only as part of an urban upgrade) |
| В3  | Realign Sagert /Borland to one intersection   |
| B5  | Address congestion caused by high school  |
| C6  | Create a street between Boones Ferry Rd and Bridgeport Rd   |
| F2  | Remove right turn light in the northbound direction on Tualatin Rd out of the Police Station              |

## Projects for Further Refinement

| No. | Project Description  | Refinement Topic Area          |
|-----|--|--------------------------------|
| A1  | Discourage through and truck traffic along Tualatin Rd while encouraging through and truck traffic along Herman Rd | Herman and Tualatin Options    |
| A4  | Add a roundabout at Boones Ferry and Norwood   | Boones Ferry Road              |
| A5  | Make Boones Ferry Rd more pedestrian-friendly  | Boones Ferry Road              |
| A6  | Improve intersection at 108th and Tualatin   | Herman and Tualatin Options    |
| A9  | Eliminate free right turns – on Herman Rd at Teton<br>Ave and Tualatin Rd  | Herman and Tualatin Options    |
| B2  | Add a dedicated right turn lane into apartments near Nyberg Woods Shopping Center                                  | Nyberg Interchange             |
| В6  | Adjust signal timing to give priority to Tualatin Road through traffic   | Tualatin Sherwood Road         |
| B8  | Add right turn lane on Tualatin-Sherwood at 124th  | Tualatin Sherwood Road         |
| D2  | Add pedestrian islands on Boones Ferry, near Byrom ES and Tualatin HS  | Boones Ferry Road              |
| D7  | Provide focused pedestrian crossing improvements along Tualatin Road   | Herman and Tualatin Options 40 |

# **Transit**

### Transit - Projects to Evaluate



#### **Bus Service-Focused Ideas**

- Provide bus transit service on Herman Road
- A2 Provide bus transit service on 124th Street
- A3 Provide bus transit service on Avery Street
- A4 Provide bus transit service on Tualatin Road between downtown and 99W
- A5 Extend bus service to east Tualatin
- A6 Improve bus service between Tualatin and Salem
- A7 Provide a shuttle or trolley service between Bridgeport Village and Commons area, especially for weekend service
- A8 Provide a loop bus route around the city\*
- A10 Expand existing on-call shuttle and charge fares\*
- A12 General need extended service hours for all transit\*
- A13 General use more energy efficient buses\*
- A14 Coordinate bus schedules with WES schedule\*
- A16 Add stops on higher-volume routes\*
- Potential bus stop locations connecting major employers and activity centers

\*not shown on map

#### Rail Service-Focused Ideas

- B2 Provide rail or high capacity bus transit service on Tualatin-Sherwood Road (towards Sherwood)
- B4 Build elevated pedestrian bridge to connect park-andride with shopping at Bridgeport Village
- B10 General Add more spaces for bicycles on WES trains\*

#### Land Use-Focused Ideas

C1 Make the WES station a central focus of downtown and the main transit center. Improve pedestrian connectivity, transit-oriented development opportunities, and local transit connections

#### Park-and-Ride-Focused Ideas

- D1 Look for potential park-and-ride locations in west Tualatin
- D2 Look for potential park-and-ride locations in south
- Add parking capacity at Tualatin Park-and-Ride (near Bridgeport Village)
- D4 Look for opportunities to reduce size of or relinquish underutilized park-and-ride lots
- D5 Add a park-and-ride location in east Tualatin

## Projects to Forward into the TSP

| No. | Project Description  |
|-----|--|
| A2  | Provide bus transit service on 124th Street  |
| А3  | Provide bus transit service on Avery Street  |
| A5  | Extend bus service to east Tualatin  |
| A7  | Explore a shuttle or trolley service between Bridgeport Village and Commons area, especially for weekend service |
| A8  | Provide a loop bus route serving local residents   |
| A10 | Expand shuttle for industrial and manufacturing workers during the day – consider charging fares                 |
| A12 | General – need extended service for all transit  |
| B2  | Provide high capacity transit service on Tualatin-Sherwood Road  |
| C1  | Make the WES station a central focus of downtown and the main transit center.                                    |
| D1  | Look for potential park-and-ride locations in west Tualatin  |
| D2  | Look for potential park-and-ride locations in south Tualatin   |
| D3  | Add parking capacity at Tualatin Park-and-Ride - Potential structure   |

## Projects **NOT** to Forward into the TSP

| No. | Project Description  |
|-----|--|
| A6  | Provide express bus service between Tualatin and Salem   |
| A13 | General – use more energy efficient buses  |
| A14 | Coordinate bus schedules with WES schedule   |
| A16 | Add stops on higher volume routes  |
| B1  | Add more bicycle storage at the WES station  |
| B4  | Build an elevated pedestrian bridge to connect the Tualatin park-and-ride with shopping  |
| D4  | Look for opportunities to reduce size of or relinquish underutilized park-and-<br>ride lots and transfer spaces to higher utilized areas |
| D5  | Add a park-and-ride in east Tualatin   |

## Projects for Further Refinement

| No. | Project Description   | Refinement Topic Area       |
|-----|---|-----------------------------|
| A1  | Provide bus transit service on Herman Road                            | Herman and Tualatin Options |
| A4  | Provide bus transit service on Tualatin Road between downtown and 99W |                             |

### What Happens Next?

- Online forum goes live July 1st
- Technical team reviews six refinement areas
  - Organize discrete project ideas into packages
  - Up to three alternatives per refinement area
  - Traffic (local and city-wide)
  - Geometric constraints and right of way
  - Cost
  - Environmental and policy effects
- July and August TTF meetings review/discuss findings
  - What are the benefits?
  - What are the impacts?
  - What are we willing to accept?
- Transportation Community Summit in September (draft date September 20<sup>th</sup>)

### **Next Two Meetings**

#### STEP 1

Identify Needs and Opportunities

Develop Goals and Objectives

Survey Existing Conditions

Forecast Future Conditions

\* Public Involvement Activities Included

#### STEP 2

Develop and Evaluate Solutions

Create a Long List of Potential Solutions

July, August

meetings focus

on refinement

topics

Screen/Evaluate How Ideas Help Meet Goals and Objectives

\* Public Involvement Activities Included

#### STEP 3

Make Recommendations

#### STEP 4

Create and Adopt the Plan

Prepare Draft Project Recommendations

Refine Project
Recommendations

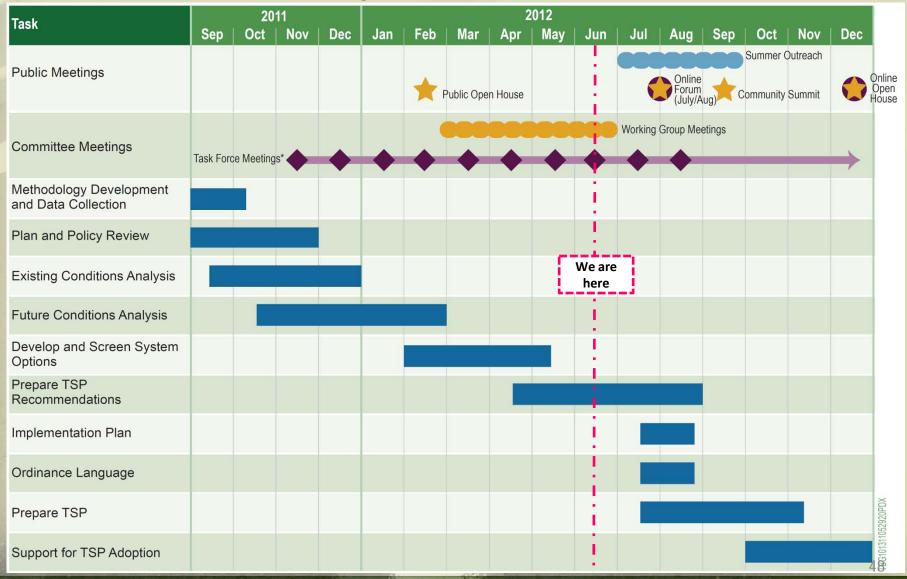
Prioritize Project Recommendations

\* Public Involvement Activities Included Develop a Draft TSP

Adopt the Final TSP

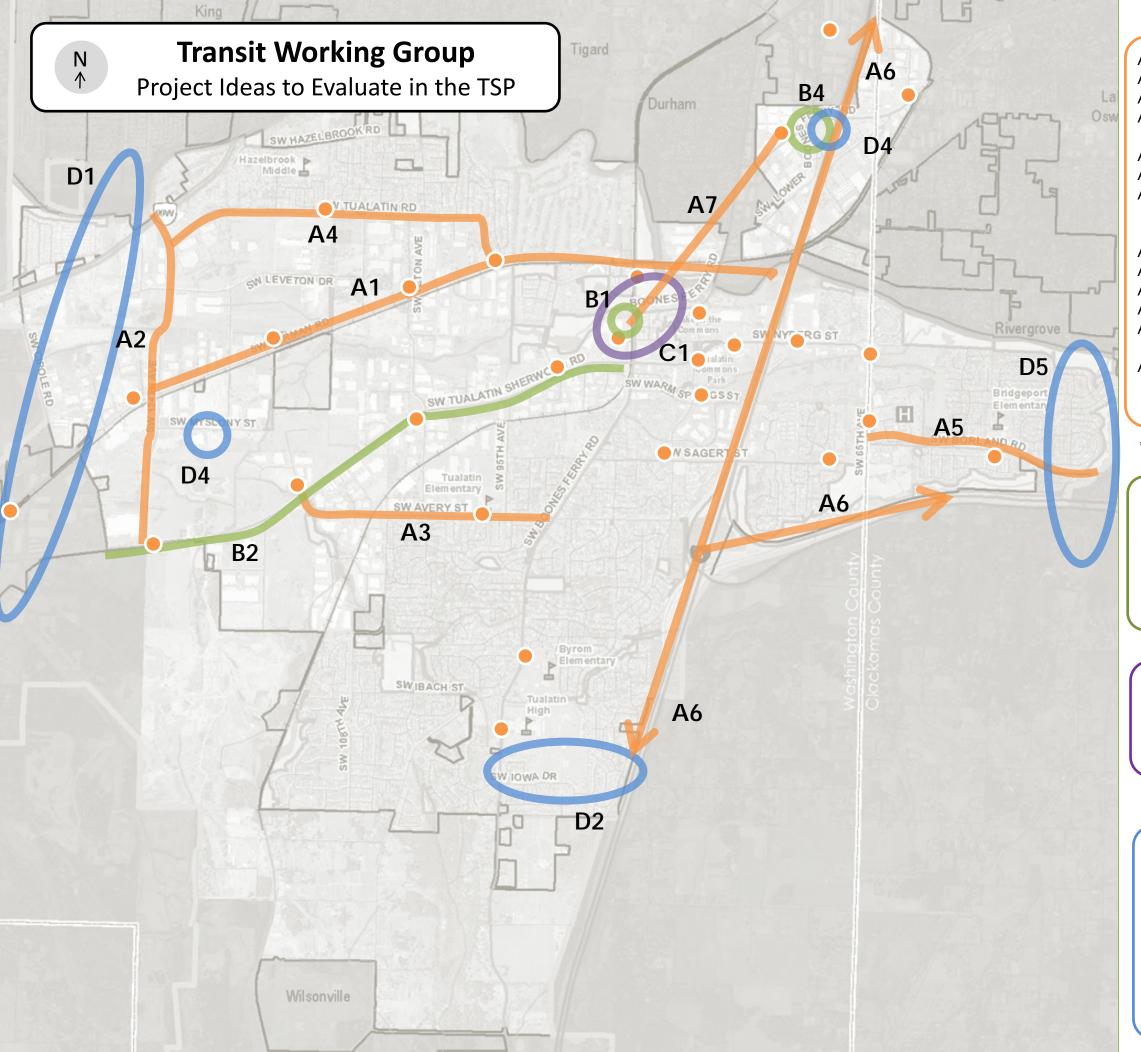
\* Public Involvement Activities Included

### Transportation System Plan Timeline





# Questions



#### **Bus Service-Focused Ideas**

- A1 Provide bus transit service on Herman Road
- A2 Provide bus transit service on 124th Avenue
- A3 Provide bus transit service on Avery Street
- A4 Provide bus transit service on Tualatin Road between downtown and 99W
- A5 Extend bus service to east Tualatin
- A6 Provide express service between Tualatin and Salem
- A7 Provide a shuttle or trolley service between Bridgeport Village and Commons area, especially for weekend service
- A8 Provide a loop bus route around the city\*
- A10 Expand existing on-call shuttle and charge fares\*
- A12 General -extend service hours for all transit\*
- A13 General use more energy efficient buses\*
- A14 Coordinate TriMet and SMART bus schedules with WES schedule\*
- A16 Add stops on higher-volume bus routes\*
- Potential bus stop locations connecting major employers and activity centers

\*not shown on map

#### **Rail Service-Focused Ideas**

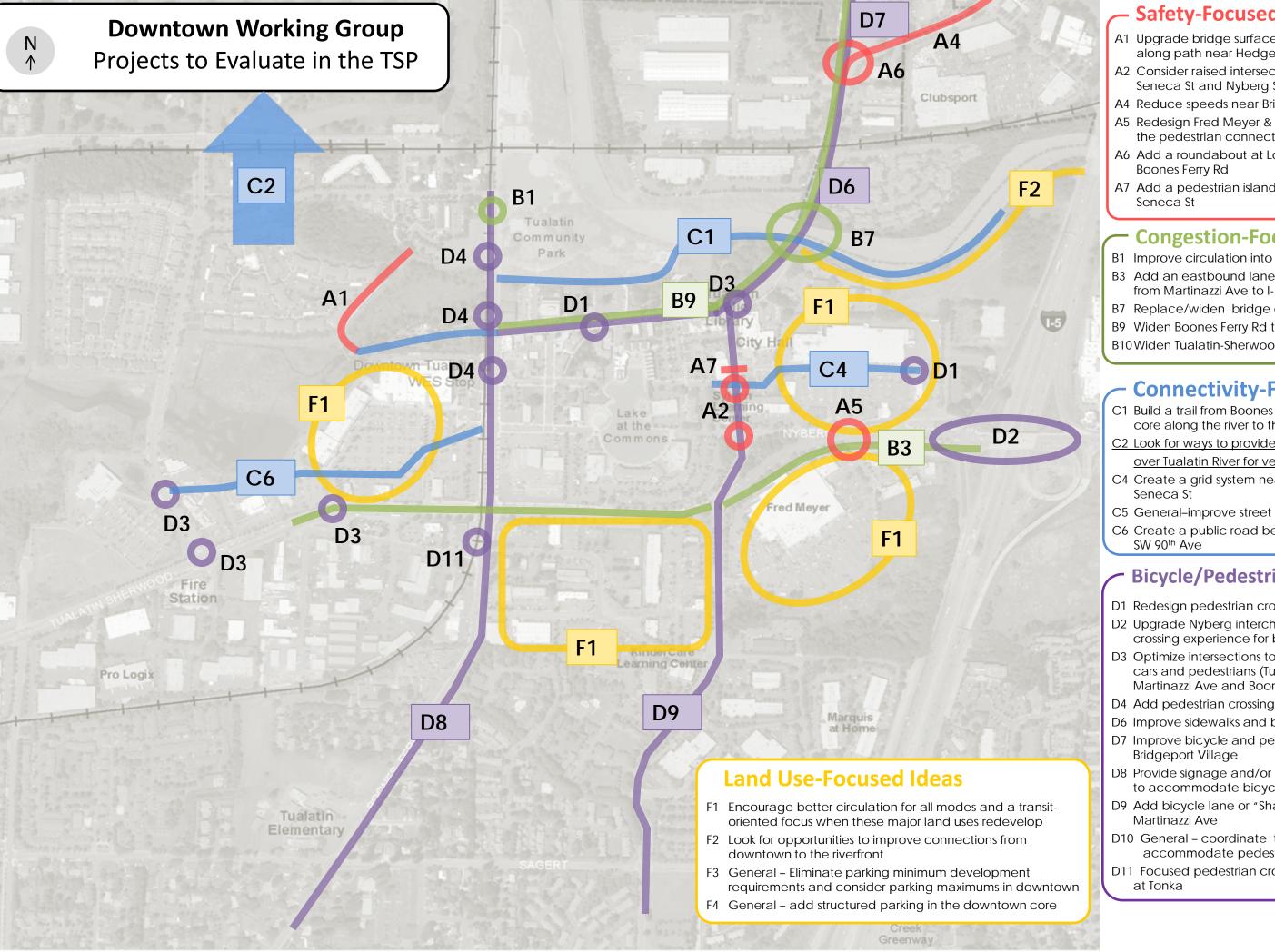
- B1 Add more bicycle storage at the WES Station
- B2 Provide rail or high capacity bus transit service on Tualatin-Sherwood Road (towards Sherwood)
- B4 Build elevated pedestrian bridge to connect park-andride with shopping at Bridgeport Village
- B10 General Add bicycle storage at the WES Station\*

#### **Land Use-Focused Ideas**

C1 Make the WES station a central focus of downtown and the main transit center. Improve pedestrian connectivity, transit-oriented development opportunities, and local transit connections

#### Park-and-Ride-Focused Ideas

- D1 Look for potential park-and-ride locations in west Tualatin
- D2 Look for potential park-and-ride locations in south Tualatin
- D3 Add parking capacity at Tualatin Park-and-Ride (near Bridgeport Village)
- D4 Look for opportunities to reduce size of or relinquish underutilized park-and-ride lots
- D5 Add a park-and-ride location in east Tualatin



#### **Safety-Focused Ideas**

- A1 Upgrade bridge surface and improve illumination along path near Hedges Creek
- A2 Consider raised intersections for pedestrians at Seneca St and Nyberg St
- A4 Reduce speeds near Bridgeport Village
- A5 Redesign Fred Meyer & Kmart intersection upgrade the pedestrian connection
- A6 Add a roundabout at Lower Boones Ferry Rd and
- A7 Add a pedestrian island on Martinazzi Ave north of

#### **Congestion-Focused Ideas**

- B1 Improve circulation into and out of the park
- B3 Add an eastbound lane on Tualatin-Sherwood Rd from Martinazzi Ave to I-5
- B7 Replace/widen bridge on Boones Ferry Rd
- B9 Widen Boones Ferry Rd to 5 lanes
- B10 Widen Tualatin-Sherwood Rd through downtown

#### **Connectivity-Focused Ideas**

- C1 Build a trail from Boones Ferry Rd to the downtown core along the river to the Tualatin River Greenway
- C2 Look for ways to provide north-south connectivity over Tualatin River for vehicles
- C4 Create a grid system near the Kmart, connect to
- C5 General-improve street connectivity in downtown
- C6 Create a public road between Boones Ferry Rd and

#### **Bicycle/Pedestrian-Focused Ideas**

- D1 Redesign pedestrian crossing, consider flashing lights
- D2 Upgrade Nyberg interchange to improve the crossing experience for bicyclists
- D3 Optimize intersections to reduce conflicts between cars and pedestrians (Tualatin-Sherwood Rd & Martinazzi Ave and Boones Ferry Rd)
- D4 Add pedestrian crossings along Boones Ferry Rd
- D6 Improve sidewalks and bicycle lanes Boones Ferry Rd
- D7 Improve bicycle and pedestrian facilities near
- D8 Provide signage and/or other visual cues to motorists to accommodate bicycles on Boones Ferry Rd
- D9 Add bicycle lane or "Share the Road" signs on
- D10 General coordinate traffic signal timing to accommodate pedestrians in downtown
- D11 Focused pedestrian crossing on Boones Ferry Road



## **Downtown Working Group**

Ideas that will not be evaluated

### **Safety-Focused Ideas**

Add a grade separated railroad crossing on Tualatin-Sherwood Rd

#### Congestion-Focused Ideas

- Provide secondary exit from park, and provide additional parking
- Add a travel lane on I-5 northbound (between Tualatin and OR 217)
- Create a one-way circulator loop roadway around
- Reduce ambient noise along Boones Ferry Rd in downtown
- Add HOV lanes on Tualatin-Sherwood Rd

### **Connectivity-Focused Ideas**

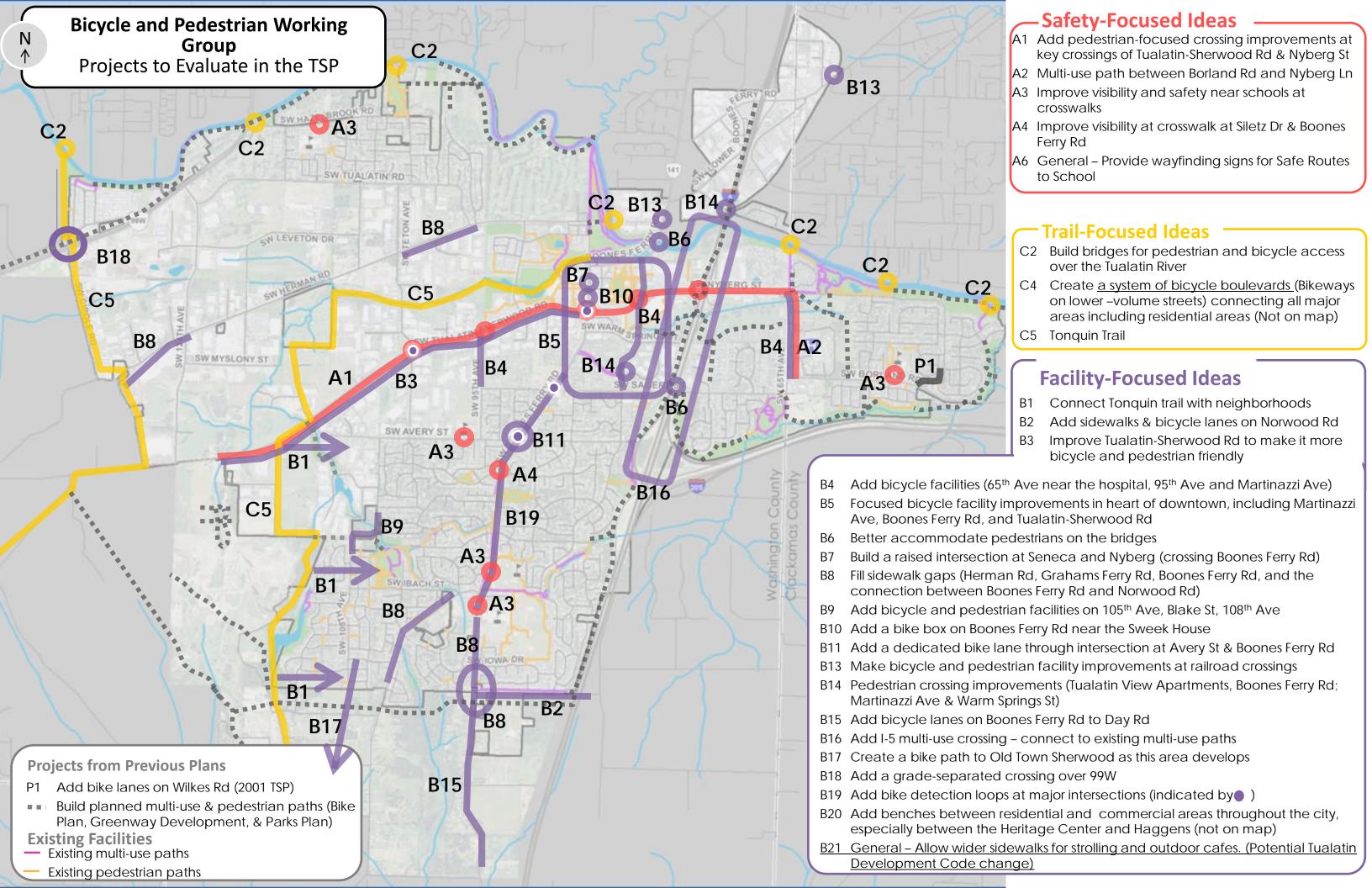
- C3 Connect Nyberg Rd through the Commons
- Extend Lower Boones Ferry Rd across Tualatin

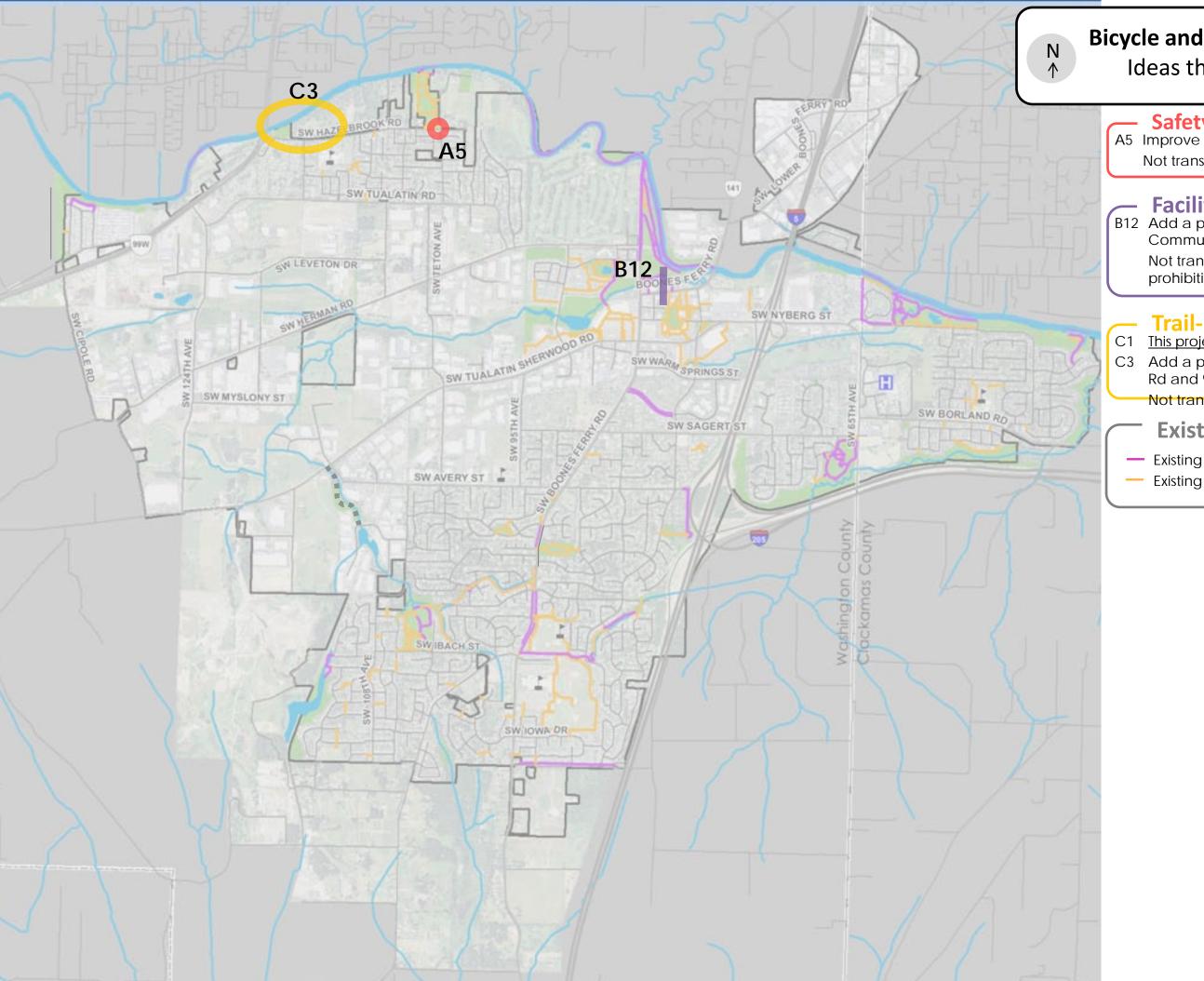
#### **Bicycle/Pedestrian-Focused Ideas**

Create a pedestrian skybridge that connects downtown retail businesses and the park

#### **Transit-Focused Ideas**

E1 Look for opportunities to build a new park-and-ride to the west of downtown towards 99W (not shown on map) - This is included on the transit map.





### **Bicycle and Pedestrian Working Group**

Ideas that will not be evaluated

A5 Improve lighting at Jurgens Rd and Hazelbrook Rd Not transportation related

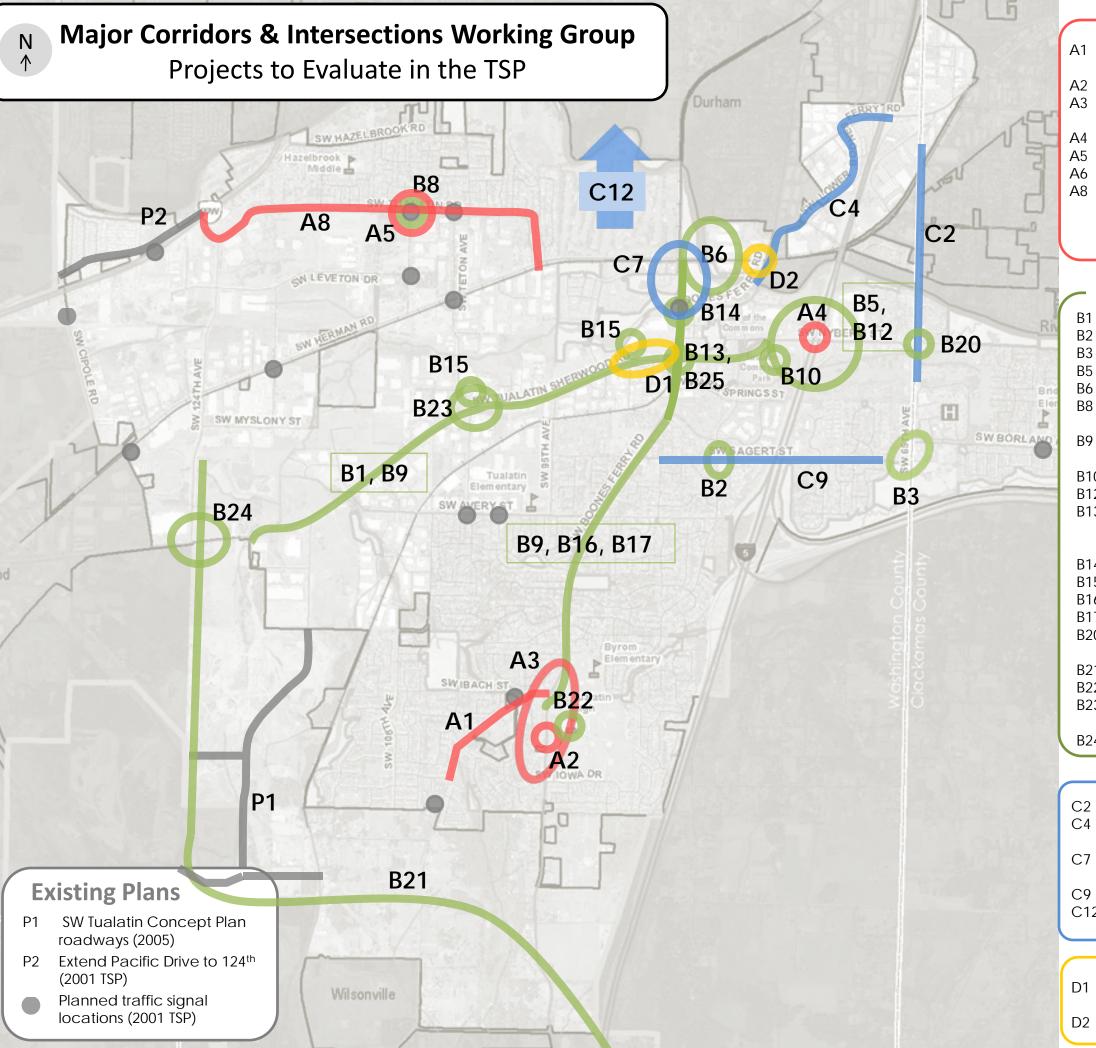
B12 Add a pedestrian overcrossing between the Community park and Tualatin Commons Not transportation related, project is cost prohibitive

- C1 Trail-Focused Ideas

  This project has been combined with B16
- C3 Add a pedestrian shortcut between Hazelbrook Rd and 99W
  - Not transportation related no identified need

### **Existing Facilities**

- Existing multi-use paths
- Existing pedestrian paths



### Safety-Focused Ideas

- A1 Reduce speeds, add guardrail and shoulders to this section of Grahams Ferry Rd
- A2 Add traffic signal at Tualatin High School
- A3 Consistent speed zones for both Tualatin High School & Byrom Elementary School
- A4 <u>Improve the sight distance at the I-5-</u>Nyberg Rd <u>interchange</u>
- A5 Add traffic signal on Tualatin Rd at 108th Ave
- A6 General consistent use of yellow turn signals on all traffic signals
- A8 Discourage through and truck traffic along Tualatin Rd while encouraging through and truck traffic along Herman Rd. Make residential access easier.

#### **Congestion-Focused Ideas**

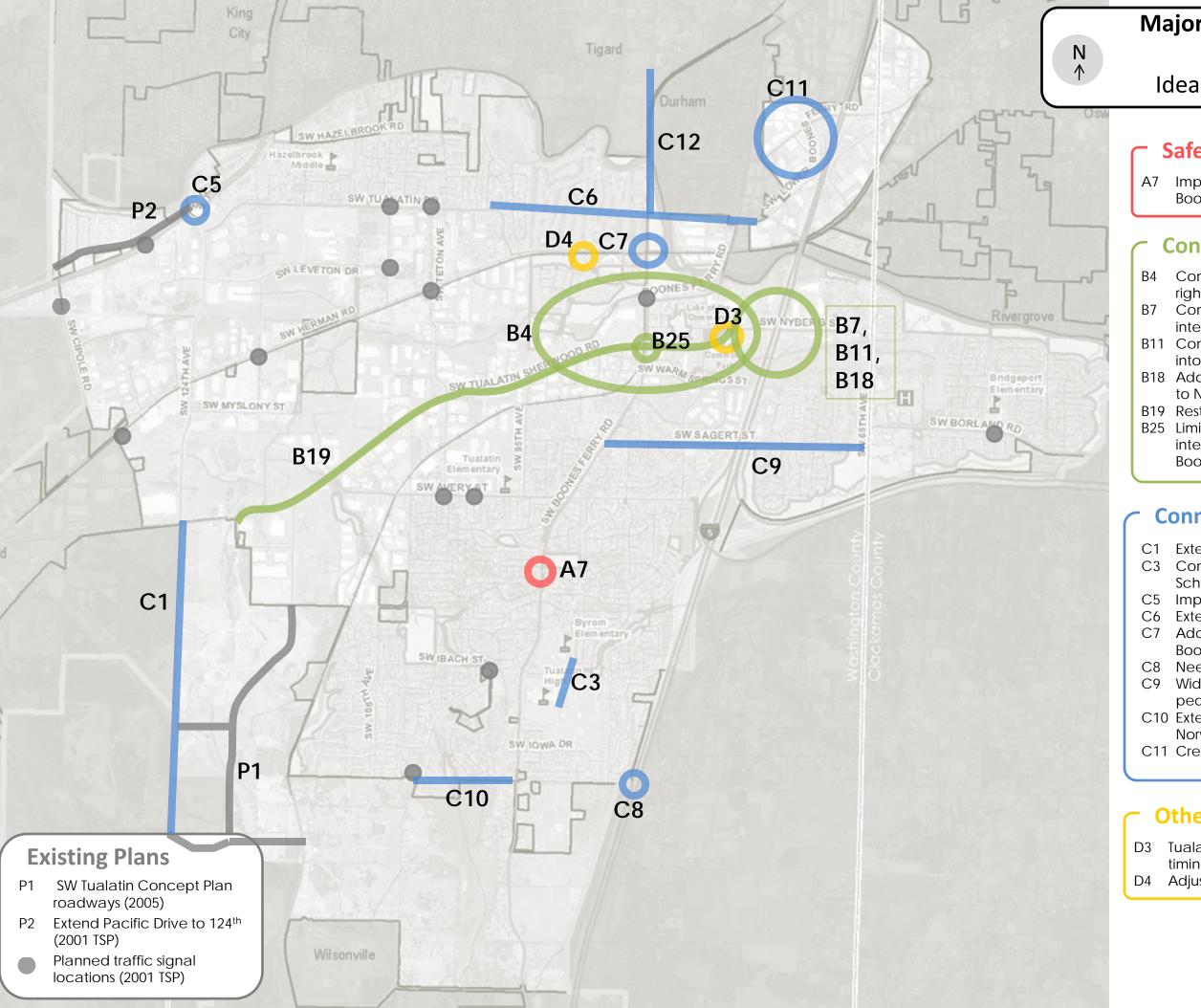
- B1 Widen Tualatin-Sherwood Rd
- 32 Signal or roundabout at Sagert St and Martinazzi Ave
- B3 Realign Sagert St/Borland Rd intersection
- 5 Restrict right turn on red at Nyberg Interchange
- B6 Rethink access in vicinity of Tualatin Community Park
- B8 Prohibit left turns out of 108<sup>th</sup> Ave <u>or</u> remove trees in the southwest corner
- B9 Coordinate signal timing on Boones Ferry Rd and Tualatin-Sherwood Rd; widen Boones Ferry Rd
- B10 Redesign the intersection at the Fred Meyer (from Nyberg Rd)
- B12 Make two right turn lanes from I-5 north onto Nyberg Rd
- B13 Extend the northbound left turn lane and create a southbound right turn lane on Boones Ferry Rd at Tualatin-Sherwood Rd to reduce backup from WES train; add red light cameras
- B14 Reconfigure Boones Ferry Rd at Tualatin Rd
- B15 Add a 4-way stop by 90<sup>th</sup> Ave at Kaiser
- B16 Add bus pullouts on Boones Ferry Rd
- B17 Widen Boones Ferry Rd
- B20 Roundabout or signal intersection at Nyberg Rd/65<sup>th</sup> Ave; keep Nyberg Rd 2 lanes
- B21 Extend 124<sup>th</sup> Ave and connect to I-5 <u>and Tonquin Rd</u>
- B22 Address congestion caused by high school
- B23 Add a dedicated right turn lane on Teton Ave at Tualatin-Sherwood Rd
- B24 Add right turn lane on Tualatin-Sherwood Rd at 124<sup>th</sup> Ave

#### **Connectivity-Focused Ideas**

- C2 Extend 65th Ave north
- C4 Improve traffic flow on Lower Boones Ferry Rd near Bridgeport Village into downtown Tualatin
- C7 Revise connection between Tualatin Rd and Boones Ferry Rd near the railroad tracks
- C9 Widen Sagert to 2 lanes in each direction
- C12 Provide north-south connectivity over Tualatin River for vehicles

#### **Other Ideas**

- D1 Add lane on Tualatin-Sherwood Rd to Fred Meyer, better lane signage for I-5. Install traffic camera for signal violations.
- D2 Better signs needed to direct traffic to correct street



# Major Corridors and Intersections Working Group

Ideas that will not be evaluated

### **Safety-Focused Ideas**

A7 Improve sight distance and reduce speeds at Boones Ferry Rd and Arapaho Rd

#### **Congestion-Focused Ideas**

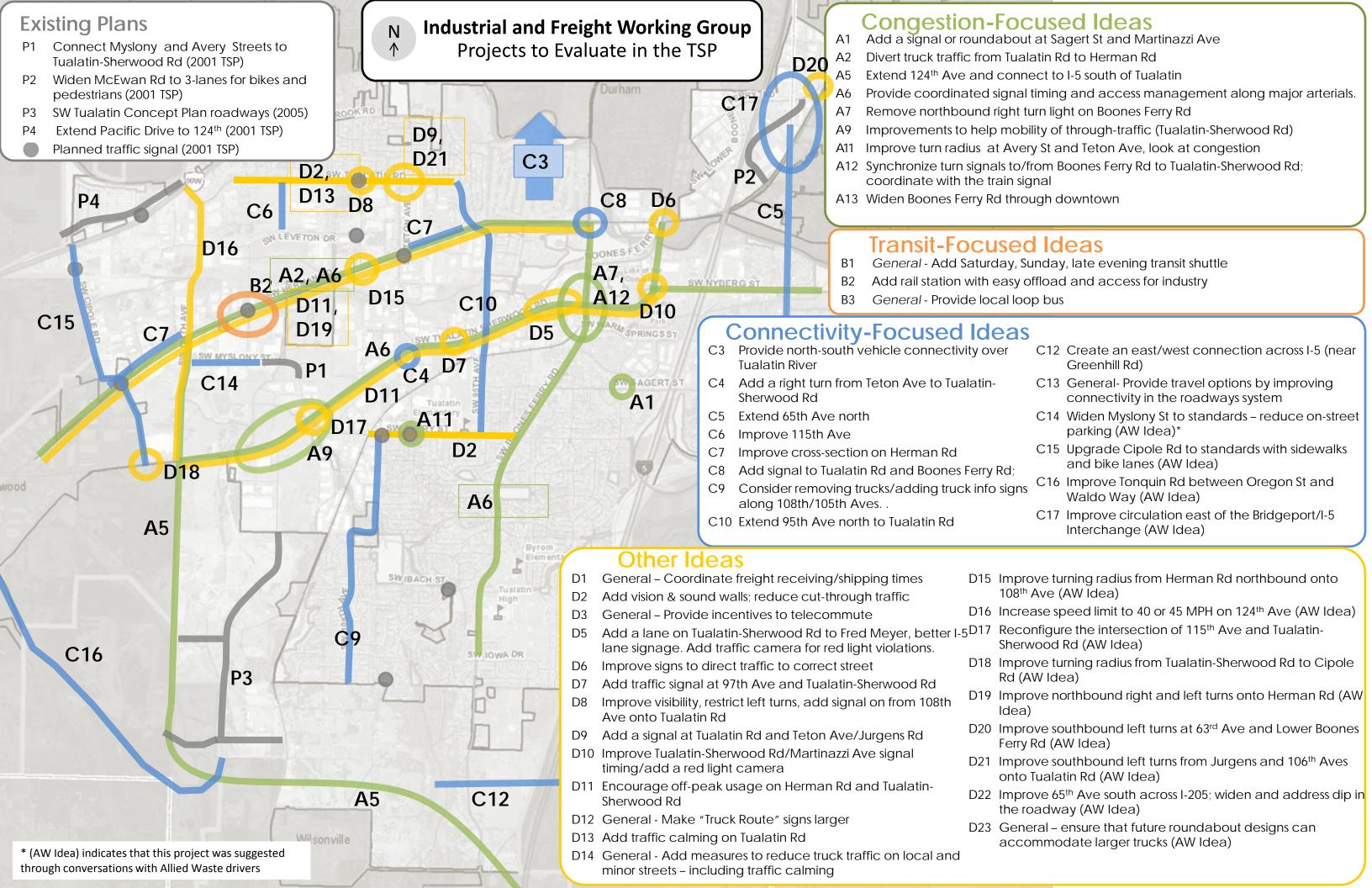
- B4 Consider a traffic loop in downtown (one way, right turn only)
- 7 Consider removing ramp signals at Nyberg interchange
- B11 Consider redesigning the Nyberg interchange into a full cloverleaf
- B18 Add a southbound left turn and right turn lane to Nyberg interchange
- B19 Restrict trucks to right lane. Widen travel lanes.
- B25 Limit access and grade separate the intersection of Tualatin-Sherwood Rd and Boones Ferry Rd

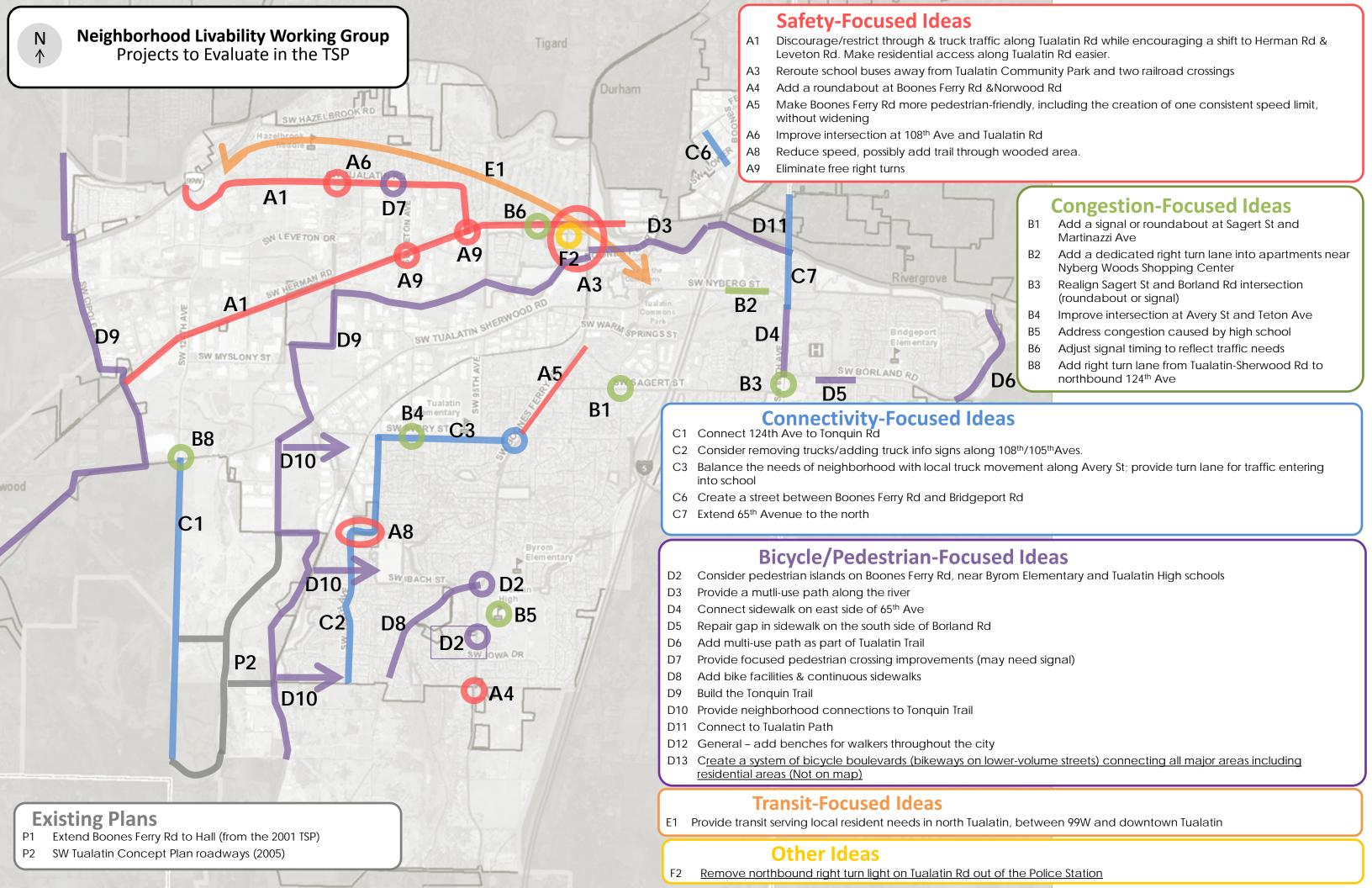
#### **Connectivity-Focused Ideas**

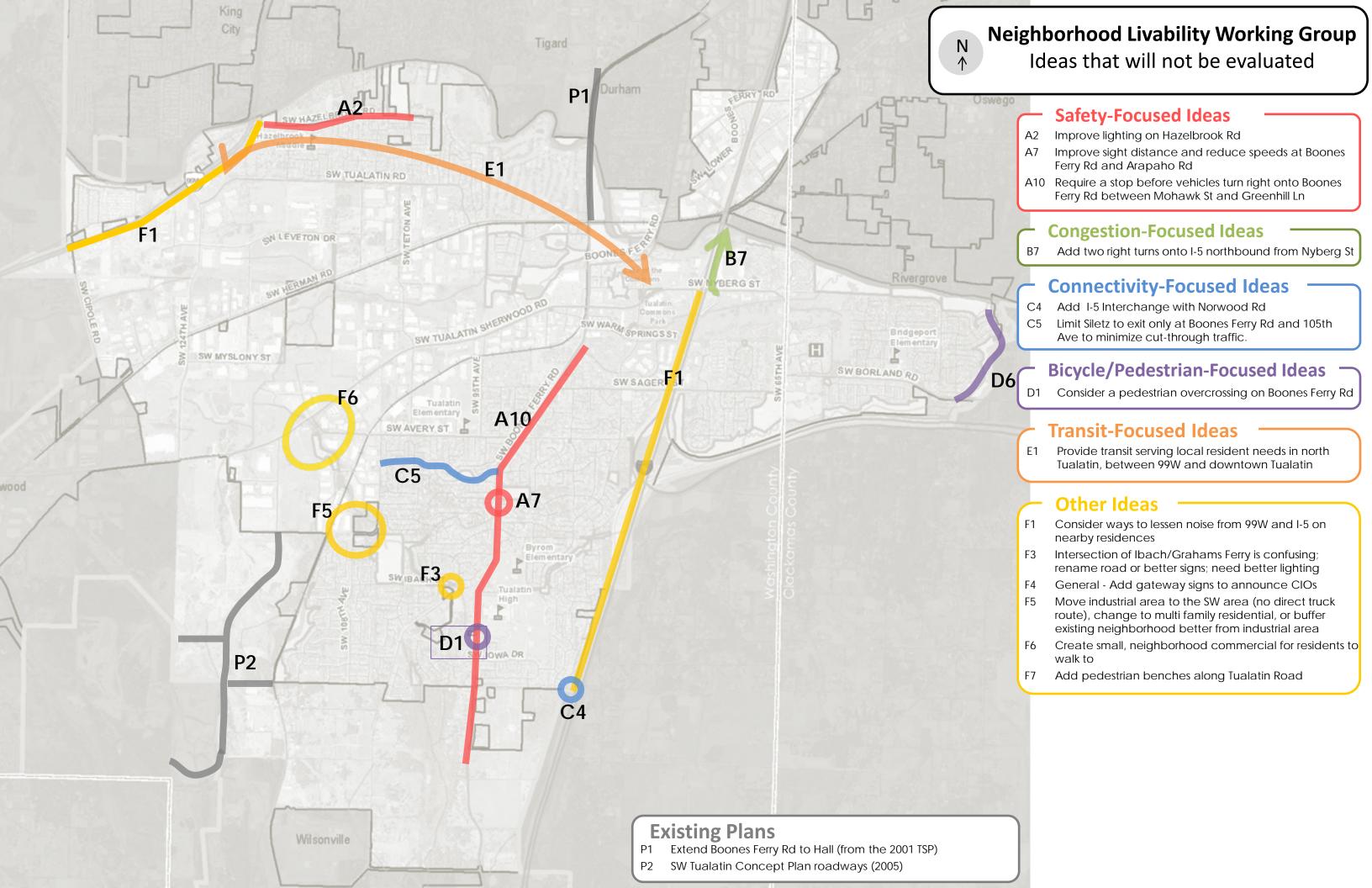
- C1 Extend 124th Ave to Tonquin Rd
- C3 Construct a new road between Tualatin High School and Byrom Elementary
- C5 Improve intersection at 99 W and Tualatin Rd
- C6 Extend Tualatin Rd to Lower Boones Ferry Rd
- C7 Add a connection between Tualatin Rd and Boones Ferry Rd; revise signal
- C8 Need on/off ramps from I-5 to Norwood Rd
- C9 Widen Sagert St to 2-lanes each way with pedestrian median
- C10 Extend Helenius Rd (Grahams Ferry Rd to Norwood Rd)
- C11 Create street grid in Bridgeport

#### **Other Ideas**

- D3 Tualatin-Sherwood Rd/Martinazzi adjust signal timing, and add a red light camera
- D4 Adjust signal timing







### **Tualatin TSP Goals and Objectives**

As accepted by the Transportation Task Force at its February 2, 2012 meeting With suggestions at and following Open House



| Goal Category       | Goal   | Objective  |  |  |  |  |
|---------------------|--|--|--|--|--|--|
| Access and Mobility | Maintain and enhance the transportation system to reduce   | Improve travel time reliability/ provide travel information for all modes including freight and transit  |  |  |  |  |
|                     | travel times, provide travel time reliability, provide a functional and smooth transportation system, and promote access for all   | Provide efficient and quick travel between point A and B   |  |  |  |  |
|                     | users.   | Provide connectivity within the City between popular destinations and residential areas  |  |  |  |  |
|                     |  | Accommodate future traffic, bicycle, pedestrian, and transit demand  |  |  |  |  |
|                     |  | Reduce trip length and potential travel times for motor vehicles, freight, transit, bicycles, and walking  |  |  |  |  |
|                     |  | Improve comfort and convenience of travel for all modes including bicycles, pedestrians, and transit users   |  |  |  |  |
|                     |  | Increase access to key destinations for all modes  |  |  |  |  |
| Safety              | Improve safety for all users, all modes, all ages, and all abilities within the City of Tualatin.  | Address known safety locations, including high crash locations for motor vehicles, bicycles, and pedestrians   |  |  |  |  |
|                     |  | Address geometric deficiencies that could affect safety including intersection design, location and existence of facilities, and street design   |  |  |  |  |
|                     |  | Ensure emergency vehicles are able to provide services throughout the City to support a safe community   |  |  |  |  |
|                     |  | Provide a secure transportation system for all modes   |  |  |  |  |
| Vibrant Community   | Allow for a variety of alternative transportation choices for citizens of and visitors to Tualatin to support a high quality of life   | Create a variety of safe options for transportation needs including bicycling, pedestrians, transit, freight, and motor vehicles   |  |  |  |  |
|                     | and the livability of the community.  Produce a plan which respects and preserves neighborhood values and identity.  | Provide complete streets that include universal access through pedestrian facilities, bicycle facilities a transit on some streets   |  |  |  |  |
|                     |  | Support a livable community with family-friendly neighborhoods   |  |  |  |  |
|                     |  | Maintain a small town feel   |  |  |  |  |
| Equity              | Consider the distribution of benefits and impacts from potential transportation options, and work towards fair access to transportation facilities for all users, all ages, and all abilities. | Promote a fair distribution of benefits and burdens on different populations within the City (i.e. low-income, transit dependant, minority, age groups) and different neighborhoods and employment areas within the City |  |  |  |  |
|                     |  | Consider access to transit for all users   |  |  |  |  |

| Goal Category             | Goal  | Objective   |  |  |  |  |
|---------------------------|---|---|--|--|--|--|
| Economy                   | Support local employment, local businesses and a prosperous   | Support a vibrant City Center and community, accessible to all modes of transportation  |  |  |  |  |
|                           | community while recognizing Tualatin's role in the regional economy   | Support employment centers by providing transportation options to major employers   |  |  |  |  |
|                           |   | Increase access to employment and commercial centers on foot, bike, or transit  |  |  |  |  |
|                           |   | Consider positive and negative effects of alternatives on adjacent residential and business areas   |  |  |  |  |
|                           |   | Accommodate freight movement  |  |  |  |  |
|                           |   | Facilitate efficient access for goods, employees, and customers to and from commercial and industrial lands, including access to the regional transportation network. |  |  |  |  |
| Health/Environment        | Provide active transportation options to improve the health of  | Provide active transportation options to area schools to reduce childhood obesity   |  |  |  |  |
|                           | citizens in Tualatin. Ensure transportation does not adversely impact public health or the environment.             | Promote active transportation modes to support a healthy public and children of all ages  |  |  |  |  |
|                           |   | Provide interconnected networks for bicyclists and pedestrians throughout the City for all age groups   |  |  |  |  |
|                           |   | Consider air quality effects of potential transportation solutions  |  |  |  |  |
|                           |   | Protect park land and create an environmentally sustainable community   |  |  |  |  |
|                           |   | Consider positive and negative effects of potential solutions on the natural environment (including wetlands and habitat areas)                                       |  |  |  |  |
| Ability to be Implemented | Promote potential options that are able to be implemented because they have community and political support and are | Promote fiscal responsibility and ensure that potential transportation system options are able to be funded given existing and anticipated future funding sources     |  |  |  |  |
|                           | likely to be funded.  | Evaluate for consistency with existing community, regional, and state goals and policies  |  |  |  |  |
|                           |   | Strive for broad community and political support  |  |  |  |  |
|                           |   | Optimize benefits over the life-cycle of the potential option   |  |  |  |  |
|                           |   | Consider transportation options that make best use of the existing network  |  |  |  |  |
|                           |   | Conduct the planning process with adequate input and feedback from citizens in each affected neighborhood   |  |  |  |  |



## Tualatin Transportation System Plan, Preliminary Recommendations

PREPARED FOR: Tualatin Transportation Task Force

COPY TO: Kaaren Hofmann, City of Tualatin

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PREPARED BY: Theresa Carr, CH2M HILL

DATE: February 14, 2013

This memorandum provides a brief overview of the process used to identify preliminary project recommendations for the Tualatin Transportation System Plan (TSP), as presented to the Transportation Task Force (TTF) at its June 21<sup>st</sup> meeting. Evaluation summaries for each project idea, with the preliminary recommendations, are included at the end of this memo. Maps identifying the location of each project idea are also included.

In May 2012, the TSP's technical team reviewed each of the projects identified as feasible against a set of evaluation criteria. The evaluation criteria are quantitative or qualitative measures that help the team identify how well the project idea is at meeting the TSP's goals and objectives (see Preliminary Evaluation Results memo dated May 25, 2012 for more information on this evaluation) These results were discussed at the May 24<sup>th</sup> TTF meeting, and with each of the six Working Groups at their third round of meetings, as follows:

- Downtown (June 4)
- Transit (June 5)
- Bicycle and Pedestrian (June 6)
- Industrial and Freight (June 13, mid-day)
- Neighborhood Livability (June 13, evening)
- Major Corridors and Intersections (June 14)

The attached evaluations have been refined to reflect modest changes made during these meetings.

In late May, the technical team conducted a preliminary assessment of whether each project idea should be moved forward into the TSP. All Working Group participants also had this discussion, and participants at Working Group meetings were asked to place dots next to project ideas they thought should or should not move forward, as follows:

- Green dots (participants were given five total) denoted the projects that would provide the greatest value to the community
- Red dots (participants were given five total) denoted projects that should not move forward into the TSP

Working Group participants did not need to use all dots provided. Photos of this dot exercise are on the project website at <a href="https://www.tualatintsp.org">www.tualatintsp.org</a>. Following the third round of meetings the technical team incorporated feedback from the Working Groups into the attached preliminary recommendations. The attached tables are organized to illustrate the following:

- Projects that should be included in the TSP
- 2. Projects that should only be included as part of an urban upgrade, consistent with design standards for that roadway's functional classification
- 3. Projects that should not be included in the TSP
- 4. Projects that are topics for further refinement in the summer months

(Please note: Many project ideas were discussed at more than one Working Group meeting. The project team strives for consistency in wording, evaluation, and recommendations, but do allow these crosscutting project ideas to be reported under each Working Group topic area.)

At its June 21<sup>st</sup> meeting, the TTF will review developments from this third round of Working Group meetings, and TTF members will be asked to accept or refine the preliminary recommendations before they are forwarded to the community as a whole for review over the summer months.

Six areas have been identified for further refinement over the summer months:

- 1. Tualatin-Sherwood Road options
- 2. Nyberg Interchange options
- 3. Boones Ferry Road options
- 4. North to South connectivity options
- 5. Herman Road and Tualatin Road options
- 6. Downtown connectivity options

For each of the six areas above, the traffic analysis and conceptual design teams will be evaluating up to three alternatives to be discussed with the Task Force during July and August and with the community over the summer months and at a larger meeting in September. Tradeoffs will be discussed related to traffic, connectivity, right of way, environmental, and cost.

### **Bicycle and Pedestrian Preliminary Project Recommendations**

| ID        | Project Idea  | Access /<br>Mobility | Safety | Vibrant<br>Community | Economy | Health /<br>Environment | Equity | Ability to be Implemented | Preliminary<br>Recommendation |
|-----------|---|----------------------|--------|----------------------|---------|-------------------------|--------|---------------------------|-------------------------------|
| A1        | Add pedestrian crossing treatments at key locations on Tualatin-Sherwood and Nyberg | •                    | •      | •                    | •       | •                       | •      | •                         | Yes                           |
| A2        | Multi-use path on 65th Ave between Borland and Nyberg                               | •                    | •      | •                    | •       |                         | •      | -                         | Yes                           |
| А3        | Improve visibility and safety near schools at crosswalks                            | •                    | •      | •                    | 0       | •                       | •      | •                         | Yes                           |
| A4        | Improve visibility at crosswalk at Siletz Dr and Boones Ferry Rd                    | 0                    | •      | 0                    | 0       | -                       | •      | •                         | Yes                           |
| A6        | Provide wayfinding for Safe Routes to School  | •                    | •      | •                    | •       | •                       | 0      | •                         | Yes                           |
| B1        | Connect Tonquin trail with neighborhoods  | •                    | •      | -                    | •       | •                       | •      | •                         | Yes                           |
| B8        | Fill sidewalk gaps on Grahams Ferry, Boones Ferry, and Herman                       | •                    | •      | •                    | N/A     | •                       | •      | •                         | Yes                           |
| В9        | Add bicycle and pedestrian facilities on 105th Ave, Blake St, and 108th Ave         | •                    |        |                      | •       | •                       | •      | •                         | Yes                           |
| B11       | Add dedicated bike lane through Avery and Boones Ferry intersection                 | •                    | •      | N/A                  | N/A     | •                       | •      | •                         | Yes                           |
| B13       | Improve bicycle and pedestrian treatments at railroad crossings                     |                      | •      | N/A                  | N/A     | •                       | •      | 0                         | Yes                           |
| B16       | Add I-5 multi-use crossing – connect to planned and existing multi-use paths        | •                    | 0      | •                    | •       | -                       | •      | -                         | Yes                           |
| B20       | Add benches for walkers throughout the city   | N/A                  | N/A    | •                    | N/A     | •                       | •      | •                         | Yes                           |
| C4        | Create a bicycle boulevard system connecting major areas                            | •                    | •      | •                    | •       | •                       | •      | -                         | Yes                           |
| <b>C5</b> | Build the Tonquin Trail   | •                    | •      | •                    | •       | •                       | •      | •                         | Yes                           |
| B2        | Add sidewalks and bicycle lanes on Norwood  | •                    | •      | •                    | •       | •                       | •      | -                         | Only upon<br>urban upgrade    |

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| ID  | Project Idea  | Access /<br>Mobility | Safety | Vibrant<br>Community | Economy | Health /<br>Environment | Equity | Ability to be Implemented | Preliminary<br>Recommendation                   |
|-----|---|----------------------|--------|----------------------|---------|-------------------------|--------|---------------------------|---|
| B4  | Add bicycle facilities near the hospital, 95th and Martinazzi   | •                    | •      | •                    | •       | •                       | _      | •                         | Only upon urban<br>upgrade, or as<br>part of A2 |
| В6  | Better accommodate pedestrians on the bridges                   | •                    | •      | •                    | •       | •                       | •      | 0                         | Only upon urban upgrade                         |
| B15 | Add bicycle lanes on Boones Ferry Rd to Day<br>Rd               | •                    | •      | •                    | N/A     | •                       | •      | •                         | Only upon<br>urban upgrade                      |
| В3  | Improve Tualatin-Sherwood Rd for bicyclists and pedestrians     | •                    | •      | N/A                  | •       | •                       | •      | 0                         | No – Tonquin<br>Trail                           |
| В7  | Build a raised intersection at Seneca and Nyberg                | 0                    | 0      |                      | 0       | •                       | •      | 0                         | No  |
| B10 | Add bike box on Boones Ferry Rd near the<br>Sweek House         | 0                    | •      | •                    | 0       | •                       | 0      | •                         | No  |
| B17 | Create a bike path to Old Town Sherwood as this area develops   | •                    | •      | 7                    | -       | •                       | •      | 0                         | No – Tonquin<br>Trail                           |
| B18 | Add a grade-separated crossing over 99W                         | •                    | •      | 0                    | 0       | •                       | 0      | 0                         | No  |
| B19 | Add bike detection loops at major intersections                 | -                    | N/A    |                      | N/A     | •                       | •      | •                         | No  |
| B5  | Improve bicycle facility treatments in downtown core            | •                    | •      | •                    | •       | •                       | •      | •                         | Refinement<br>topic area                        |
| B14 | Improve pedestrian crossing along Boones<br>Ferry Rd            |                      | -      | •                    | •       | •                       | N/A    | •                         | Refinement<br>topic area                        |
| B21 | Allow wider sidewalks for strolling and outdoor cafes           | N/A                  | •      | •                    | •       | •                       | N/A    | •                         | Refinement<br>topic area                        |
| C2  | Build pedestrian and bicycle bridges over the<br>Tualatin River | •                    | •      | •                    | •       | •                       | •      | 0                         | Refinement<br>topic area                        |

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### **Downtown Preliminary Project Recommendations**

| ID        | Project Idea  | Access / | Safety | Vibrant   | Economy | Health /    | Equity | Ability to be | Preliminary    |
|-----------|---|----------|--------|-----------|---------|-------------|--------|---------------|----------------|
|           | ·   | Mobility | •      | Community | •       | Environment |        | Implemented   | Recommendation |
| A1        | Upgrade bridge surface and improve  | •        | •      | •         | •       | •           | _      | _             | Yes            |
|           | illumination along path in back of Haggens                                  |          |        |           |         |             |        |               |                |
| <b>A5</b> | Redesign Fred Meyer to Kmart intersection (including pedestrian crossing)   | •        | •      | •         |         |             | _      | •             | Yes            |
| B1        | Rethink access between Tualatin Road and Tualatin Community Park            | •        | •      | •         | •       | •           | •      | •             | Yes            |
| В3        | Add eastbound lane on Tualatin-Sherwood from Martinazzi to I-5              | •        | •      | 0         |         | 0           | •      | •             | Yes            |
| В7        | Replace/widen Boones Ferry Road bridge over Tualatin River                  | •        | •      | -         | •       | -           | •      | •             | Yes            |
| C1        | Build trail along river from Boones Ferry to downtown, extend to greenway   | •        | •      |           | -       | •           | •      | •             | Yes            |
| C4        | Create grid system near Kmart upon redevelopment with connection to Seneca  | •        | •      | •         | •       | •           | •      | •             | Yes            |
| D2        | Upgrade Nyberg interchange for bicyclist safety                             | •        | •      |           | 0       | •           | •      | 0             | Yes            |
| D6        | Improve sidewalks and bicycle lane at<br>Boones Ferry to Lower Boones Ferry | •        | •      | •         | •       | •           | •      | •             | Yes            |
| D7        | Bike and pedestrian treatments near Bridgeport Village                      | 7        | -      | •         | •       | •           | 0      | •             | Yes            |
| D8        | Provide signage to accommodate bicycles on Boones Ferry                     | •        | •      | •         | •       | •           | •      | •             | Yes            |
| D9        | Add bicycle lane on Martinazzi north of Warm Springs                        | -        | •      | •         | •       | •           | •      | •             | Yes            |
| F1        | Encourage multimodal circulation and transit-oriented redevelopment         | •        | •      | •         | •       | •           | •      | •             | Yes            |
| F2        | Look for opportunities to open downtown's connection to the riverfront      | •        | •      | •         | •       | •           | •      | •             | Yes            |

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| ID        | Project Idea  | Access /<br>Mobility | Safety | Vibrant<br>Community | Economy | Health /<br>Environment | Equity | Ability to be<br>Implemented | Preliminary<br>Recommendation |
|-----------|---|----------------------|--------|----------------------|---------|-------------------------|--------|------------------------------|-------------------------------|
| F4        | Add structured parking in the downtown core   | •                    | •      | •                    | •       | N/A                     | N/A    | •                            | Yes                           |
| A2        | Consider raised intersections on Martinazzi   | 0                    | •      | •                    | 0       | _                       | •      | •                            | No                            |
| A4        | Reduce speeds near Bridgeport Village   | 0                    | •      | 0                    | 0       | •                       | N/A    | 0                            | No                            |
| A7        | Add pedestrian island on Martinazzi Ave north of Seneca                                   | 0                    | •      | 0                    | •       |                         | -      | •                            | No                            |
| C6        | Create road connections between Boones Ferry Rd and SW 90th Ave                           | •                    | 0      | N/A                  | •       | 0                       | •      | 0                            | No                            |
| D4        | Add pedestrian crossing at the WES stop (Seneca)  | 0                    | 0      | •                    | 0       |                         | •      | 0                            | No                            |
| D10       | Coordinate traffic signal timing to accommodate pedestrians                               | 0                    | N/A    | •                    | 0       | 0                       | •      | 0                            | No                            |
| D11       | Add focused pedestrian crossing over Boones Ferry Road at Tonka                           | 0                    | •      | 1.                   | 0       | -                       | •      | 0                            | No                            |
| F3        | Eliminate parking minimum development requirements and consider parking maximums          | N/A                  | •      | 0                    | 0       | N/A                     | N/A    | 0                            | No                            |
| A6        | Add roundabout at Boones Ferry and Lower<br>Boones Ferry Road                             | •                    | 0      | 0                    | •       | •                       | •      | 0                            | Refinement<br>topic area      |
| В9        | Widen Boones Ferry Rd   | •                    | _      | •                    | •       | 0                       | •      | 0                            | Refinement<br>topic area      |
| B10       | Widen Tualatin-Sherwood Rd  | 7                    | 7      | 0                    | •       | 0                       | •      | 0                            | Refinement<br>topic area      |
| C2        | Provide north-south connectivity over Tualatin River for vehicles                         | •                    | -      | •                    | •       | •                       | •      | 0                            | Refinement<br>topic area      |
| <b>C5</b> | Improve downtown core street connectivity   |                      | •      | •                    | 0       | •                       | •      | 0                            | Refinement<br>topic area      |
| D1        | Redesign pedestrian crossings, consider flashing lights                                   | 0                    | •      | •                    | 0       | •                       | •      | •                            | Refinement<br>topic area      |
| D3        | Optimize intersections to reduce conflicts along Boones Ferry and Tualatin Sherwood Roads | •                    | •      | •                    | 0       | •                       | •      | •                            | Refinement<br>topic area      |

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### **Industrial and Freight Preliminary Project Recommendations**

| ID        | Project Idea   | Access /<br>Mobility | Safety | Vibrant<br>Community | Economy | Health /<br>Environment | Equity | Ability to be<br>Implemented | Preliminary<br>Recommendation |
|-----------|--|----------------------|--------|----------------------|---------|-------------------------|--------|------------------------------|-------------------------------|
| A1        | Add a signal or roundabout at Sagert/<br>Martinazzi  | •                    | -      | •                    | •       | •                       | 0      | •                            | Yes                           |
| <b>A5</b> | Extend 124th Ave to the south  | •                    | •      | •                    | •       | <b>—</b>                | •      | •                            | Yes                           |
| A6        | Provide coordinated signal timing and access management along major arterials                              | •                    | •      | •                    | •       | N/A                     | N/A    | •                            | Yes                           |
| A11       | Address congestion on Avery and Teton  | •                    | •      | N/A                  | _       | N/A                     | N/A    | •                            | Yes                           |
| A12       | Synchronize turn signals to/from Boones<br>Ferry to Tualatin-Sherwood; coordinate with<br>the train signal | •                    | N/A    | •                    | •       | N/A                     | N/A    | •                            | Yes                           |
| B1        | Expand shuttle for industrial and manufacturing workers during the day – consider charging fares           | •                    | N/A    |                      |         | •                       | •      | •                            | Yes                           |
| В3        | Provide a loop bus route serving local residents   | •                    | N/A    | •                    | •       | •                       | •      | 0                            | Yes                           |
| <b>C5</b> | Extend 65th Ave north  | •                    | _      | 0                    | •       | 0                       | •      | 0                            | Yes                           |
| <b>C9</b> | Consider removing trucks/adding truck info signs along 108th/105th Aves                                    | 0                    | N/A    | •                    | 0       | •                       | 0      | •                            | Yes                           |
| C12       | Create an east/west connection across I-5 (near Greenhill Rd)  |                      |        | -                    | •       | •                       | •      | •                            | Yes (with Basalt<br>Creek)    |
| D1        | Coordinate freight receiving/ shipping times   | •                    | •      | •                    | •       | N/A                     | N/A    | •                            | Yes                           |
| D3        | Provide incentives to telecommute  |                      | _      | N/A                  | •       | •                       | •      | •                            | Yes                           |
| D5        | Add eastbound lane on Tualatin-Sherwood from Martinazzi to I-5   | •                    | •      | 0                    | •       | •                       | N/A    | •                            | Yes                           |
| D11       | Encourage off-peak usage on Herman Rd and Tualatin-Sherwood Rd   |                      | N/A    | N/A                  | •       | •                       | N/A    | •                            | Yes                           |
| D14       | Add measures to reduce truck traffic on local and minor collectors   | 0                    | •      | •                    | 0       | -                       | •      | -                            | Yes                           |
| D22       | Improve 65th Ave south across I-205; widen and address dip in the roadway                                  | •                    | •      | N/A                  | •       | N/A                     | N/A    | -                            | Yes                           |

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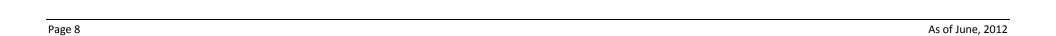
| ID        | Project Idea  | Access /<br>Mobility | Safety | Vibrant<br>Community | Economy | Health /<br>Environment | Equity | Ability to be<br>Implemented | Preliminary<br>Recommendation |
|-----------|---|----------------------|--------|----------------------|---------|-------------------------|--------|------------------------------|-------------------------------|
| D23       | Ensure that future roundabout designs can accommodate larger trucks                 | •                    | •      | N/A                  | •       | N/A                     | N/A    | •                            | Yes                           |
| C14       | Widen Myslony St to standards - reduce on-<br>street parking                        | •                    | •      | N/A                  | •       | N/A                     |        | •                            | Only with urban<br>upgrade    |
| C15       | Upgrade Cipole Rd to standards with sidewalks and bike lanes                        | •                    | •      | •                    | •       | •                       | •      | •                            | Only with urban upgrade       |
| C16       | Improve Tonquin Rd between Oregon St and Waldo Way                                  | •                    | •      | N/A                  | -       | N/A                     |        | •                            | Only with urban upgrade       |
| A7        | Remove NB right turn light on Boones Ferry  | •                    | 0      | _                    | •       | N/A                     | N/A    | •                            | No                            |
| C4        | Add a left turn from Teton to Tualatin Rd   | N/A                  | N/A    | N/A                  | N/A     | N/A                     | N/A    | 0                            | No                            |
| C6        | Improve 115th Ave   | •                    | •      | 0                    | •       | •                       | •      | •                            | No                            |
| <b>C8</b> | Add signal to Tualatin and Boones Ferry intersection                                | •                    | •      | N/A                  |         | 0                       | •      | 0                            | No                            |
| C10       | Extend 95th Ave north to Tualatin Rd  | •                    | •      | 0                    | •       | 0                       | 0      | 0                            | No                            |
| C13       | Provide travel options by improving connectivity in the roadway system              | •                    |        | •                    | -       | •                       | •      | •                            | No                            |
| D2        | Add vision and sound walls; reduce cut-<br>through traffic                          | 0                    | 0      | •                    | 0       | 0                       | 0      | 0                            | No                            |
| D6        | Improve signs to direct traffic to correct street                                   |                      | N/A    | N/A                  | N/A     | N/A                     | N/A    | 0                            | No                            |
| D10       | Improve Tualatin-Sherwood and Martinazzi signal timing                              | •                    | N/A    | N/A                  | •       | N/A                     | N/A    | •                            | No                            |
| D12       | Make "Truck Route" signs larger   | N/A                  | N/A    | •                    | •       | N/A                     | N/A    | •                            | No                            |
| D16       | Increase speed limit to 40 or 45 MPH on 124th Ave                                   | •                    | N/A    | N/A                  | •       | N/A                     | N/A    | •                            | No                            |
| D20       | Improve southbound left turns at 63rd and Lower Boones Ferry                        | -                    | •      | N/A                  | •       | N/A                     | N/A    | •                            | No                            |
| B2        | Add rail station with easy offload and access for industry in the west part of town | •                    | N/A    | •                    | •       | •                       | •      | •                            | Needs Refinement              |
| C17       | Improve circulation east of the Bridgeport/<br>I-5 Interchange                      | _                    | •      | •                    | •       | •                       | •      | •                            | Needs Refinement              |

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| ID        | Project Idea   | Access /<br>Mobility | Safety | Vibrant<br>Community | Economy | Health /<br>Environment | Equity | Ability to be<br>Implemented | Preliminary<br>Recommendation |
|-----------|--|----------------------|--------|----------------------|---------|-------------------------|--------|------------------------------|-------------------------------|
| A2        | Discourage through and truck traffic along<br>Tualatin Rd while encouraging through and<br>truck traffic along Herman Rd | •                    | N/A    | •                    | •       | •                       | •      | •                            | Refinement<br>Topic Area      |
| A9        | Improvements to help mobility of through-<br>traffic on Tualatin-Sherwood Rd   | •                    | •      | •                    | •       | 0                       |        | •                            | Refinement<br>Topic Area      |
| A13       | Widen Boones Ferry Rd through downtown   | •                    | •      | •                    | •       | 0                       | •      | 0                            | Refinement<br>Topic Area      |
| C3        | Provide north-south vehicle connectivity over Tualatin River   | •                    | •      | •                    | •       |                         | •      | 0                            | Refinement<br>Topic Area      |
| <b>C7</b> | Improve cross-section on Herman Rd   | •                    | •      | 0                    | •       | •                       | •      | •                            | Refinement<br>Topic Area      |
| D7        | Add traffic signal at 97th Ave and Tualatin-<br>Sherwood Rd  | •                    | •      |                      |         |                         | N/A    | •                            | Refinement<br>Topic Area      |
| D8        | Improve visibility, add signal restrict left turns from 108th onto Tualatin  | •                    | •      | -                    | 0       | •                       | •      | •                            | Refinement<br>Topic Area      |
| D9        | Add a signal at Tualatin Rd and Teton<br>Ave/Jurgens Rd  | •                    | N/A    | 7                    | -       | •                       | •      | •                            | Refinement<br>Topic Area      |
| D13       | Add traffic calming on Tualatin Road   | 0                    | 0      | •                    | 0       | •                       | •      | -                            | Refinement<br>Topic Area      |
| D15       | Improve turning radius from Herman Rd northbound onto 108th Ave  |                      |        | N/A                  | •       | N/A                     | N/A    | •                            | Refinement<br>Topic Area      |
| D17       | Reconfigure the intersection of 115th and Tualatin-Sherwood  | •                    | •      | N/A                  | •       | N/A                     | N/A    | •                            | Refinement<br>Topic Area      |
| D18       | Improve turning radius from Tualatin-<br>Sherwood to Cipole  | -                    |        | N/A                  | •       | N/A                     | N/A    | •                            | Refinement<br>Topic Area      |
| D19       | Improve NB right and left turns onto Herman  | -                    | •      | N/A                  | •       | N/A                     | N/A    | •                            | Refinement<br>Topic Area      |
| D21       | Improve SB left turns from Jurgens and<br>106th onto Tualatin  | -                    | •      | N/A                  | •       | N/A                     | N/A    | •                            | Refinement<br>Topic Area      |

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#### **Major Corridors and Intersections Preliminary Project Recommendations**

| ID  | Project Idea  | Access /<br>Mobility | Safety | Vibrant<br>Community | Economy | Health /<br>Environment | Equity | Ability to be<br>Implemented | Preliminary<br>Recommendation |
|-----|---|----------------------|--------|----------------------|---------|-------------------------|--------|------------------------------|-------------------------------|
| A1  | Reduce speeds, add guardrail and shoulders to this section of Grahams Ferry Rd              | •                    | •      | •                    | N/A     | •                       | •      | •                            | Yes                           |
| А3  | Consistent speed zones for Tualatin High School and Byrom Elementary School                 | N/A                  | •      | N/A                  | N/A     | N/A                     | N/A    | •                            | Yes                           |
| A6  | Consistent use of yellow turn signals at traffic signals                                    | •                    | •      | N/A                  | •       | N/A                     | N/A    | •                            | Yes                           |
| B2  | Signal or roundabout at Sagert and Martinazzi   | •                    | •      |                      |         | -                       | 0      | •                            | Yes                           |
| B6  | Rethink access between Tualatin Road and Tualatin Community Park                            | •                    | •      | •                    | N/A     | •                       | •      | •                            | Yes                           |
| В8  | Prohibit left turns out of 108th Ave <u>or</u> remove trees in the southwest corner         | 0                    | •      | 0                    |         | •                       | 0      | •                            | Yes                           |
| В9  | Coordinate signal timing on Boones Ferry Rd   | •                    | •      | N/A                  | •       | N/A                     | •      | •                            | Yes                           |
| B10 | Redesign Nyberg/Fred Meyer intersection and improve pedestrian crossing                     | -                    | •      |                      | •       | •                       | •      | •                            | Yes                           |
| B16 | Add bus pullouts on Boones Ferry Rd   | •                    | •      | 0                    | •       | 0                       | •      | •                            | Yes                           |
| B21 | Extend 124th Ave to south   |                      | -      | _                    | •       | •                       | •      | •                            | Yes                           |
| B23 | Add a dedicated right turn lane on Teton at Tualatin-Sherwood                               | •                    | •      | N/A                  | •       | •                       | •      | •                            | Yes                           |
| C2  | Extend 65th Ave to the north  | •                    |        | 0                    | •       | 0                       | •      | 0                            | Yes                           |
| C4  | Improve traffic flow on Lower Boones Ferry<br>Rd between Bridgeport Village and<br>downtown | •                    | •      | •                    | •       | •                       | •      | •                            | Yes                           |
| D1  | Add eastbound lane on Tualatin-Sherwood from Martinazzi to I-5                              | •                    | •      | 0                    | •       | 0                       | •      | •                            | Yes                           |
| A2  | Add traffic signal at Tualatin High School  | •                    | •      | _                    | N/A     | _                       | 0      | 0                            | No                            |
| В3  | Realign Sagert /Borland to one intersection   | •                    | •      | 0                    | 0       | 0                       | 0      | 0                            | No                            |
| B14 | Reconfigure Boones Ferry at Tualatin Road   | •                    | •      | 0                    | •       | 0                       | •      | 0                            | No                            |

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| ID        | Project Idea  | Access /<br>Mobility | Safety | Vibrant<br>Community | Economy | Health /<br>Environment | Equity | Ability to be<br>Implemented | Preliminary<br>Recommendation |
|-----------|---|----------------------|--------|----------------------|---------|-------------------------|--------|------------------------------|-------------------------------|
| B15       | Add a 4-way stop by 90th Ave at Kaiser  | 0                    | •      | •                    | 0       | -                       | •      | •                            | No                            |
| B20       | Roundabout or signal at Nyberg and 65 <sup>th</sup> intersection  | •                    | N/A    | 0                    | 0       | 0                       | 0      | 0                            | No                            |
| B22       | Address congestion caused by high school  | •                    | •      | •                    | •       | -                       | 0      | •                            | No                            |
| <b>C7</b> | Revise connection between Tualatin and Boones Ferry near the railroad tracks  | •                    | •      | 0                    | •       | 0                       | •      | 0                            | No                            |
| <b>C9</b> | Widen Sagert to 2-lanes each way  | •                    | •      | 0                    | •       | 0                       | 0      | 0                            | No                            |
| D2        | Better signs needed to direct traffic to correct street   | N/A                  | N/A    | N/A                  | N/A     | N/A                     | N/A    | 0                            | No                            |
| A4        | Improve sight distance at I-5 and Nyberg Rd interchange   | N/A                  | •      | N/A                  |         | -                       | •      | •                            | Refinement<br>Topic Area      |
| A5        | Add traffic signal on Tualatin Rd at 108th  | •                    | •      | •                    | •       | •                       | •      | •                            | Refinement<br>Topic Area      |
| A8        | Discourage through and truck traffic along<br>Tualatin Rd while encouraging through and<br>truck traffic along Herman Rd        | •                    |        |                      |         | •                       | •      | 0                            | Refinement<br>Topic Area      |
| B1        | Widen Tualatin-Sherwood Rd  | •                    | •      | 0                    | •       | 0                       | •      | 0                            | Refinement<br>Topic Area      |
| B5        | Restrict right turn on red at Nyberg Interchange  | 0                    |        | N/A                  | 0       | •                       | •      | 0                            | Refinement<br>Topic Area      |
| B12       | Make two right turn lanes from I-5 north onto Nyberg Rd   | •                    | •      | N/A                  | •       | 0                       | •      | •                            | Refinement<br>Topic Area      |
| B13       | Extend NB left turn and create a SB right<br>turn lane on Boones Ferry at Tualatin-<br>Sherwood to reduce backup from WES train | •                    | •      | •                    | •       | •                       | •      | •                            | Refinement<br>Topic Area      |
| B17       | Widen Boones Ferry Rd at the south end of the City  | •                    | •      | •                    | •       | 0                       | •      | 0                            | Refinement<br>Topic Area      |
| B24       | Add right turn lane on Tualatin-Sherwood at 124th   | •                    | •      | N/A                  | •       | •                       | 0      | •                            | Refinement<br>Topic Area      |
| C12       | Look for ways to provide north-south connectivity over Tualatin River for vehicles  | •                    | •      | •                    | •       | -                       | •      | 0                            | Refinement<br>Topic Area      |

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#### Neighborhood Livability Preliminary Project Recommendations

| ID        | Project Idea   | Access /<br>Mobility | Safety | Vibrant<br>Community | Economy | Health /<br>Environment | Equity | Ability to be<br>Implemented | Preliminary<br>Recommendation |
|-----------|--|----------------------|--------|----------------------|---------|-------------------------|--------|------------------------------|-------------------------------|
| А3        | Reroute school buses away from Tualatin Community Park and railroad crossings  | •                    | •      | •                    | N/A     | •                       | •      | •                            | Yes                           |
| A8        | Reduce speed, possibly add trail through wooded area   | 0                    | •      | •                    | 0       | •                       | -      | •                            | Yes                           |
| B1        | Add signal or roundabout at Sagert and Martinazzi  | •                    | •      | •                    | •       | •                       | 0      | •                            | Yes                           |
| B4        | Improve intersection at Avery and Teton  | •                    | •      | N/A                  | -       | N/A                     | N/A    | •                            | Yes                           |
| C1        | Extend 124th Ave to south  | •                    | •      | _                    | •       | •                       | •      | •                            | Yes                           |
| C2        | Consider removing trucks/adding truck info signs along 108th/105th Aves  | 0                    | N/A    |                      | 0       | •                       | •      | •                            | Yes                           |
| C3        | Balance needs of neighborhood with local truck movement along Avery St; provide turn lane for traffic entering into school | •                    | •      | •                    | •       | •                       | •      | •                            | Yes                           |
| <b>C7</b> | Extend 65th Ave to the north   | •                    | -      | 0                    | •       | 0                       | •      | 0                            | Yes                           |
| D3        | Provide a multi-use path along the river   | •                    | •      | •                    | •       | •                       | •      | •                            | Yes                           |
| D4        | Multi-use path on 65th Ave between<br>Borland and Nyberg   |                      |        | •                    | •       | •                       | •      | •                            | Yes                           |
| D5        | Repair sidewalk gap on south side of Borland   | •                    | •      | •                    | N/A     | •                       | •      | •                            | Yes                           |
| D6        | Add multi-use path as part of Tualatin Trail   | •                    | •      | •                    | •       | •                       | •      | •                            | Yes                           |
| D9        | Build the Tonquin Trail  | •                    | •      | •                    | •       | •                       | •      | •                            | Yes                           |
| D10       | Connect Tonquin trail with neighborhoods   | •                    | •      | •                    | •       | •                       | •      | •                            | Yes                           |
| D11       | Connect to Tualatin Path   | •                    | •      | •                    | N/A     | •                       | •      | •                            | Yes                           |
| D12       | Add benches for walkers throughout city  | N/A                  | N/A    | •                    | N/A     | •                       | •      | •                            | Yes                           |
| D13       | Create a bicycle boulevard system connecting major areas   | •                    | •      | •                    | •       | •                       | •      | •                            | Yes                           |
| E1        | Provide transit serving local resident needs in north Tualatin, between 99W and downtown Tualatin                          | •                    | N/A    | •                    | •       | •                       | •      | 0                            | Yes                           |

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| ID        | Project Idea   | Access /<br>Mobility | Safety | Vibrant<br>Community | Economy | Health /<br>Environment | Equity | Ability to be<br>Implemented | Preliminary<br>Recommendation |
|-----------|--|----------------------|--------|----------------------|---------|-------------------------|--------|------------------------------|-------------------------------|
| D8        | Add bike facilities and continuous sidewalks along Graham's Ferry Road   | •                    | •      | •                    | N/A     | •                       | •      | •                            | Only with urban upgrade       |
| В3        | Realign Sagert /Borland to one intersection  | •                    | •      | 0                    | 0       | 0                       | 0      | 0                            | No                            |
| B5        | Address congestion caused by high school   | •                    | •      | •                    | •       | •                       | 0      | •                            | No                            |
| C6        | Create a street between Boones Ferry Rd and Bridgeport Rd  | •                    | •      | 0                    | 0       | 0                       | 0      | 0                            | No                            |
| F2        | Remove right turn light in the northbound direction on Tualatin Rd out of the Police Station                             | 0                    | 0      | N/A                  | N/A     | N/A                     | N/A    | •                            | No                            |
| A1        | Discourage through and truck traffic along<br>Tualatin Rd while encouraging through<br>and truck traffic along Herman Rd | •                    | •      |                      |         | -                       | •      | 0                            | Refinement<br>Topic Area      |
| A4        | Add a roundabout at Boones Ferry Rd and Norwood Rd.  | •                    | •      | 0                    | 0       | 0                       | •      | •                            | Refinement<br>Topic Area      |
| <b>A5</b> | Make Boones Ferry Rd more pedestrian-<br>friendly  | •                    |        |                      | •       | •                       | •      | •                            | Refinement<br>Topic Area      |
| A6        | Improve intersection at 108th and Tualatin   | •                    | •      | •                    | •       | •                       | •      | •                            | Refinement<br>Topic Area      |
| Α9        | Eliminate free right turns – on Herman Rd at Teton Ave and Tualatin Rd   | 0                    | •      | •                    | 0       | •                       | •      | •                            | Refinement<br>Topic Area      |
| B2        | Add a dedicated right turn lane into<br>apartments near Nyberg Woods Shopping<br>Center                                  | •                    | •      | •                    | 0       | •                       | •      | •                            | Refinement<br>Topic Area      |
| В6        | Adjust signal timing to give priority to Tualatin Road through traffic   | •                    | •      | 0                    | •       | 0                       | 0      | •                            | Refinement<br>Topic Area      |
| B8        | Add right turn lane on Tualatin-Sherwood at 124th  | •                    | •      | N/A                  | •       | •                       | 0      | •                            | Refinement<br>Topic Area      |
| D2        | Add pedestrian islands on Boones Ferry, near Byrom ES and Tualatin HS  | 0                    | •      | •                    | 0       | •                       | •      | •                            | Refinement<br>Topic Area      |
| D7        | Provide focused pedestrian crossing improvements along Tualatin Road   | 0                    | •      | •                    | 0       | •                       | •      | •                            | Refinement<br>Topic Area      |

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#### **Transit Preliminary Project Recommendations**

| ID        | Project Idea   | Access /<br>Mobility | Safety | Vibrant<br>Community | Economy | Health /<br>Environment | Equity | Ability to be<br>Implemented | Preliminary<br>Recommendation                           |
|-----------|--|----------------------|--------|----------------------|---------|-------------------------|--------|------------------------------|---|
| A2        | Provide bus transit service on 124th Street  | •                    | N/A    | •                    | •       | •                       | •      | •                            | Yes   |
| <b>A3</b> | Provide bus transit service on Avery Street  | •                    | N/A    | •                    | •       | -                       |        | •                            | Yes   |
| A5        | Extend bus service to east Tualatin  | •                    | N/A    | •                    | •       | •                       | •      | _                            | Yes   |
| А7        | Explore a shuttle or trolley service between Bridgeport Village and Commons area, especially for weekend service   | •                    | N/A    | •                    |         |                         | •      | •                            | Yes   |
| A8        | Provide a loop bus route serving local residents   | •                    | N/A    | •                    | •       | •                       | •      | 0                            | Yes   |
| A10       | Expand shuttle for industrial and manufacturing workers during the day – consider charging fares   | •                    | N/A    |                      |         | •                       | •      | •                            | Yes   |
| A12       | General – need extended service for all transit  | •                    | N/A    | •                    | •       | •                       | •      | 0                            | Yes/ Focus on 96  |
| B2        | Provide high capacity transit service on Tualatin-Sherwood Road  | •                    | N/A    |                      | •       | •                       | •      | •                            | Yes (combine<br>with South<br>Corridor<br>conversation) |
| C1        | Make the WES station a central focus of downtown and the main transit center.  Improve pedestrian connectivity, transitoriented development opportunities, and local transit connections | •                    | N/A    | •                    | •       | •                       | •      | •                            | Yes   |
| D1        | Look for potential park-and-ride locations in west Tualatin  |                      | N/A    | •                    | •       | •                       | •      | •                            | Yes   |
| D2        | Look for potential park-and-ride locations in south Tualatin   | •                    | N/A    | •                    | N/A     | •                       | •      | •                            | Yes   |
| D3        | Add parking capacity at Tualatin Park-and-Ride - Potential structure   | •                    | N/A    | •                    | •       | 0                       | •      | •                            | Yes   |
| A6        | Provide express bus service between Tualatin and Salem   | N/A                  | N/A    | N/A                  | N/A     | N/A                     | N/A    | N/A                          | No  |

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| ID  | Project Idea   | Access / | Safety | Vibrant   | Economy | Health /    | Equity | Ability to be | Preliminary              |
|-----|--|----------|--------|-----------|---------|-------------|--------|---------------|--------------------------|
|     |  | Mobility |        | Community |         | Environment |        | Implemented   | Recommendation           |
| A13 | General – use more energy efficient buses  | N/A      | N/A    | N/A       | N/A     | N/A         | N/A    | 0             | No                       |
| A14 | Coordinate bus schedules with WES schedule   | N/A      | N/A    | N/A       | N/A     | N/A         | N/A    | 0             | No                       |
| A16 | Add stops on higher volume routes  | 0        | N/A    | •         | N/A     | -           | _      | 0             | No                       |
| B1  | Add more bicycle storage at the WES station  | •        | N/A    | N/A       | N/A     | N/A         | N/A    | 0             | No                       |
| B4  | Build an elevated pedestrian bridge to connect the Tualatin park-and-ride with shopping  | •        | N/A    | 0         | N/A     | N/A         | 0      | 0             | No                       |
| D4  | Look for opportunities to reduce size of or relinquish underutilized park-and-ride lots and transfer spaces to higher utilized areas | •        | N/A    | •         | •       | •           | •      | •             | No                       |
| D5  | Add a park-and-ride in east Tualatin   | •        | N/A    | •         | N/A     | •           | •      | •             | No                       |
| A1  | Provide bus transit service on Herman Road   | •        | N/A    | •         | •       | •           | •      | •             | Refinement Topic<br>Area |
| A4  | Provide bus transit service on Tualatin Road between downtown and 99W  | •        | N/A    | •         | 7       | •           | •      | •             | Refinement Topic<br>Area |

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City of Tualatin

# Refinement Areas (Part 1) Tualatin TSP

Presentation to
Tualatin Transportation Task Force
July 19, 2012

#### **Presentation Outline**

- Focus of tonight's discussion
- Refinement area presentation and discussion
  - Nyberg interchange
  - 65<sup>th</sup> Avenue
  - North-south connectivity
  - Herman Road and Tualatin Road
- Next steps and preview of August meeting

#### Where We Are In the TSP Process

#### STEP 1 STEP 2 STEP 3 STEP 4 Develop and Create and Identify Needs and Make Recommendations **Opportunities** Evaluate Solutions Adopt the Plan Develop Goals and Prepare Draft Project Create a Long List of Objectives Recommendations **Potential Solutions** Develop a Survey Existing Refine Project Draft TSP Screen/Evaluate Conditions Recommendations How Ideas Help Adopt the Meet Goals and Forecast Future **Prioritize Project** Final TSP We are Objectives Conditions Recommendations here \* Public Involvement \* Public Involvement Activities Included \* Public Involvement Activities Included \* Public Involvement Activities Included Activities Included

#### Progress Since our June 21st Meeting...

- 1. Mobilized the team to conduct additional analysis on refinement areas
  - ✓ Traffic and safety
  - ✓ Conceptual design
  - Environmental and policy
- 2. Team meetings to share information, package options
- 3. Discuss options with City, agencies

#### Our Seven Refinement Topic Areas

- 1. Nyberg interchange
- 2. 65<sup>th</sup> Avenue
- 3. North to south connectivity
- 4. Herman Road and Tualatin Road
- 5. Tualatin-Sherwood Road
- 6. Boones Ferry Road
- 7. Tualatin's Downtown Circulation

#### Tonight's Discussion Focuses on 1-4

- 1. Nyberg interchange
- 2. 65<sup>th</sup> Avenue
- 3. North to south connectivity
- 4. Herman Road and Tualatin Road
- 5. Tualatin-Sherwood Road
- 6. Boones Ferry Road
- 7. Tualatin's Downtown Circulation

#### Next Month's Discussion Focuses on 5-7

- 1. Nyberg interchange
- 2. 65<sup>th</sup> Avenue
- 3. North to south connectivity
- 4. Herman Road and Tualatin Road
- Tualatin-Sherwood Road
- 6. Boones Ferry Road
- 7. Tualatin's Downtown Circulation

Plus we will answer questions and revisit anything as needed from tonight's meeting

#### Organization of Presentation

- Goal statement
- Description and sketch of possible solution
- Considerations
  - Local traffic, safety
  - City-wide traffic
  - Design considerations/constraints
  - Environmental/policy considerations

#### Your Role Tonight

- 1. Discuss as a task force the tradeoffs of various solutions
- 2. What are the benefits of doing something, vs. doing nothing?
- 3. What are the impacts?
- 4. Weigh in on forwarding options to the Summit

#### **An Overall Context**

- The TSP is in preliminary recommendations stage, through September
- We hope to reach resolution on some items tonight
- We don't expect to reach resolution on everything
- The conversation continues...
  - Online
  - August TTF meeting
  - September summit



# Refinement Area Discussion

By Topic Area



# Refinement Area #1: Nyberg Interchange



# Goal Statement (#1 of 2)

Address safety at the Nyberg Interchange for all modes



#### **Possible Solution**



- A. Paint bike lanes
- B. Redesign bike lane at east end of interchange
- C. Skip striping on bike lane at west end of interchange
- D. Improve lane signage west of interchange
- E. Move guardrail on SB off ramp
- F. Disallow right turns on red from SB off ramp
- G.Redesign WB-NB movement to enhance safety
- H.Redesign NB off ramp to discourage traffic getting off and then right back onto I-5

## Nyberg Interchange - Findings

| Consideration<br>Area | Comments   | Score |
|-----------------------|--|-------|
| Local traffic/safety  | Minor effects on motor vehicle traffic                     |       |
|                       | Moderate safety benefits                                   |       |
| City-wide traffic     | Minimal effect on city-wide traffic                        | •     |
| Design Constraints /  | Revisions can be incorporated with minor impacts           |       |
| Considerations        | Provides better delineation for traffic and bicyclists     |       |
|                       | Redesigns the NB on ramp to allow double rights            |       |
|                       | Discourages the NB through traffic with minor impacts      |       |
| Environmental /       | Painted pavement would require ODOT review/approval        |       |
| Policy Considerations | • Recent precedent for painted bike lanes on ODOT facility | _     |
|                       | Minor changes to the interchange configuration will not    |       |
|                       | impact the wetlands preservation district                  |       |











# Discussion

Technical team recommendation:
Yes, move this option forward to the Summit



# Goal Statement (#2 of 2)

Reduce congestion on Tualatin-Sherwood Road for eastbound drivers

#### Possible Solution

 Add a new lane on Tualatin-Sherwood Road in the eastbound direction from Martinazzi to I-5





## Nyberg Interchange - Findings

| Consideration<br>Area | Comments  | Score |
|-----------------------|---|-------|
| Local traffic/safety  | Minor increase in EB traffic accessing freeway                  |       |
|                       | Operations stay relatively consistent                           | •     |
|                       | Could detract from bicycle and pedestrian safety                |       |
| City-wide traffic     | This potential solution has minimal effect on city-wide traffic | •     |
| Design Constraints /  | Width of Tualatin-Sherwood Road/Nyberg Street from              |       |
| Considerations        | Martinazzi to the east is tight                                 |       |
|                       | No impacts forecasted to the Fred Meyer truck access road       |       |
|                       | Requires removal of mature street trees                         | _     |
|                       | • Possible solution would be to shift lanes and widen to median |       |
|                       | Past Fred Meyer intersection, widening would likely require     |       |
|                       | walls, structure widening and impacts to sensitive areas        |       |
| Environmental /       | The area is already built                                       |       |
| Policy Considerations | Only impacts are to the landscaping strip between the           |       |
|                       | roadway and Fred Meyer  |       |











## Discussion

Technical team recommendation:

Yes, forward on to summit as a long-term solution (10-20 year timeframe)



# Refinement Area #2: 65<sup>th</sup> Avenue



# **Goal Statements**

- 1. Provide north-south connectivity east of I-5
- 2. Address forecasted future congestion along 65<sup>th</sup> Avenue

#### Possible Solution

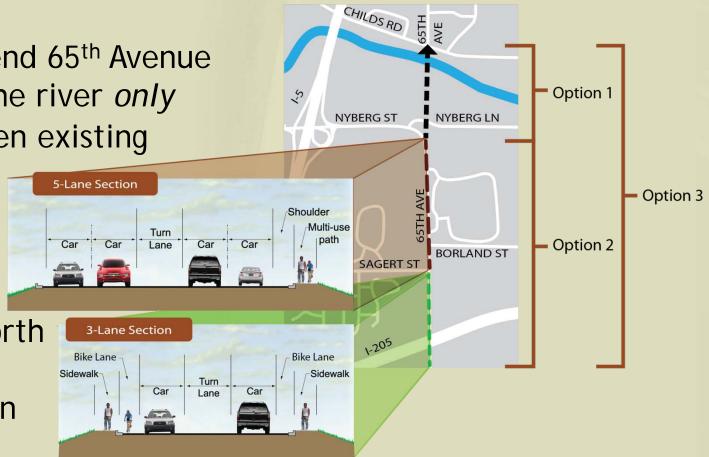
Option 1: Extend 65th Avenue north across the river only

Option 2: Widen existing

section of 65th Avenue only

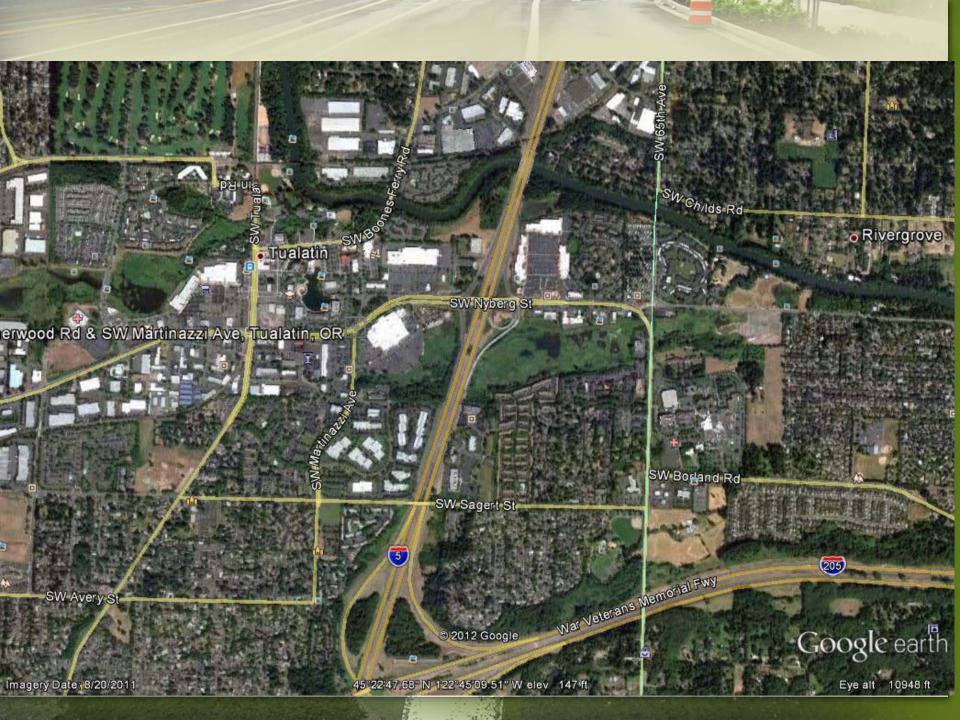
Option 3:

Extend 65th Avenue north and widen existing section



# 65<sup>th</sup> Avenue - Findings

| Consideration<br>Area | Comments  | Score |
|-----------------------|---|-------|
| Local traffic/safety  | <ul> <li>Extension allows for</li> <li>Connectivity to north</li> <li>Potential for 1,000-1,200 vehicles during PM peak hour</li> <li>Widening allows</li> <li>Capacity to service the future demand on the roadway and at intersections</li> </ul> |       |
| City-wide traffic     | <ul> <li>Extension would</li> <li>Reduce traffic on I-5 and Boones Ferry Road</li> <li>Create slight increase in traffic on Tualatin</li> <li>Sherwood Road eastbound over the Nyberg interchange</li> </ul>  |       |



# 65<sup>th</sup> Avenue - Findings

| Consideration Area    | Comments   | Score |
|-----------------------|--|-------|
| Design Constraints /  | • Extension considerations:                                  |       |
| Considerations        | ➤ 40' ± right of way available from river to Childs          |       |
|                       | ➤ Alignment could be designed to avoid lift station          |       |
|                       | east/south of Nyberg Lane                                    |       |
|                       | <ul> <li>Widening considerations:</li> </ul>                 |       |
|                       | ➤ Widening Borland to Nyberg possible for bikes and peds     |       |
|                       | with minor impacts until structure crossing Nyberg           |       |
|                       | Creek and wetlands area                                      |       |
|                       | ➤ Widening for lane/capacity involves more significant       |       |
|                       | right of way and utility impacts                             |       |
|                       | ➤ Signal at Sagert less impactful than combining Sagert      |       |
|                       | and Borland into one intersection                            |       |
| Environmental /       | <ul> <li>Multi-jurisdictional coordination needed</li> </ul> |       |
| Policy Considerations | • Impacts to Metro riparian class I-III habitat              |       |
|                       | • Easements or right of way required to extend and/or widen  |       |
|                       | 65 <sup>th</sup> Avenue                                      |       |











## Discussion

Technical team recommendation: Forward Option 3 (Extend 65<sup>th</sup> Avenue to north, widen existing section) on to summit



# Refinement Area #3: North to South Connectivity



# **Goal Statement**

Improve north-south connectivity west of I-5

#### **Possible Solution**

Note: All options below extend north across the Tualatin River, west of I-5

- Option 1: Extend west of railroad tracks, east of country club
- Option 2: Widen Boones Ferry Road
- Option 3: Extend 90<sup>th</sup> to north (not shown)
- Option 4: Extend west of country club (not shown)

# North-South Connectivity - Findings

| Consideration<br>Area | Comments  | Score |
|-----------------------|---|-------|
| Local traffic/safety  | <ul> <li>Allows for better north-south connectivity</li> </ul>  |       |
|                       | <ul> <li>New roadway potential to carry up to 1,000-1,500</li> <li>vehicles in each direction during PM peak hour</li> </ul>  |       |
| City-wide traffic     | <ul> <li>Potential draw from Hwy 99W, Boones Ferry Road,<br/>and Interstate 5</li> </ul>  |       |
|                       | <ul> <li>Potential to affect Downtown roadways,<br/>potentially difficult tie-ins with existing street<br/>network, impact varies depending on alignment</li> </ul> |       |

# North-South Connectivity - Findings

| Consideration<br>Area                 | Comments   | Score |
|---------------------------------------|--|-------|
| Design Constraints / Considerations   | <ul> <li>All options require significant right of way</li> <li>All options require coordination with Oregon         Department of Transportation Rail Division         regarding rail crossings     </li> <li>Option to widen Boones Ferry Road has most         impacts to existing buildings, followed by         extension of 90<sup>th</sup> and extension west of         country club</li> </ul> |       |
| Environmental / Policy Considerations | <ul> <li>Multi-jurisdictional coordination needed</li> <li>Impacts to historic structures</li> <li>Extension is included in Tigard TSP and<br/>Washington County TSP</li> </ul>  | •     |











# Discussion

Technical Team Recommendation:

None at this time. Obtain input
from TTF, come back to August
TTF to discuss what (if any)
option is forwarded to summit



# Refinement Area #4: Herman Road and Tualatin Road



# **Goal Statement**

Encourage through traffic to move onto Herman Road and off of Tualatin Road

#### **Possible Solution**



- A. Reclassify Herman
- B. Upgrade the remaining section of Herman
- 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

# Herman Road and Tualatin Road - Findings

| Consideration<br>Area | Comments  | Score |
|-----------------------|---|-------|
| Local traffic/safety  | <ul> <li>Major effect is shifting of traffic from Tualatin Road to Herman Road</li> <li>On the west end traffic is diverted to 124<sup>th</sup></li> <li>On the east end traffic is diverted to Herman</li> <li>Small amount of traffic shifted to Tualatin-Sherwood Road</li> <li>Some traffic diverted along Hwy 99W up to Durham Road</li> </ul> |       |
| City-wide traffic     | <ul><li>Minimal effects to city-wide traffic</li><li>Majority of effects are local</li></ul>  | •     |

# Tualatin Road and Herman Road - Findings

| Consideration<br>Area | Comments   | Score |
|-----------------------|--|-------|
| Design Constraints /  | Traffic calming can be installed with minor impacts  |       |
| Considerations        | <ul> <li>Projects could be chicane type improvements (lane weave) or speed tables</li> </ul>   |       |
|                       | <ul> <li>Coordination with Tualatin Valley Fire and Rescue and<br/>Tualatin Police likely needed</li> </ul>                          |       |
|                       | <ul> <li>Improvements to Herman and the intersection of<br/>Tualatin/ Herman require right of way</li> </ul>                         | •     |
|                       | <ul> <li>New locations for signals recommended at Jurgens and<br/>115<sup>th</sup> have not been analyzed for warrants</li> </ul>    |       |
|                       | <ul> <li>Removal of tree(s) at Teton, at the SW quadrant improve<br/>sight distance but have impacts to natural resources</li> </ul> |       |
| Environmental /       | Some adjacent land would be required north of Herman   |       |
| Policy Considerations | to widen to three lanes  |       |
|                       | <ul> <li>Potential impact some landscaping and parking</li> </ul>  |       |
|                       | Planter circles and speed table design standards would   |       |
|                       | need to be added to the City's code  |       |











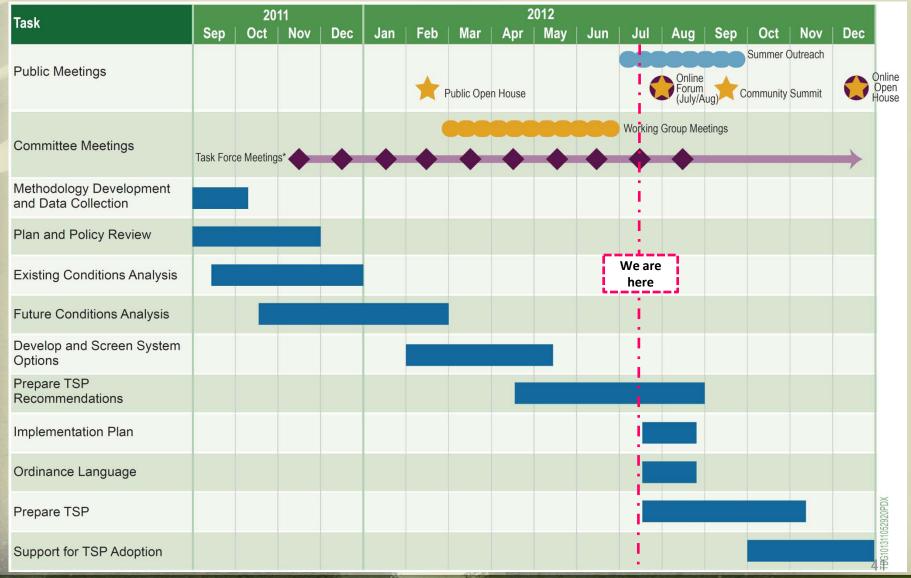
# Discussion

Technical team recommendation: Yes, move this option forward to Summit

## What Happens Next?

- July continue analysis and respond to TTF questions
- August 23 meeting review/discuss findings for remaining refinement areas
  - What are the benefits?
  - What are the impacts?
  - What are we willing to accept?
- Transportation Community Summit in September (September 20<sup>th</sup>)

# Transportation System Plan Timeline



#### Refinement Area #1: Nyberg Interchange

#### Concept Package #1: Safety-Focused Solutions

#### Goal Statement

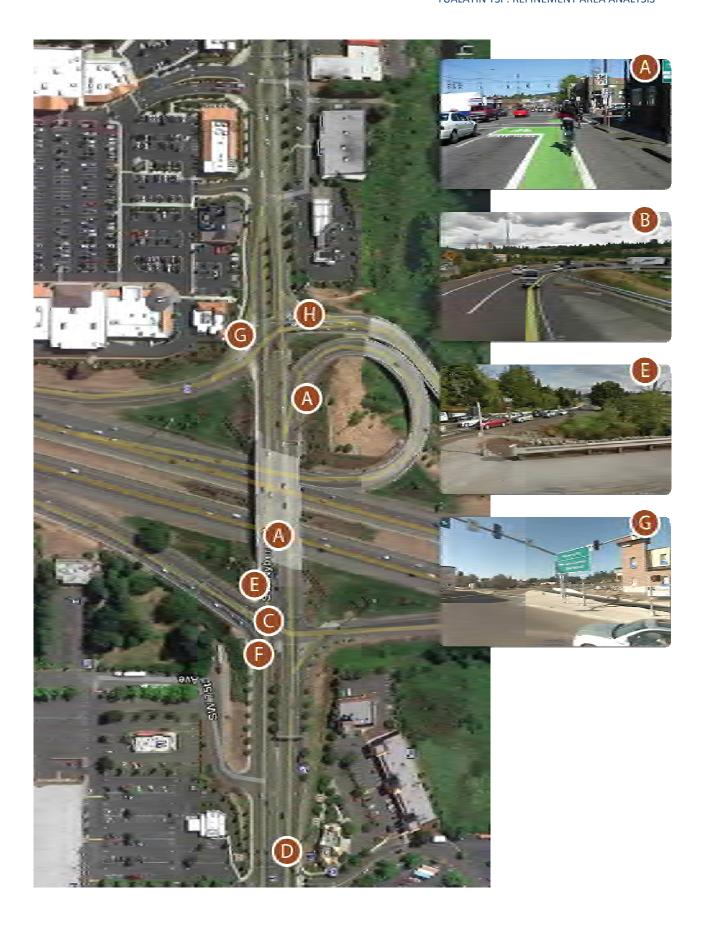
The primary goal for this refinement area is to address safety concerns at the Nyberg interchange, for all modes. The interchange serves as the main connection between Tualatin and the I-5 freeway, but also via Nyberg Road provides a main connection between downtown and east Tualatin. The interchange 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? | <ul> <li>Minor effects on motor vehicle traffic</li> <li>Moderate safety benefits from visible separation between bicycle and motor vehicle traffic</li> </ul>   | •     |
| How would this solution affect traffic city-wide?                       | Minimal effect on city-wide traffic  | •     |
| Design Constraints /<br>Considerations                                  | <ul> <li>Striping revisions can be incorporated with minor impacts</li> <li>Provides better delineation for traffic and bicyclists</li> <li>Redesigns the northbound on ramp terminal to allow double rights</li> <li>Discourages the northbound through traffic with minor impacts</li> </ul> | •     |
| Environmental / Policy<br>Considerations                                | <ul> <li>Painted pavement would require ODOT review/approval</li> <li>Recent precedent for painted bike lanes on ODOT facility</li> <li>Minor changes to the interchange configuration will not impact the wetlands preservation district</li> </ul>   | •     |



#### 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? | <ul> <li>Minor increase in eastbound traffic accessing the freeway (50-100 vehicles during the PM peak hour)</li> <li>Operations stay relatively consistent</li> <li>Could detract from bicycle and pedestrian safety</li> </ul>  | •     |
| How would this solution affect traffic city-wide?            | This potential solution has minimal effect on city-wide traffic   | •     |
| Design Constraints / Considerations                          | <ul> <li>Width of Tualatin-Sherwood Road/Nyberg Street from Martinazzi to the east is tight</li> <li>No impacts forecasted to the Fred Meyer truck access road, though walls may be needed to ensure truck access retained</li> <li>Requires removal of mature street trees</li> <li>Possible solution would be to shift lanes and widen to the median</li> <li>Past the Fred Meyer intersection, widening would likely require walls, structure widening and impacts to sensitive areas</li> </ul> | •     |
| Environmental / Policy<br>Considerations                     | <ul> <li>The area is already built</li> <li>Only impacts are to the landscaping strip between the roadway and Fred Meyer</li> </ul>   | •     |

#### 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. 65<sup>th</sup> 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. 65<sup>th</sup> 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?   | <ul> <li>New connection has the potential for 1,000 to 1,200 motor vehicles during the PM peak hour</li> <li>Allows for connectivity to the north</li> <li>Slight increase in traffic on Sagert Street, Borland Road, 50<sup>th</sup> Avenue, SW Wilke Road, and Nyberg Lane</li> </ul> | •     |
| How would this solution affect traffic city-wide? | <ul> <li>Reduces traffic on I-5 and Boones Ferry Road</li> <li>Slight increase in traffic on Tualatin Sherwood Road eastbound over the Nyberg interchange</li> <li>Traffic would be impacted in River Grove and Lake Oswego</li> </ul>  | •     |
| Design Constraints / Considerations               | <ul> <li>Available right of way is 40' ± from river to SW Childs St</li> <li>Alignment could be designed to avoid impacts to recently constructed lift station east/north of the bridge</li> <li>Connection to the local roadway network north of the river</li> </ul>                  | •     |
| Environmental / Policy<br>Considerations          | <ul> <li>Solution requires multi-jurisdictional coordination</li> <li>Adjacent to land zoned high density residential where transportation facilities are an allowed use</li> <li>Impacts to Metro Riparian class Habitats I-III</li> </ul>   | •     |

#### Refinement Area #2: 65th Avenue

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

#### Goal Statement

This option addresses forecasted future congestion on 65<sup>th</sup> 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. 65<sup>th</sup> 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:

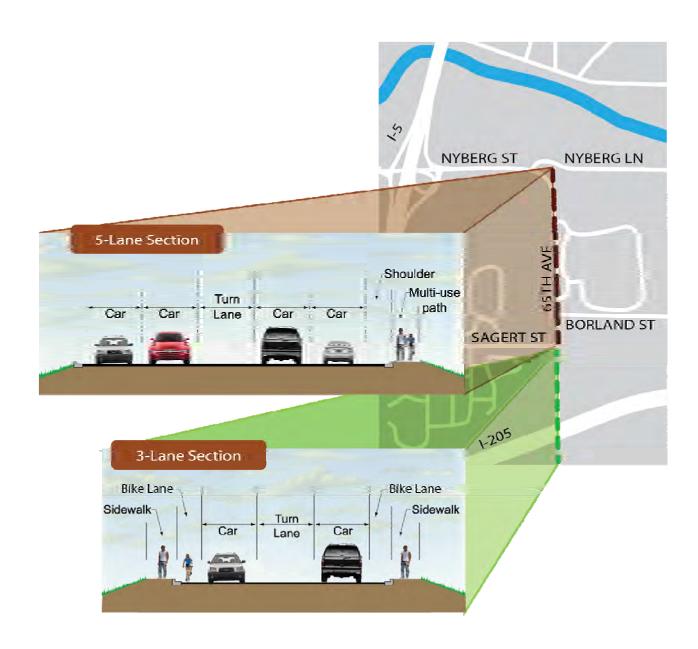
- Widen 65th Avenue to 4 or 5 lanes between Nyberg Road and Sagert Street
- Widen the road to 3 lanes south of Sagert Street across I-205 to city limits
- Address the dips in the existing road
- Bicyclists and pedestrians would be accommodated via:
  - o A separated bicycle and pedestrian multi-use path located near 65th Avenue, OR
  - o Via continuous bicycle lanes and sidewalks on 65<sup>th</sup> 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?   | <ul> <li>Helps meet future motor vehicle demand along 65<sup>th</sup> Avenue</li> <li>Little new vehicle activity attracted to the roadway (150-200 new PM peak hour vehicles) over what is expected without widening</li> </ul>   |       |
| How would this solution affect traffic city-wide? | Little effect realized city-wide   | •     |
| Design Constraints / Considerations               | <ul> <li>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</li> <li>Widening for lane/capacity likely to involve more significant right of way and utility impacts</li> <li>Realignment of Borland/Sagert intersection to one location, likely the current location of Sagert/65<sup>th</sup></li> <li>Alignment dictates the extent of impacts, but could include the utility substation, or private structure</li> </ul> |       |
| 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 65<sup>th</sup> 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. 65<sup>th</sup> 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?   | <ul> <li>Combination of extending 65<sup>th</sup> Avenue and widening the roadway is similar to the extension alone</li> <li>Widening allows capacity to service the future demand on the roadway and at intersections</li> </ul>   | •     |
| How would this solution affect traffic city-wide? | • Similar effects as the 65 <sup>th</sup> Avenue extension  | •     |
| Design Constraints / Considerations               | <ul> <li>See constraints/considerations from the two previous options</li> </ul>  | •     |
| Environmental / Policy<br>Considerations          | <ul> <li>Solution requires multi-jurisdictional coordination</li> <li>Adjacent to land zoned high density residential where transportation facilities are an allowed use</li> <li>Impacts to Metro Riparian class Habitats I-III</li> <li>The City of Rivergrove does not have a TSP</li> </ul> | •     |

# Refinement Area #3: North/South Connectivity

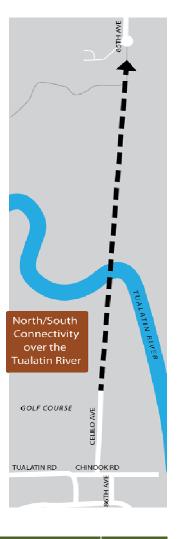
#### **Option 1: Extension East of Country Club and West of Railroad Track**

#### 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

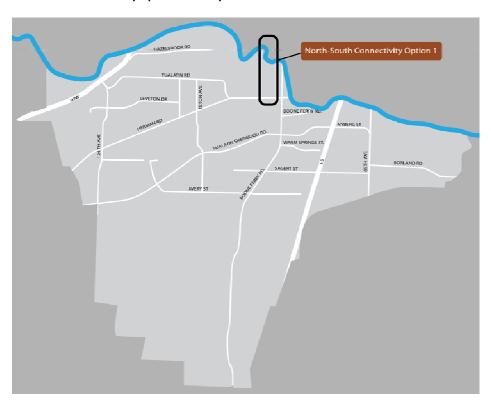
- An extension west of the railroad tracks, in the general vicinity of SW 86th Avenue east of the Country Club appears to be feasible
- Road would extend northward in the vicinity of SW Celilo Road and connect with SW 85th Avenue north of the Tualatin River



| Consideration Area                              | Comments   | Score |
|---|--|-------|
| How would this solution affect traffic locally? | New extension allows connectivity north/south across the<br>Tualatin River   |       |
|   | <ul> <li>New roadway has the potential to carry up to 1,000 – 1,200 vehicles in each direction during PM peak hour</li> </ul>        | _     |
|   | Will increase traffic on Boones Ferry Road in front of<br>Tualatin Community Park – uncertain whether signal<br>warrant would be met |       |

| Consideration Area                                | Comments  | Score |
|---|---|-------|
| How would this solution affect traffic city-wide? | <ul> <li>Tualatin, Herman, 99W, and Boones Ferry Road (north of the Tualatin River) experience a moderate decrease in traffic</li> <li>Boones Ferry Road immediately south of Celilo Road has an increase in traffic leading up to the extension</li> </ul>   | •     |
| Design Constraints / Considerations               | <ul> <li>Does not impact Tualatin Community Park</li> <li>At least one, if not two railroad crossings would be upgraded and require crossing orders from ODOT Rail</li> <li>North improvements to alignment would extend along the west edge of the tracks and tie into 85<sup>th</sup> Ave on the north side of the river</li> </ul> | •     |
| Environmental / Policy<br>Considerations          | <ul> <li>An extension of Hall Boulevard into Tualatin is included in<br/>the Tigard TSP (long-term not fiscally constrained project<br/>list) and in the Washington County TSP</li> </ul>   | 0     |

#### North-South Connectivity Option 1 Vicinity



# Refinement Area #3: North/South Connectivity

#### **Option 2: Widen Boones Ferry Road**

#### Goal Statement

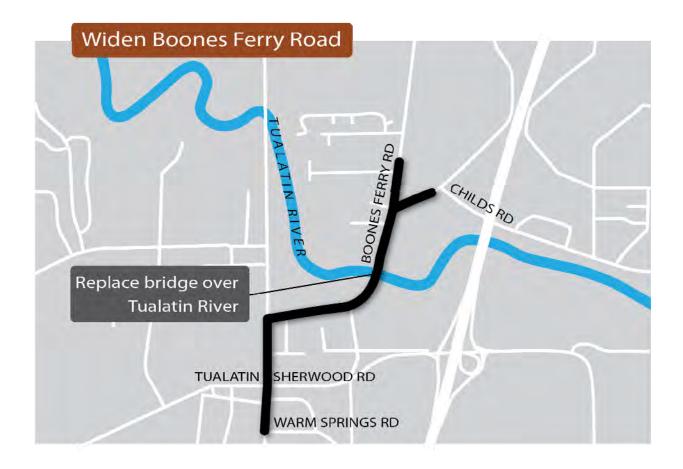
This option improves connectivity in the north-south direction west of I-5, by increasing capacity along the existing Boones Ferry Road between downtown and north of the river, towards the communities of Durham and Tigard. Connections in Tualatin west of I-5 are limited to Boones Ferry Road and 99W in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

| Consideration Area                       | Comments  | Score |
|--|---|-------|
| Design Constraints /<br>Considerations   | <ul> <li>4 lane and 5 lane options have significant impacts to right of way/access</li> <li>All options likely require coordination and improvements to the railroad crossing north of the bridge</li> <li>Widening at Boones Ferry Road and Tualatin-Sherwood Road south of the intersection is problematic</li> <li>Constraints are railroad to the west and McDonald's drive thru to the east</li> </ul>         | 0     |
| Environmental / Policy<br>Considerations | <ul> <li>ODOT is interested in a jurisdictional transfer from ODOT to the City if bridge is replaced</li> <li>The City or ODOT could initiate the transfer process</li> <li>The City would then be responsible for maintenance and upkeep on the new or modified bridge</li> <li>The County would be required to approve the transfer</li> <li>The existing bridge is within the Tualatin River Greenway</li> </ul> | 0     |



# 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:

- 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 90<sup>th</sup> 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  |   |
|---|---|---|
| How would this solution affect traffic locally?   | <ul> <li>Major effect is shifting of traffic from Tualatin Road to<br/>Herman Road</li> <li>On the west end traffic is diverted to 124<sup>th</sup> Avenue</li> <li>On the east end traffic is diverted to Herman Road</li> <li>Small amount of traffic shifted to Tualatin-Sherwood Road</li> <li>Some traffic diverted along Hwy 99W up to Durham Road</li> </ul> | • |
| How would this solution affect traffic city-wide? | <ul><li>Minimal effects to city-wide traffic</li><li>Majority of effects are local</li></ul>  | • |

| Consideration Area                       | Comments  | Score |
|--|---|-------|
| Design Constraints / Considerations      | <ul> <li>Traffic calming projects can be installed with minor impacts</li> <li>Projects could be chicane type improvements (lane weave) or speed tables</li> <li>Coordination with Tualatin Valley Fire and Rescue and Tualatin Police likely needed</li> <li>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</li> <li>Signal improvements at the intersection of Tualatin Rd/108<sup>th</sup> Ave were not met as recently as the last 5 years</li> <li>New locations for signals recommended at Jurgens and 115<sup>th</sup> have not been analyzed for warrants</li> <li>Removal of tree(s) at Teton, at the SW quadrant improve sight distance but have impacts to natural resources</li> </ul> | •     |
| Environmental / Policy<br>Considerations | <ul> <li>Some adjacent land would be required north of Herman to widen to three lanes</li> <li>Potential impact some landscaping and parking</li> <li>Planter circles and speed table design standards would need to be added to the City's code</li> </ul>   | •     |













City of Tualatin

# Refinement Areas (Part 2) Tualatin TSP

Presentation to
Tualatin Transportation Task Force
August 23, 2012

# 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 Transportation Summit

## 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, historic properties

This presents a challenge...



# 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

| No | . Goal                    | Representative Criteria   |
|----|---------------------------|---|
| 1. | Access and Mobility       | Provide efficient and quick travel between point A and B, Provide connectivity within the City between popular destinations and residential areas |
| 2. | Safety                    | Address known safety locations, address geometric deficiencies  |
| 3. | Vibrant Community         | Support a livable community with family-friendly neighborhoods, maintain a small town feel  |
| 4. | Equity                    | Promote a fair distribution of benefits and burdens, consider access to transit for all users   |
| 5. | Economy                   | Support a vibrant City Center and community, Consider positive and negative effects of alternatives on adjacent residential and business areas    |
| 6. | Health/Environment        | Provide interconnected networks for bicyclists and pedestrians, protect park land and create an environmentally sustainable community             |
| 7. | Ability to be Implemented | Promote fiscal responsibility, strive for broad community and political support   |



# 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:

- Constructs a twolane road connecting from Tualatin Road to Hall Boulevard north of the river
- Widens Boones Ferry Road to five lanes between Martinazzi and Lower Boones Ferry
- Assumes extension of 65<sup>th</sup> Avenue







#### What Does This Do For Tualatin?

| Area                   | Benefits  | Impacts  |
|------------------------|---|--|
| Traffic                | <ul> <li>Decreases traffic on 99W,         Boones Ferry Road (east of         Tualatin Road), I-5</li> <li>Decreases traffic on Herman         and Tualatin Roads</li> </ul>  | Increases traffic into downtown<br>and onto Tualatin-Sherwood Road   |
| Design                 | <ul> <li>Removes one 90 degree turn<br/>on Tualatin Road</li> </ul>   | <ul> <li>Requires significant right of way</li> <li>Additional at-grade crossing of RR tracks might be difficult</li> </ul>  |
| Environmental / Policy | <ul> <li>Extension included in Tigard<br/>and Washington County TSPs</li> <li>Does NOT impact Sweek House</li> <li>If local connection is made at<br/>Tualatin Community Park, helps<br/>circulation into park</li> </ul> | <ul> <li>Additional environmental analysis<br/>would be needed related to river<br/>crossing, crossing of trail(s), and<br/>noise and air quality assessments</li> </ul> |



# Discussion

Technical Team Does NOT Offer a Recommendation:

Ultimately, this needs to be a Community Decision





# Refinement Area #5: Tualatin-Sherwood Road



# **Goal Statement**

Relieve congestion and improve safety for all modes

## Option #1: Complete Five Lane Section



## 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

## What Do These Options Do For Traffic?



#### **PM Peak Hour Operations**

| Tualatin-Sherwood Road &   | 2011 Existing | Retain Three Lane<br>Cross Section | Widen to Full<br>Five-Lane Cross Section |
|----------------------------|---------------|------------------------------------|--|
| A I-5 Northbound           | 0.68 (B)      | 0.78 (B)                           | 0.78 (B)                                 |
| B I-5 Southbound           | 0.79 (D)      | 0.90 (D)                           | 0.90 (D)                                 |
| C Martinazzi Ave           | 0.94 (D)      | 1.02 (E)                           | 1.02 (E)                                 |
| D Boones Ferry Road        | 0.93 (D)      | 1.31 (F)                           | 1.31 (F)                                 |
| E 90 <sup>th</sup> Avenue  | 0.60 (C)      | 0.78 (C)                           | 0.78 (C)                                 |
| F Teton Avenue             | 0.79 (D)      | 0.95 (E)                           | 0.95 (E)                                 |
| G Avery St                 | 0.71 (B)      | 0.99 (E)                           | 0.92 (D)                                 |
| H 124 <sup>th</sup> Avenue | 0.60 (C)      | 1.33 (F)                           | 0.92 (C)                                 |

#### Other Connectivity Options

| Option  | West of Boones<br>Ferry Rd | East of Boones<br>Ferry Road |
|---|----------------------------|------------------------------|
| 65 <sup>th</sup> Extension                        | + 50 vehicles              | +180 vehicles                |
| North/South Connection                            | + 170 vehicles             | -50 vehicles                 |
| Hybrid (both 65 <sup>th</sup> and<br>North/South) | +130 vehicles              | +80 vehicles                 |
| TSM Option  | Negligible                 | Negligible                   |

#### What are the Other Benefits to Tualatin?

| Area                      | Five-Lane   | Three-Lane   |
|---------------------------|---|--|
| Design<br>Constraints     | <ul> <li>Setbacks appear to allow widening with minor impacts to properties</li> <li>Some drainage/water quality basins may require relocation</li> </ul> | <ul> <li>None – this largely retains<br/>existing cross section.</li> <li>Widening at key<br/>intersections could be<br/>accommodated with no<br/>major design concerns</li> </ul> |
| Environmental /<br>Policy | <ul> <li>Project is included in<br/>Washington County TSP</li> </ul>  | <ul> <li>This option is not consistent<br/>with the Washington County<br/>TSP</li> </ul>   |











# Discussion

Technical team recommendation:

Move five-lane option forward to 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



## Segment A: North of Martinazzi



- Replace current bridge, widen to four lanes with bike lanes and
- 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**



#### **PM Peak Hour Operations**

| B<br>& | oones Ferry Road        | 2011 Existing | 2035 No-Build | Widen South of<br>Tualatin-<br>Sherwood Rd to<br>Norw ood | Widen North of<br>Martinazzi to<br>Lower Boones |
|--------|-------------------------|---------------|---------------|---|---|
| B      | Lower Boones<br>Ferry   | 0.76 (C)      | 1.11 (E)      | 1.11 (E)  | 0.89 (C)  |
| (C)    | Martinazzi Ave          | 0.89 (D)      | 1.26 (F)      | 1.26 (F)  | 1.33 (F)  |
| (D)    | Tualatin Road           | 0.62 (B)      | 0.86 (C)      | 0.86 (C)  | 0.92 (C)  |
| E      | Tualatin-Sherwood<br>Rd | 0.93 (D)      | 1.31 (F)      | 1.30 (F)  | 1.31 (F)  |
| F      | Sagert St               | 0.75 (C)      | 1.11 (E)      | 0.84 (C)  | 1.11 (E)  |
| G      | Avery St                | 0.87 (C)      | 1.15 (F)      | 0.96 (D)  | 1.15 (F)  |
|        | Ibach St                | 0.70 (B)      | 0.98 (D)      | 0.88 (C)  | 0.98 (D)  |

V/C ratio (Level-of-Service)

#### **Other Connectivity Options**

| Option                             | South of Tualatin-Sherwood Rd | TSR to Martinazzi Rd | North of Martinazzi |
|------------------------------------|-------------------------------|----------------------|---------------------|
| 65th Extension                     | - 70 vehicles                 | -180 vehicles        | -440 vehicles 🔱     |
| North/South Connection             | + 520 vehicles 🏠              | -270 vehicles        | -570 vehicles 🔱     |
| Hybrid (both 65th and North/South) | +220 vehicles                 | -500 vehicles        | -890 vehicles 🔱     |

#### What are the Benefits for Tualatin?

| Area           |        |   | Segment A  |   | Segment B   |   | Segment C  |
|----------------|--------|---|--|---|---|---|--|
| Design         | 3-lane | • | No impacts   | • | No impacts  | • | No impacts   |
|                | 4-lane | • | N/A  | • | Would require ROW Access impacts                                  | • | N/A  |
|                | 5-lane | • | Minor impacts Little ROW needed Railroad coordination needed | • | Would require additional ROW Would require reconstructed accesses | • | Could improve curves<br>and grade for sight<br>distance improvements<br>Some structures close to<br>ROW line |
| Environmental/ | 3-lane | • | None   | • | None  | • | None   |
| Policy         | 4-lane | • | N/A  | • | Business impacts Difficult turning movements                      | • | N/A  |
|                | 5-lane | • | Some landscaping impacts adjacent to road                    | • | Impacts businesses in this segment                                | • | Impacts setbacks and<br>landscaping (no houses)<br>Near Woodrose Nature<br>Park                              |



# Discussion

Technical team recommendation:

Move forward with

Segment A: Five lanes

Segment B: Three lanes

**Segment C: Three lanes** 

To the summit



# Refinement Area #7: Downtown Connectivity

# Tualatin-Sherwood Road/Boones Ferry Road Intersection



#### Notes:

- Signal timing is already optimized at this intersection, but other phasing/timing/ coordination alternatives may be tested
- Changing the signal timing to 120 seconds could improve the V/C ratio from 1.30 (F) to 1.22 (F)
- Intersection is well over capacity, even a test of 140 second signal cycle with right turns on every approach yields a V/C of 1.06 (E)

**PM Peak Hour Operations** 

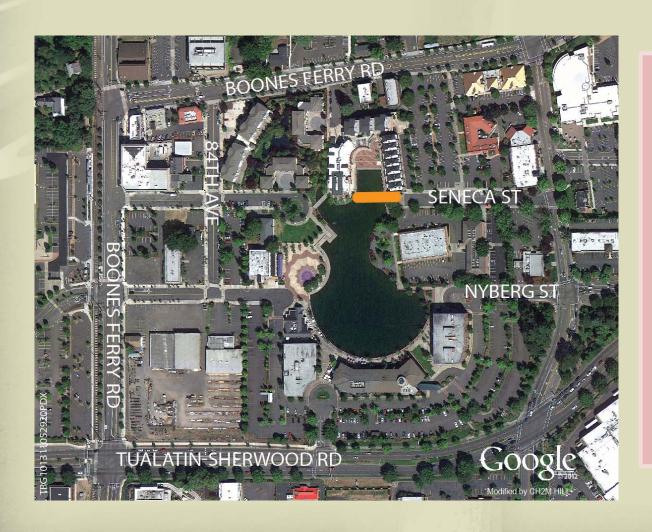
|                                       | Tualatin-Sherwood Road/Boones Ferry Road |
|---------------------------------------|--|
| Existing Conditions                   | 0.93 (D)                                 |
| 2035 No-Build                         | 1.31 (F)                                 |
| Added Eastbound Right Turn<br>Pocket  | 1.18 (E)                                 |
| Added Westbound Right Turn<br>Pocket  | 1.31 (F)                                 |
| Added Southbound Right Turn<br>Pocket | 1.18 (E)                                 |

Other Connectivity Options

| Option   | West of<br>Boones Ferry Rd | East of<br>Boones Ferry<br>Road | North of<br>TSR | South of<br>TSR |
|--|----------------------------|---------------------------------|-----------------|-----------------|
| 65th Extension                                 | + 50 vehicles              | +180 vehicles                   | -60 vehicles    | - 70 vehicles   |
| North/South<br>Connection                      | + 170 vehicles             | -50 vehicles                    | +420 vehicles   | + 520 vehicles  |
| Hybrid (both 65 <sup>th</sup> and North/South) | +130 vehicles              | +80 vehicles                    | +280 vehicles   | +220 vehicles   |
| TSM Option                                     | Negligible                 | Negligible                      | Negligible      | Negligible      |

V/C ratio (Level-of-Service)

### Connectivity in the Downtown Core



- Bridge over the lake was screened out
- Tunnel under the lake was screened out
- At least we can improve connectivity for bicyclists and pedestrians



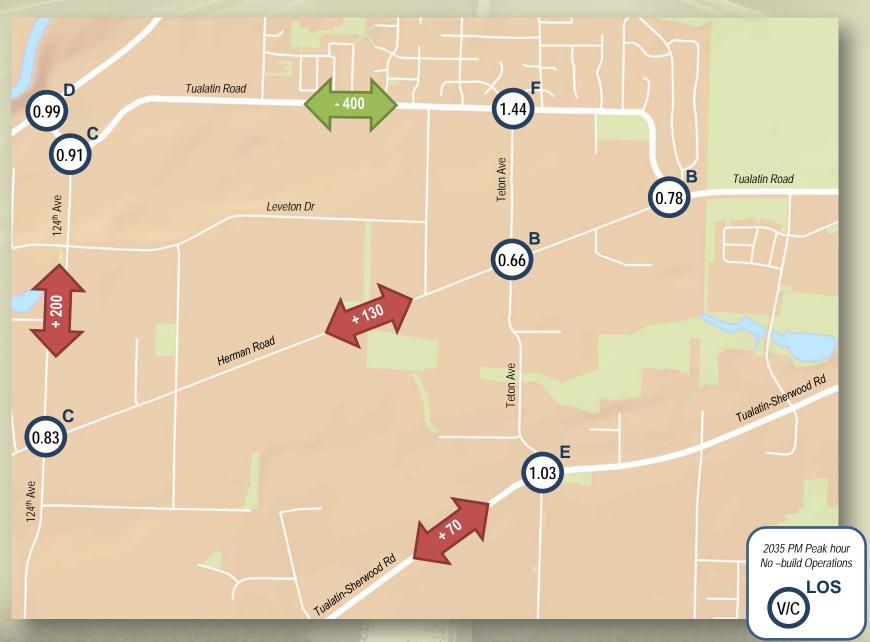
# Revisiting Refinement Area #4: Herman Road and Tualatin Road

#### **Refined Solution**



Add something on teton

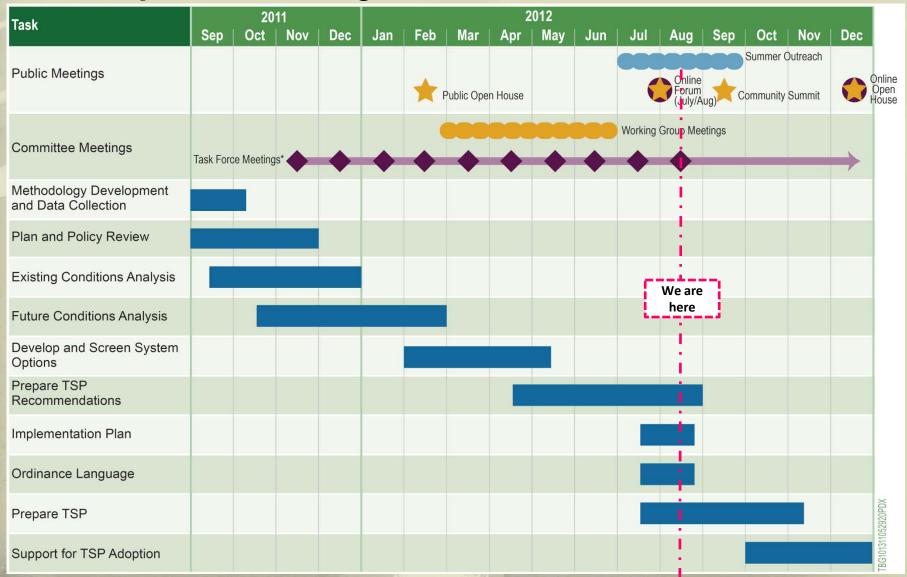
- A. Reclassify Herman to a minor arterial
- B. Upgrade section of Herman to 2 lanes
- C. Lower speeds on Tualatin
- D. Eliminate free right turn at Tualatin/Herman intersection, consider roundabout
- E. Add signals at the east and west ends of Tualatin
- F. Remove trees at Tualatin and 108th
- G. Modify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



## Thank You! What Happens Next?

- Package all the recommendations
- Traffic analysis of the system together
  - Does it work?
  - What are we benefits to Tualatin?
  - What are the benefits to the region?
  - What are the costs?
- Transportation Community Summit in September (September 20<sup>th</sup>)

## Transportation System Plan Timeline





# Thank you!

# Refinement Area #3: North/South Connectivity

Option 3: Hybrid. Two-lane local road connecting to Hall Boulevard, extending 65th Avenue across the Tualatin River, and Widening Boones Ferry Road.

#### 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 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
- Road would extend northward in the vicinity of SW Celilo Road and connect with SW 85th Avenue north of the Tualatin River
- Combine extending to Hall Boulevard with widening Boones Ferry Road, and extending SW 65<sup>th</sup> Avenue north over the River

| Consideration Area                              | Comments   | Score |
|---|--|-------|
| How would this solution affect traffic locally? | <ul> <li>New extension allows connectivity north/south across the<br/>Tualatin River</li> </ul>  |       |
|   | <ul> <li>New two lane local roadway could carry up to 800-900<br/>vehicles in each direction during the 2035 PM peak hour</li> </ul>             |       |
|   | Will increase traffic on Boones Ferry Road in front of<br>Tualatin Community Park – uncertain whether signal<br>warrant would be met             | _     |
|   | <ul> <li>Tualatin-Sherwood Rd and Boones Ferry Rd V/C<br/>deteriorates slightly from 1.30, LOS F to 1.37, LOS F</li> </ul>                       |       |
|   | <ul> <li>Connections would increase PM Peak hour intersection<br/>volume by 400 vehicles, primarily north/south through<br/>vehicles.</li> </ul> |       |

| Consideration Area                                | Comments  | Score |
|---|---|-------|
| How would this solution affect traffic city-wide? | <ul> <li>Tualatin, Herman, 99W, and Boones Ferry Road (north of<br/>the Tualatin River) experience a moderate decrease in<br/>traffic</li> <li>Boones Ferry Road immediately south of Celilo Road has an</li> </ul>   | •     |
|   | increase in traffic leading up to the extension   |       |
| Design Constraints / Considerations               | <ul> <li>Does not physically impact Tualatin Community Park</li> <li>At least one, if not two railroad crossings would need crossing improvements and would require coordination with the Railroad and ODOT Rail.</li> <li>North improvements to alignment would extend along the west edge of the tracks and tie into 85<sup>th</sup> Ave on the north side of the river</li> </ul>                      | •     |
| Environmental / Policy<br>Considerations          | <ul> <li>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</li> <li>Potential impacts (likely temporary) to the Tualatin River and adjacent natural resources.</li> <li>Potential impacts to wetlands/sensitive areas west of the existing railroad tracks north of Tualatin Road.</li> </ul> | 0     |

# Refinement Area #5: Tualatin-Sherwood Road

#### Option 1: Five-Lane Section Teton to Cipole

#### Goal Statement

Relieve congestion and improve safety for all modes along Tualatin-Sherwood Road within the City of Tualatin.

Tualatin-Sherwood Road serves as the major east-west arterial through Tualatin. It connects residents, employees, and visitors to the I-5 freeway system, to the community of Sherwood, and areas west. Tualatin-Sherwood Road is owned and maintained by Washington County. West of 124<sup>th</sup> Avenue average daily traffic volumes are higher than 26,000 vehicles.

Though there are continuous sidewalks and bicycle lanes throughout the corridor, including a buffered bicycle lane west of downtown, the team has heard from the community that the traffic volumes still make this corridor feel unsafe from the vantage point of a bicyclist. Crossing this arterial at key intersections can be difficult for a pedestrian.

#### Potential Solution

Widen Tualatin-Sherwood Road to five lanes, retaining continuous buffered bicycle lanes and sidewalks between Teton to the east and Cipole to the west.

| Consideration Area                                | Comments  | Score |
|---|---|-------|
| How would this solution affect traffic locally?   | <ul> <li>Serves future demand that is beginning to be seen today</li> <li>Minor to moderate increases in traffic seen on Avery Street, 124<sup>th</sup> Avenue, and new connection between 112<sup>th</sup> and Myslony</li> <li>Widening Tualatin-Sherwood Road from 3 to 5 lanes changes V/C and LOS at the following intersections:         <ul> <li>Improves 124<sup>th</sup> Ave: from 1.33, LOS F to 0.92, LOS C</li> <li>Improves Avery St: from 0.99, LOS E to 0.92, LOS D</li> <li>Teton Ave deteriorates slightly: from 0.95, LOS E to 1.03, LOS E</li> </ul> </li> </ul> |       |
| How would this solution affect traffic city-wide? | <ul> <li>Draws traffic away from Hwy 99W, Tualatin Road, Herman Road, and the Cipole Rd extension</li> <li>New traffic on Tualatin-Sherwood Road forecasted to be approximately 200-350 vehicles in each direction during afternoon rush hour</li> </ul>  | •     |

| Consideration Area                    | Comments  | Score |
|---------------------------------------|---|-------|
| Design Constraints / Considerations   | <ul> <li>Right-of-way setbacks likely allow widening with minor impacts to properties from Teton west to Cipole</li> <li>Some drainage/water quality basins that would likely need to be relocated</li> <li>Major design complications not anticipated</li> </ul> | •     |
| Environmental / Policy Considerations | <ul> <li>Most widening impacts would be to landscaping</li> <li>Project is included in Washington County TSP</li> <li>Any widening west of Cipole would require coordination with Sherwood.</li> </ul>  | •     |



# Refinement Area #5: Tualatin-Sherwood Road

#### Option 2: Transportation System Management

#### Goal Statement

Relieve congestion and improve safety for all modes along Tualatin-Sherwood Road within the City of Tualatin.

Tualatin-Sherwood Road serves as the major east-west arterial through Tualatin. It connects residents, employees, and visitors to the I-5 freeway system, to the community of Sherwood, and areas west. Tualatin-Sherwood Road is owned and maintained by Washington County. West of 124<sup>th</sup> Avenue average daily traffic volumes are higher than 26,000 vehicles. The intersection of Tualatin-Sherwood Road and Boones Ferry Road is the most congested intersection in the community of Tualatin, and serves as a activity hub, with the WES Commuter Rail station and commercial businesses on all four corners. Crossing this arterial at key intersections can be difficult for a pedestrian.

#### Potential Solution

The team explored keeping Tualatin-Sherwood Road as a three-lane section west of Teton, improving travel conditions via coordinated signal timing and intersection-specific treatments that would reduce overall conflicts and delay.

| Consideration Area                                | Comments   | Score |
|---|--|-------|
| How would this solution affect traffic locally?   | <ul> <li>There could be a modest shift of traffic to utilize Tualatin-Sherwood Road if TSM type enhancements occur and make the corridor more efficient.</li> <li>Likely shift in traffic would come from Herman Road, Tualatin Road, and Avery Street.</li> </ul> | •     |
| How would this solution affect traffic city-wide? | Most impacts would be local with little city-wide effect.  | •     |
| Design Constraints / Considerations               | • N/A.   | N/A   |
| Environmental / Policy<br>Considerations          | • None   | •     |

# Refinement Area #5: Tualatin-Sherwood Road

#### Drilling Down on the Tualatin-Sherwood Road / Boones Ferry Road Intersection

#### Goal Statement

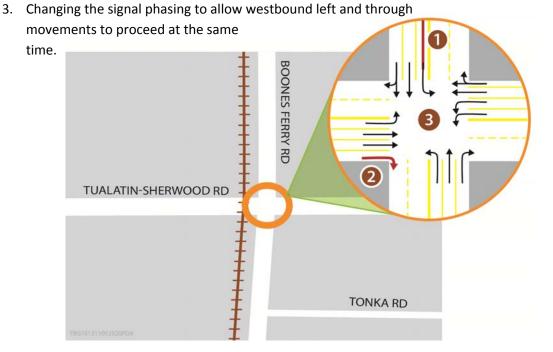
The intersection of Tualatin-Sherwood Road and Boones Ferry Road is one of the busiest in the City. It is the junction of two major arterials, serves traffic moving north-south and east-west, has commercial businesses on all four corners, and is the location of WES commuter rail service. The intersection is already wide and intimidating to pedestrians. Right-of-way is limited for further widening.

## Potential Solution

The team looked into several treatments that would improve conditions at this intersection while minimizing further widening.

These include:

- 1. Lengthening the southbound left turn pocket on Boones Ferry Road
- 2. Adding a right turn pocket on Tualatin-Sherwood Road



Draft as of: August 13, 2012

| Consideration Area                                | Comments   | Score |
|---|--|-------|
| How would this solution affect traffic locally?   | <ul> <li>Overall intersection operation improvements allow for better east/west traffic flow.</li> <li>Capacity improvements on side streets could allow for a signal timing shift on Tualatin-Sherwood Road.</li> <li>The intersection is still likely to be over capacity by 2035 (PM peak hour).</li> </ul>   | •     |
| How would this solution affect traffic city-wide? | Most impacts would be local with little city-wide effect.  | •     |
| Design Constraints / Considerations               | <ul> <li>Lengthening the southbound left turn pocket would have impacts to the northbound turn pocket at Nyberg Street and the Hagens parking lot.</li> <li>Adding a right turn pocket on Tualatin-Sherwood Road would require improvements to the signal and railroad crossing and sidewalk/planter on Tualatin-Sherwood Road and available right-of-way width would need to be reviewed for adequacy.</li> </ul> | •     |
| Environmental / Policy<br>Considerations          | <ul> <li>Drainage ditch impacts from the right turn pocket on eastbound Tualatin-Sherwood Rd.</li> <li>Adding a turn pocket would move Tualatin-Sherwood Road closer to the business at that corner.</li> </ul>  | •     |

#### Refinement Area #6: Boones Ferry Road

#### Five-lane option North of Martinazzi Avenue

#### Goal Statement

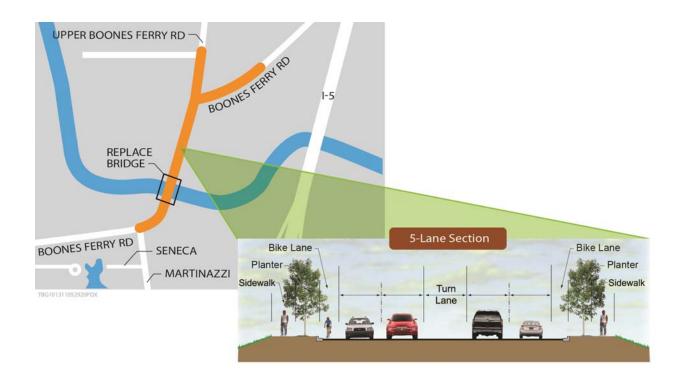
Boones Ferry Road serves as the main north-south arterial in Tualatin west of I-5. It connects Tualatin with Wilsonville to the south and Durham and Tigard to the north. Because of its length, Boones Ferry Road serves different needs — to the south it serves the many residents of south Tualatin, and the Byrom Elementary and Tualatin High Schools. Between Warm Springs and the Tualatin River, Boones Ferry Road is one of the major streets serving the core of downtown.

North of the river it transitions to Upper Boones Ferry Road to Durham and Tigard, and Lower Boones Ferry Road to serve the Bridgeport Village Regional Center. Our team's analysis has found the intersection of Boones Ferry Road and Lower Boones Ferry Road is one of the more congested intersections in the City. Overall the corridor has seen four reported crashes involving bicyclists, and two involving pedestrians, in the last three years.

#### Solution

The team explored widening Boones Ferry Road between the intersection of Lower Boones Ferry Road to the north and Martinazzi to the south, as well as keeping that section three-lanes. Assumes replacement of the Tualatin River bridge.

| Consideration Area                                | Comments   | Score |
|---|--|-------|
| How would this solution affect traffic locally?   | <ul> <li>Could potentially shift traffic from Tualatin-Sherwood Road<br/>(east of Boones Ferry Road) and away from the Nyberg<br/>interchange.</li> </ul>  | •     |
| How would this solution affect traffic city-wide? | <ul> <li>Would shift traffic from Hwy 99W/Durham Road, and from<br/>Interstate 5 between the Boones Ferry Road and Nyberg<br/>interchanges onto Boones Ferry Road</li> </ul>   | •     |
| Design Constraints / Considerations               | <ul> <li>Would have minor (likely temporary) impacts on natural resources.</li> <li>Would require little, if any right-of-way. However accesses would be affected and would need to be reconstructed.</li> <li>The railroad crossing between the bridge and Lower Boones Ferry Road would require coordination with ODOT Rail and the Railroad.</li> </ul> | •     |
| Environmental / Policy<br>Considerations          | <ul> <li>Widening Boones Ferry Road would not impact any<br/>structures, mainly landscaping adjacent to the roadway.</li> </ul>  | •     |



#### Refinement Area #6: Boones Ferry Road

#### Options between Martinazzi Avenue and Warm Springs Avenue

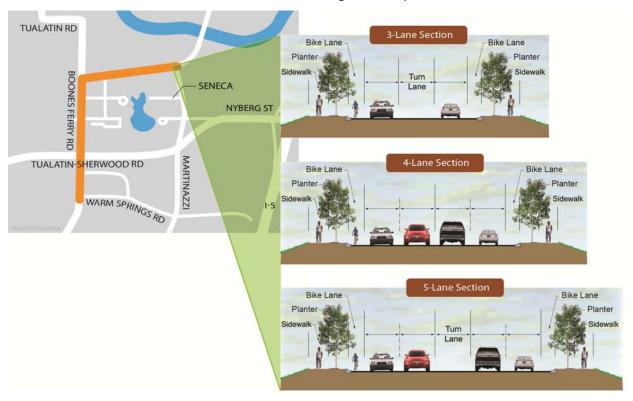
#### Goal Statement

Boones Ferry Road serves as the main north-south arterial in Tualatin west of I-5. It connects Tualatin with Wilsonville to the south and Durham and Tigard to the north. Because of its length, Boones Ferry Road serves different needs – to the south it serves the many residents of south Tualatin, and the Byrom Elementary and Tualatin High Schools. Between Warm Springs and the Tualatin River, Boones Ferry Road is one of the major streets serving the core of downtown. The intersection of Tualatin-Sherwood and Boones Ferry Roads is one of the most congested intersections in the city. The intersection of Tualatin-Sherwood Road and Boones Ferry road is also the site of 50 crashes in the last five years and has been flagged by Washington County as a location of safety concern. Overall the corridor has seen four reported crashes involving bicyclists, and two involving pedestrians, in the last three years.

### Potential Solution

The team explored three options between Martinazzi and Warm Springs:

- a) Retaining a three-lane section with intersection improvements and coordinated signal timing;
- b) Widening to four lanes, limiting turning pockets to intersections; and
- c) Widening to five lanes, with two travel lanes in each direction and a center-turn lane transitioning to a turn pocket at intersections.



| Consideration Area                                | Three-Lane Section with deration Area Intersection Improvements and Signal Timing   |   | Four-Lane Section with Turn Pockets at<br>Intersection  |   | Five-lane Section with Center Turn lane  |   |
|---|---|---|---|---|--|---|
| How would this solution affect traffic locally?   | Signal timing improvements alone have a minor improvement, but there would still be intersection deficiencies.                            | • | <ul> <li>Would improve operations along the corridor to better meet demand, while shifting traffic from Interstate 5 and away from the Nyberg interchange.</li> <li>Could add delay on the corridor due to turning vehicles in the travel lane</li> </ul> | • | Would improve operations<br>along the corridor to better<br>meet demand, while shifting<br>traffic from Interstate 5 and<br>away from the Nyberg<br>interchange. | • |
| How would this solution affect traffic city-wide? | <ul> <li>Effects are mostly<br/>local with signal<br/>timing improvements.</li> </ul>   | • | <ul> <li>The effects are mostly local</li> <li>Shifts traffic away from I-5<br/>and the Nyberg Interchange</li> </ul>   | • | <ul> <li>The biggest effect is the shift<br/>from traffic away from<br/>Interstate 5 and the Nyberg<br/>interchange.</li> </ul>                                  | • |
| Design Constraints /<br>Considerations            | <ul> <li>Would not impact<br/>natural resources.</li> <li>Minor impacts<br/>associated with<br/>intersection<br/>improvements.</li> </ul> | • | <ul> <li>Would have minor (likely temporary) impacts on natural resources.</li> <li>Would require right-of-way, and would impact accesses.</li> </ul>   | • | <ul> <li>Would have minor impacts<br/>on natural resources.</li> <li>Would require additional<br/>right-of-way and<br/>reconstructed accesses.</li> </ul>        | • |
| Environmental / Policy<br>Considerations          | Few impacts –     maintains the existing     cross-section  | • | <ul> <li>Would impact businesses and parking between Martinazzi and Warm Springs</li> <li>Would make it more difficult for turning vehicles to access driveways in this section.</li> </ul>   | • | <ul> <li>Would impact businesses and<br/>parking between Martinazzi<br/>and Warm Springs.</li> </ul>   | 0 |

#### Refinement Area #6: Boones Ferry Road

#### **Options South of Warm Springs**

#### Goal Statement

Boones Ferry Road serves as the main north-south arterial in Tualatin west of I-5. It connects Tualatin with Wilsonville to the south and Durham and Tigard to the north. Because of its length, Boones Ferry Road serves different needs — to the south it serves the many residents of south Tualatin, and the Byrom Elementary and Tualatin High Schools. Overall the corridor has seen four reported crashes involving bicyclists, and two involving pedestrians, in the last three years.

### Potential Solution

The team explored widening Boones Ferry Road to five lanes between Warm Springs and Ibach, and between Ibach and Norwood. Between Norwood and Day Boones Ferry Road will be expanded to three lanes (this latter project is planned for construction by Washington County).

The other option is to keep Boones Ferry Road at three lanes and improve signal timing and make targeted improvements at intersections.



| Consideration<br>Area                                    | Three Lane Cross Section   |   | Five Lane Cross Section   |   |
|--|--|---|---|---|
| How would<br>this solution<br>affect traffic<br>locally? | <ul> <li>The three lane section would<br/>slightly improve intersection<br/>operations</li> <li>Would not add additional vehicles<br/>on the roadway</li> </ul>  | 0 | <ul> <li>The 5 lane option would address 2035 PM peak hour capacity and operational deficiencies along Boones Ferry Road.</li> <li>Widening would add approximately 200-300 vehicles in each direction along Boones Ferry Road.</li> <li>Widening Boones Ferry Road from 3 to 5 lanes changes V/C and LOS at the following intersections:         <ul> <li>Improves Sagert St: from 1.11, LOS E to 0.84, LOS C</li> <li>Improves Avery St: from 1.15, LOS F to 0.96, LOS D</li> <li>Improves Ibach St: from 0.98, LOS D to 0.88, LOS C</li> </ul> </li> </ul> | • |
| How would this solution affect traffic city-wide?        | Would have little effect on city-<br>wide traffic  | 0 | <ul> <li>Moderate levels of traffic would shift from the new 124<sup>th</sup>         Avenue extension, 65<sup>th</sup> Avenue, and 105<sup>th</sup> Avenue/Blake         Street (a local roadway) to Boones Ferry Road.</li> </ul>   | • |
| Design Constraints / Considerations                      | <ul> <li>Would have few impacts on right-of-way as the roadway is already 3 lanes wide.</li> <li>Intersection improvements could require additional room to add turn lanes, etc, though few impacts are anticipated</li> </ul> | • | <ul> <li>Widening to 5-lanes is relatively straight forward from Warm Springs to Norwood.</li> <li>There may be some opportunities to improve vertical profiles and horizontal curves for sight distance.</li> <li>Right of way varies throughout the corridor with some newer developments having full width for 5-lanes, while other areas have structures up to the ROW line.</li> </ul>   | • |
| Environmental / Policy Considerations                    | • None   | • | <ul> <li>Some houses are very close to Boones Ferry Road between Warm Springs and Norwood. Widening Boones Ferry Road in this area would impact setbacks and landscaping; though no houses would be impacted.</li> <li>Widening the roadway could have some small impacts to Little Woodrose Nature Park, depending on the design of the widening. There are no other environmental concerns as the area is already built-up residential.</li> </ul>  | 0 |

# Refinement Area #7: Downtown Connectivity

#### Connections for Nyberg and Seneca

#### Goal Statement

Connectivity within the downtown core is limited by the Lake at the Commons, the railroad line, and high traffic volumes along the Boones Ferry Road and Tualatin-Sherwood Road corridors.

### Potential Solution

Connect both sides of Seneca Street via a pedestrian and bicycle bridge over the lake. Connect to existing path around the lake, providing a connection for through east-west bicycle and pedestrian traffic.



| Consideration Area                                | Comments  | Score |
|---|---|-------|
| How would this solution affect traffic locally?   | No effects on local traffic   | N/A   |
| How would this solution affect traffic city-wide? | No effects on city-wide traffic   | N/A   |
| Design Constraints / Considerations               | Impacts to lake are temporary and minor   | •     |
| Environmental / Policy Considerations             | <ul> <li>Tualatin Commons and Tualatin Commons Park are Cityowned parks</li> <li>The lake is human-made and a bridge and is not expected to impact habitat</li> </ul> | •     |





# City of Tualatin Putting it all Together

**Tualatin TSP** 

Presentation to
Tualatin Transportation Task Force
September 20, 2012

#### **Presentation Outline**

- Review highlights from modal plans
  - Transit
  - Bicycle, Pedestrian, and Trail
  - Roadway
    - Intersections
    - Street Upgrades and Extensions
  - Freight
- Review traffic findings from key scenarios

#### Where We Are In the TSP Process

#### STEP 1

Identify Needs and Opportunities

Develop Goals and Objectives

Survey Existing Conditions

Forecast Future Conditions

\* Public Involvement Activities Included

#### STEP 2

Develop and Evaluate Solutions

Create a Long List of Potential Solutions

Screen/Evaluate How Ideas Help Meet Goals and Objectives

\* Public Involvement Activities Included

#### STEP 3

Make Recommendations

#### STEP 4

Create and Adopt the Plan

Prepare Draft Project Recommendations

Refine Project
Recommendations

Prioritize Project Recommendations

\* Public Involvement Activities Included Develop a
Draft TSP
We are
here
Adopt the

Final TSP

\* Public Involvement Activities Included

### Progress Since our August 23rd Meeting...

- 1. We met with City Council on September 10<sup>th</sup>
  - ✓ Direction to not model North-South Connectivity option for tonight's meeting
- We developed the transit, roadway, bicycle, pedestrian, and trail modal plans
- 3. We have prepared cost estimates, funding sources, and prioritization

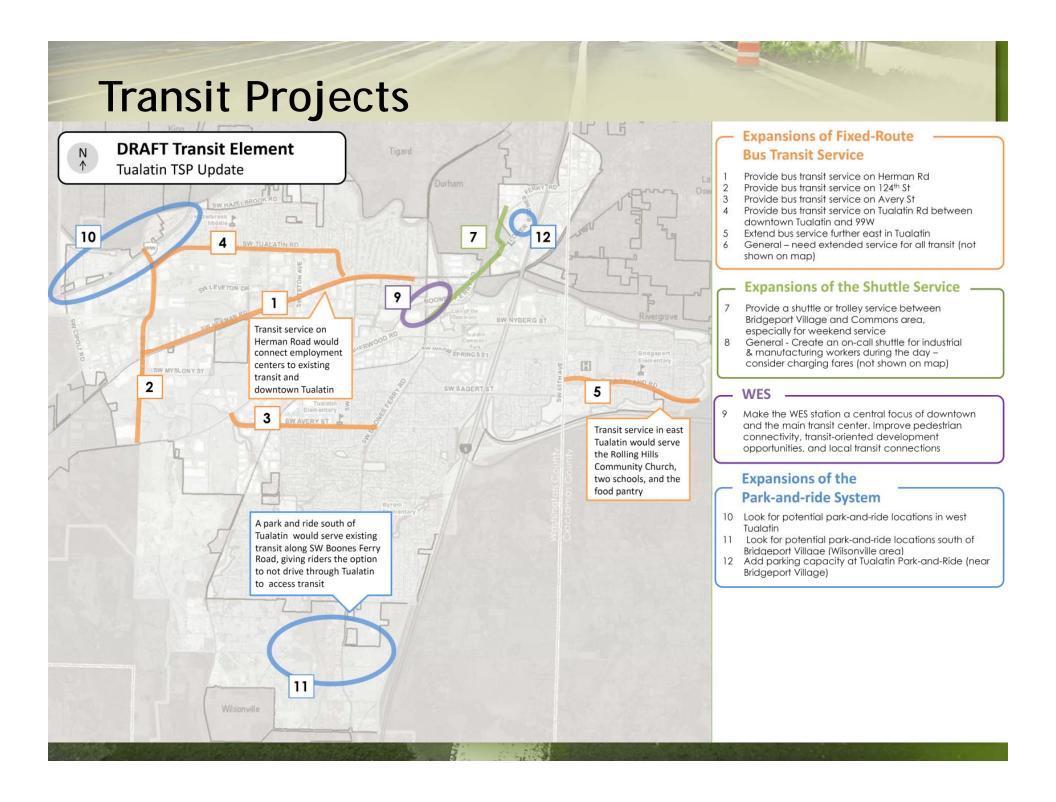
### What We're Asking of You Tonight

- Do the modal plans reflect Tualatin's goals and objectives for its TSP?
- Do we have the priorities right?
- Talk about the traffic implications of doing nothing, vs.
  - Expanding capacity of the existing network
  - Extending 65<sup>th</sup> Avenue
  - Expanding Boones Ferry Road north of downtown

### A Reminder of our Goals and Objectives

|               | No. | Goal                      | Representative Criteria   |
|---------------|-----|---------------------------|---|
|               | 1.  | Access and Mobility       | Provide efficient and quick travel between point A and B, Provide connectivity within the City between popular destinations and residential areas |
|               | 2.  | Safety                    | Address known safety locations, address geometric deficiencies  |
|               | 3.  | Vibrant Community         | Support a livable community with family-friendly neighborhoods, maintain a small town feel  |
|               | 4.  | Equity                    | Promote a fair distribution of benefits and burdens, consider access to transit for all users   |
|               | 5.  | Economy                   | Support a vibrant City Center and community, Consider positive and negative effects of alternatives on adjacent residential and business areas    |
|               | 6.  | Health/Environment        | Provide interconnected networks for bicyclists and pedestrians, protect park land and create an environmentally sustainable community             |
| Marie Control | 7.  | Ability to be Implemented | Promote fiscal responsibility, strive for broad community and political support   |





### **Shuttle Circulator Route**



#### Tualatin Shuttle

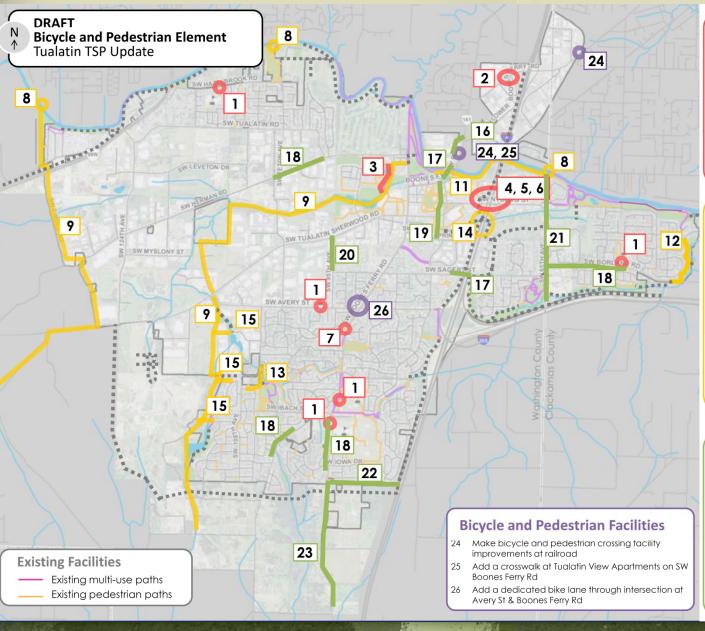
The Tualatin shuttle runs weekdays in the morning and afternoon rush hours, connecting people coming from regional transit and residential areas to jobs in Tualatin's employment centers. Its operations are managed by the Tualatin Chamber of Commerce. At least one shuttle bus provides service from downtown Portland.

Proposed improvements to the shuttle service include:

- Apply for funding to support a second shuttle in the afternoon, and to expand service hours
- ✓ Implement a partially fixed route for Van 1 that works in a counterclockwise loop and serves the Tualatin Park and Ride and the downtown WES station every 30 minutes
- Print a route map and schedule, and display on board and at employment areas, station locations, and Chamber of Commerce
- ✓ Advertise service, on WES trains and bus routes serving Tualatin



### Bicycle, Pedestrian, and Trail Map



#### Safety Improvements

- Add wayfinding signs for Safe Routes to School at all public schools
- Add colored bike lanes on Bridgeport Road near
   Bridgeport Village
- 3 Upgrade bridge surface along the path behind the Haggen shopping center
- 4 Add a colored bike lane through the ramps at Nyberg Interchange
- 5 Add striping for the bicycle lane across the I-5 southbound off-ramp
- 6 Redesign bike lane on the east side of the Nyberg Interchange
- 7 Improve visibility and illumination at crosswalk at Siletz Dr & Boones Ferry Rd

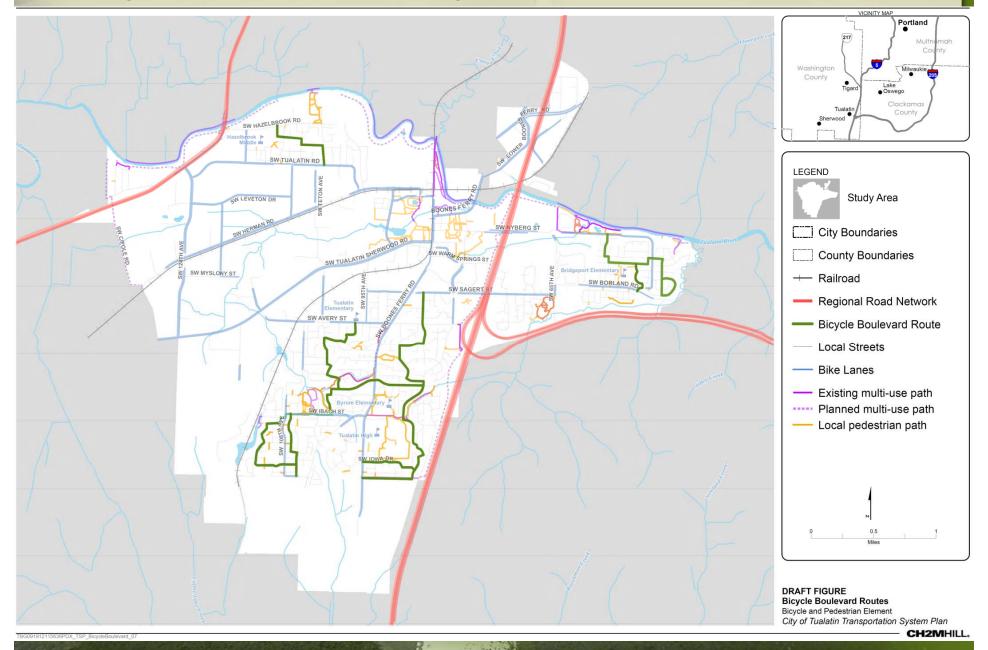
#### **Multi-Use Trails**

- 8 Build bridges for pedestrian and bicycle access over the Tualatin River near Cipole Road, 108<sup>th</sup> Avenue, and 65<sup>th</sup> Avenue
- 9 Build the Tonquin Trail
- Build multi-use paths from the previously adopted Tualatin Pedestrian, Bikeway, and Greenway Plans (indicated by \_\_\_\_\_)
- 11 Build trail along Tualatin River from the Community Park, extend to Tualatin River Greenway
- 12 Fill gaps in the multi-use path as part of the Tualatin River Greenway
- Add a trall on the east side of SW 105<sup>th</sup> Avenue, SWS Blake Street, and SW 108<sup>th</sup> Avenue through Ibach Park to accommodate bicyclists and pedestrians
- 14 Add I-5 multi-use undercrossing connect to existing multi-use paths
- 15 Connect Tonquin trail with neighborhoods

#### **Bicycle and Pedestrian Urban Upgrades**

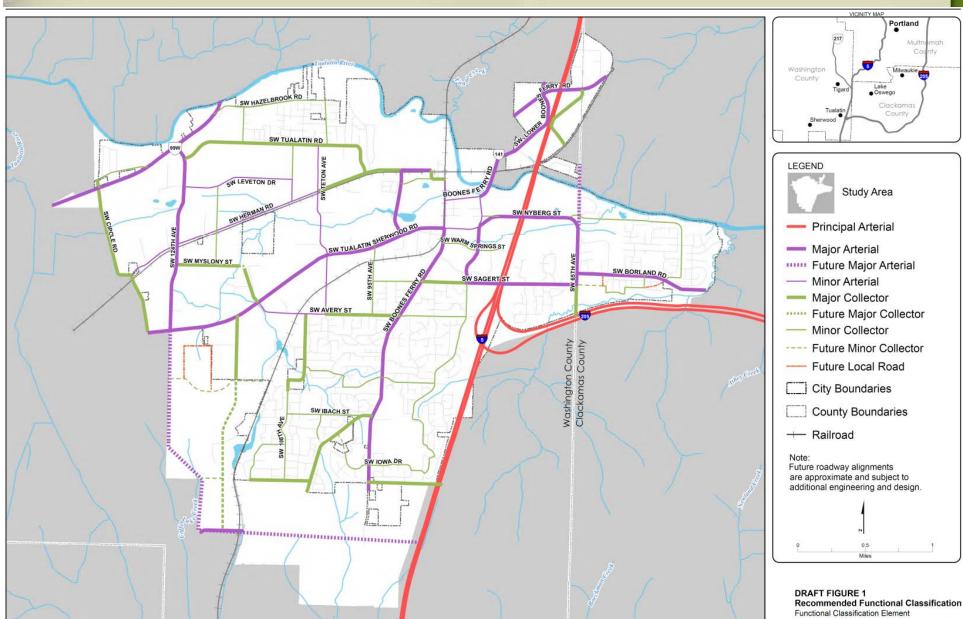
- 16 Fill sidewalk gaps and add colored bicycle lanes at SW Boones Ferry and SW Lower Boones Ferry Roads
- 17 Add a separate bicycle and pedestrian bridge adjacent to SW Boones Ferry Road, add sidewalks to the SW Sagert Street bridge
- 18 Fill sidewalk gaps on SW Boones Ferry Road, SW Borland Road, SW Grahams Ferry Road, and SW Herman Road
- 19 Add bicycle lanes on Martinazzi Avenue
- 20 Add bicycle lanes on SW 95th Avenue
- 21 Add a multi-use path along SW 65<sup>th</sup> Avenue between I-205 and the Tualatin River
- 22 Add a multi-use path (or sidewalks and bicycle lanes) on SW Norwood Road
- 23 Add bicycle lanes on Boones Ferry Rd to Day Rd

### **Bicycle Boulevard System**



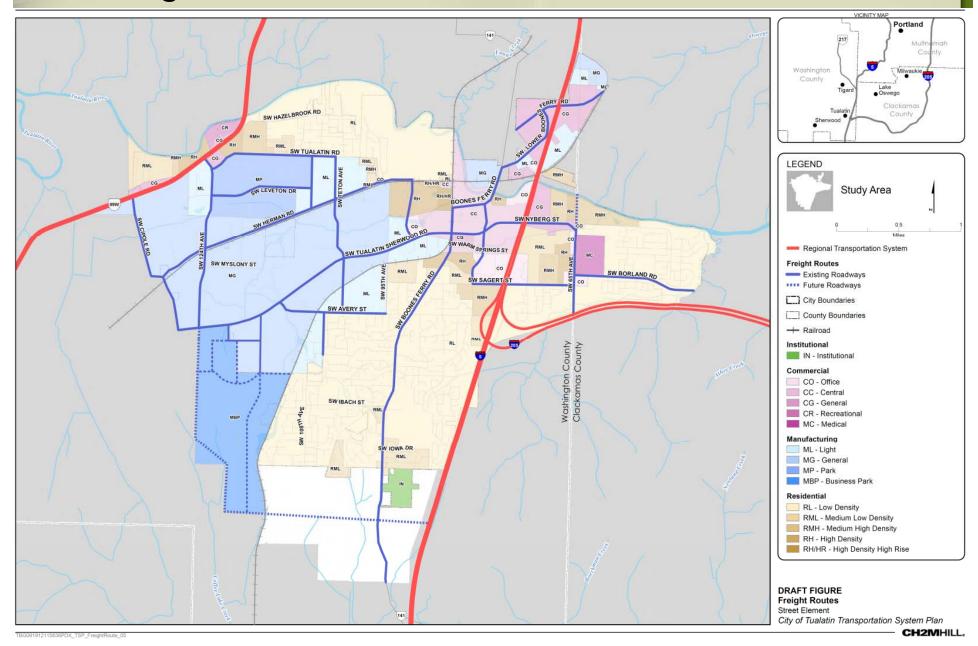


#### **Functional Classification Network**

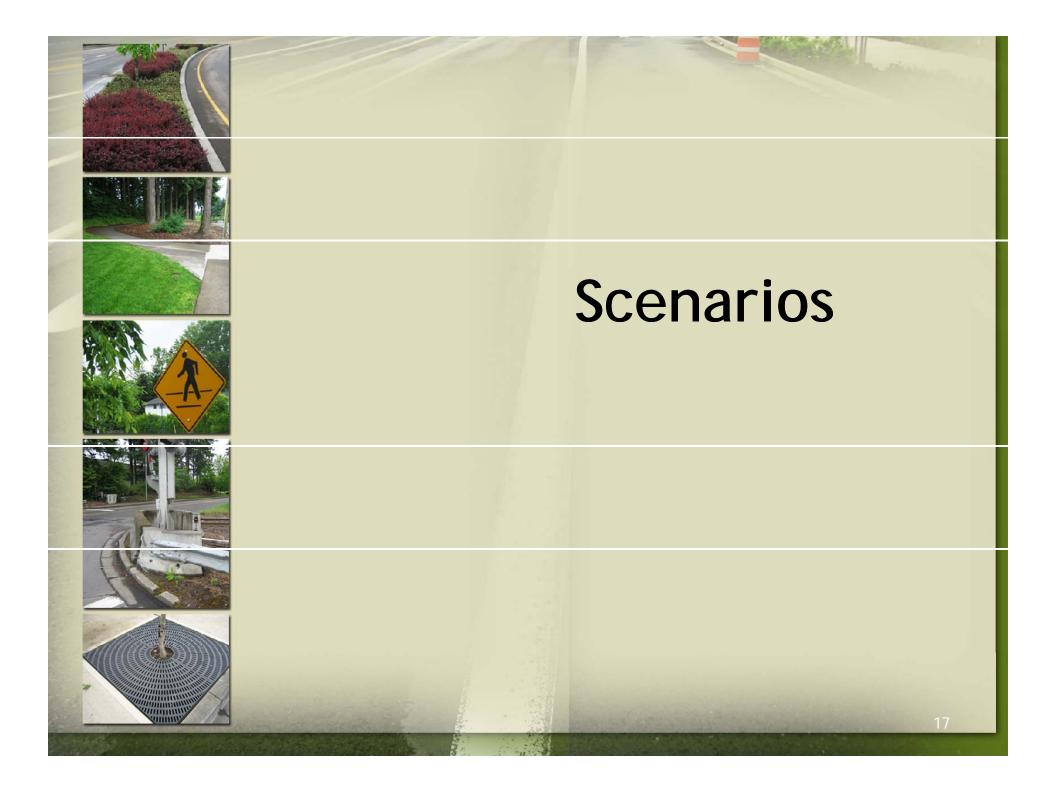


City of Tualatin Transportation System Plan

### Freight Element



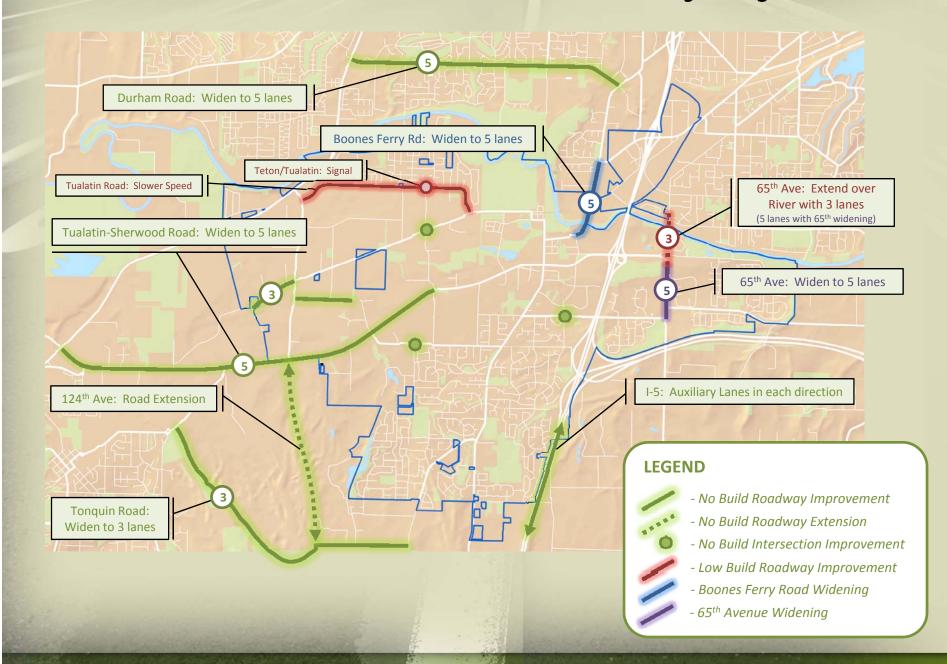
#### Roadway Element Map **Intersection Improvements DRAFT Roadway Element** Add signal at SW Tualatin Road and SW 115th Avenue **Tualatin TSP Update** Remove trees at intersection of SW Tualatin Road and SW 108th Avenue to improve sight distance Add signal at SW Tualatin Road and SW Teton Avenue Remove the free right turn at SW Tualatin Road at the intersection of SW Herman Road, Consider a roundabout. 3 Add an eastbound right turn lane on SW Tualatin-Sherwood Road at SW 15 18 Boones Ferry Road Extend the southbound left turn pocket on SW Boones Ferry Road at SW Tualatin-Sherwood Road 23 Move guardrail on southbound off ramp to improve sight distance 32 19 Northbound I-5 on- ramp: reduce pedestrian island, add an additional lane Add signage at the northbound off ramp to discourage traffic getting off 5, 6 and then back onto I-5 Redesign SW Nyberg Street and Fred Meyer intersection and improve 24 pedestrian crossing. Add striping and a pedestrian island. Add a signal or roundabout at Sagert St and Martinazzi Ave 22 16 7, 8, 21 25 Add a dedicated right turn lane on southbound SW Teton Avenue and SW 9.10 m Tualatin-Sherwood Road 12 27 Improve intersection at SW Avery Street and SW Teton Avenue – add southbound right turn pocket Add a right turn lane from westbound SW Tualatin-Sherwood Road to 11 northbound SW 124th Avenue 28 **Roadway Signs** 13 Add signage indicating that Tualatin Road is for local traffic Improve lane signage west of the Nyberg interchange to indicate lanes passing through the interchange area Add truck info signs along 108th/105th Avenues to indicate that these roads are for local traffic **Roadway Changes** 31 33 20 18 Add traffic calming on SW Tualatin Road Create a grid system near Kmart upon redevelopment with a connection to SW Seneca Street 20 Add bus pullouts on SW Boones Ferry Road at existing bus stops where possible 17 34 **Urban Upgrades** Upgrade SW Cipole Road to roadway standards (widen travel lanes, add bicycle lanes and sidewalks) Upgrade SW Herman Road to a 3-lane cross section between SW 124th Avenue and SW Cipole Road 30 Upgrade SW Herman Road to a 2-lane urban cross section between SW Tualatin Road and SW Teton Avenue Widen SW Teton Avenue to a 3-lane cross section Widen SW 65th Avenue to 3- or 5-lanes Uparade SW Myslony Street to roadway standards Widen SW Tualatin-Sherwood Rd to 5 lanes between SW Teton Avenue and SW Cipole Road 35 Add a center turn lane or median on SW Avery Street between SW Teton Avenue and SW Tualatin-Sherwood **New Streets and Street Extensions** 32 Extend SW 65th Ave north over the Tualatin River Upgrade Grahams Ferry Road to roadway standards (widen travel lanes, add bicycle lanes and sidewalks) Build the roadways from the SW Concept Plan Upgrade SW Tonquin Road between SW Waldo Way and SW Grahams Ferry Road (widen travel lanes, add Note: All locations are Extend SW 124th Avenue South sidewalks and bicycle lanes approximate Create an east-west connection across I-5 Upgrade SW Boones Ferry Road to a 3 Jane cross section throughout.

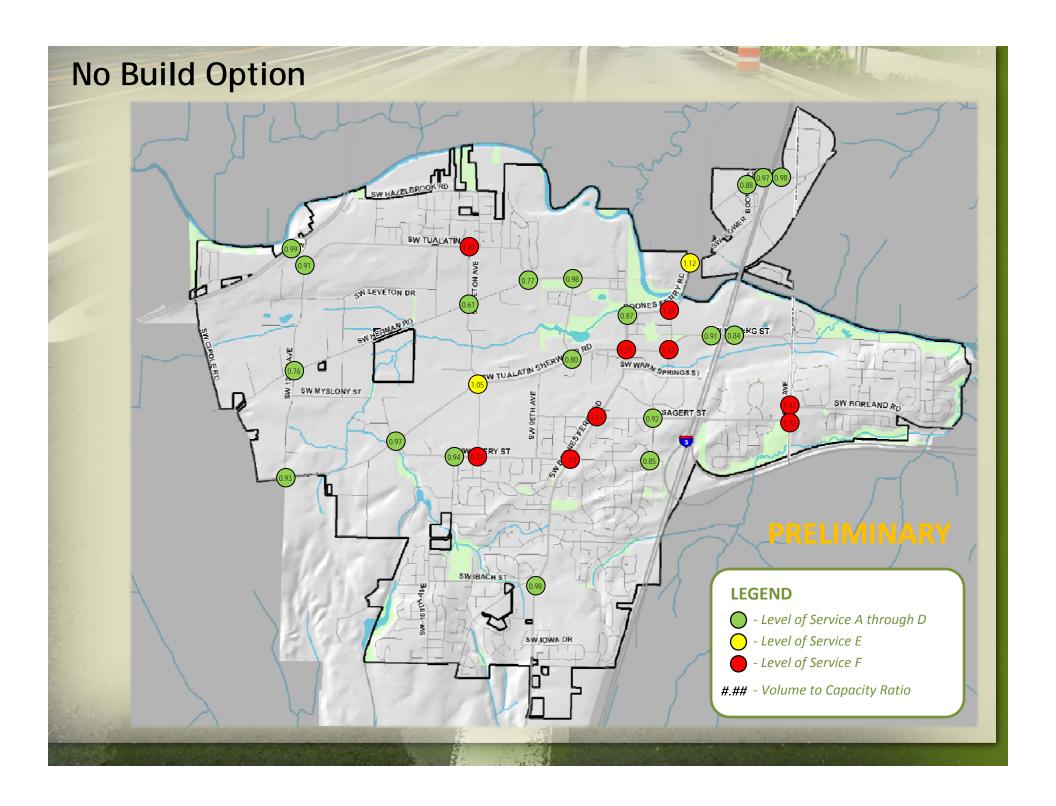


### Scenarios Rely on TTF Guidance

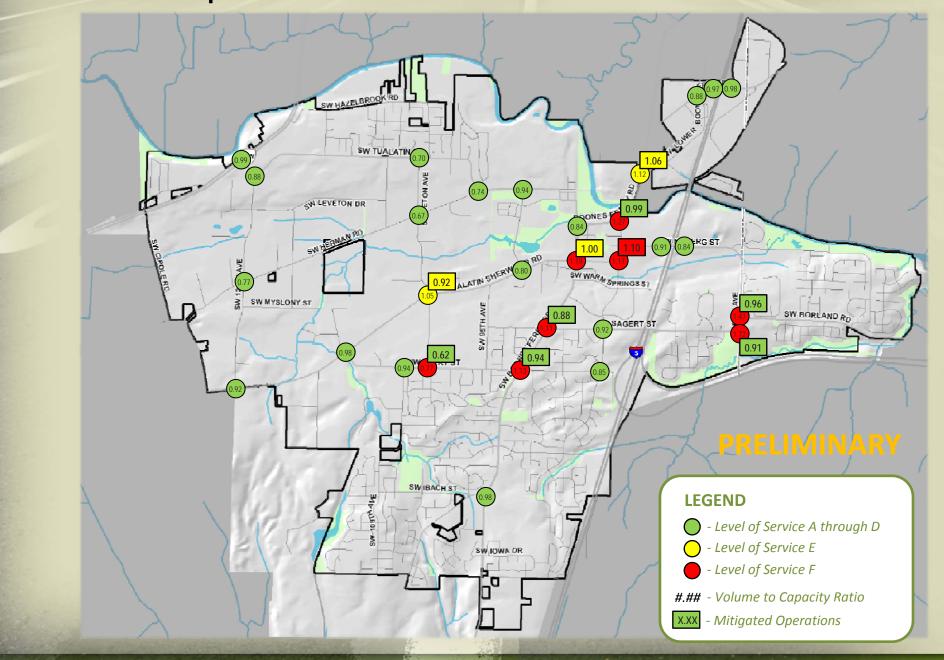
- 1. Includes compilation of guidance from 7 refinement areas
- 2. Looked at various options for 65<sup>th</sup> Avenue
  - a. No extension
  - b. 2-lane bridge extension
  - c. 5-lane widening of 65<sup>th</sup> with 4-lane bridge extension
- 3. Looked at widening Boones Ferry Road north of Martinazzi

#### Assumed Future 2035 Scenarios and Roadway Projects

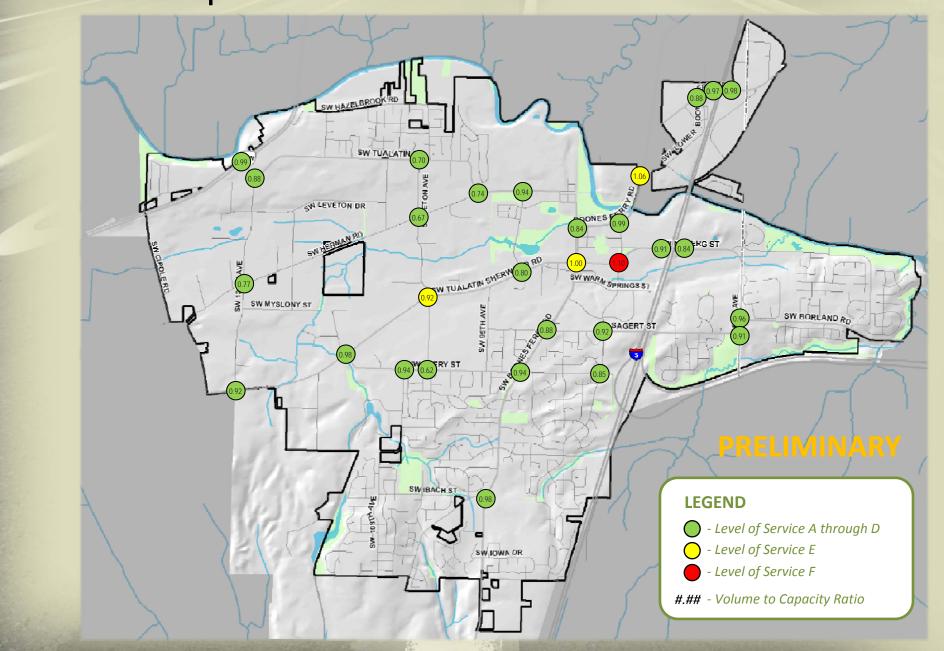




#### LOW Build Option - Without 65th Ave Extension



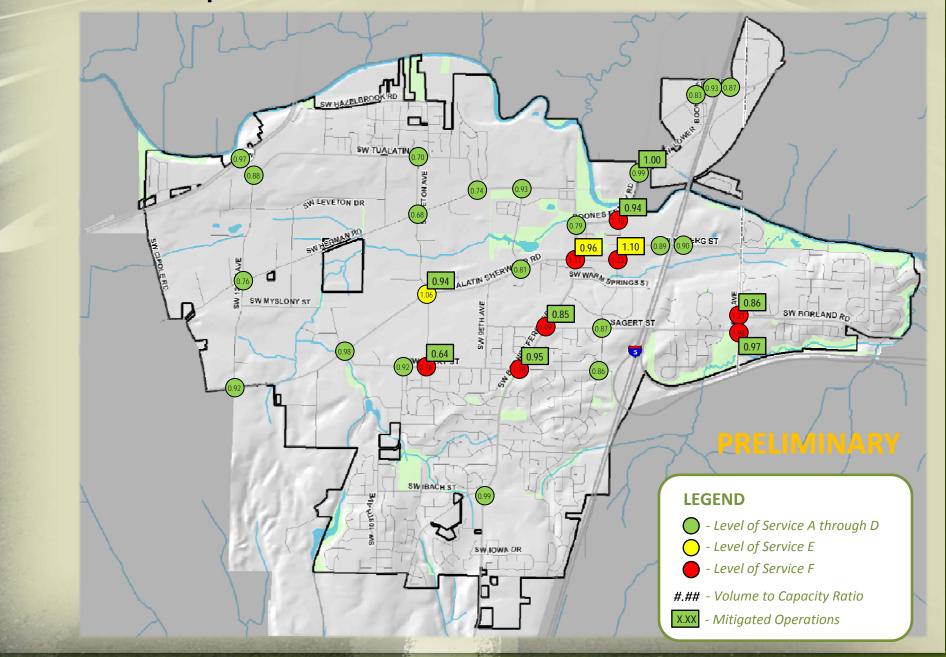
#### LOW Build Option - Without 65th Ave Extension



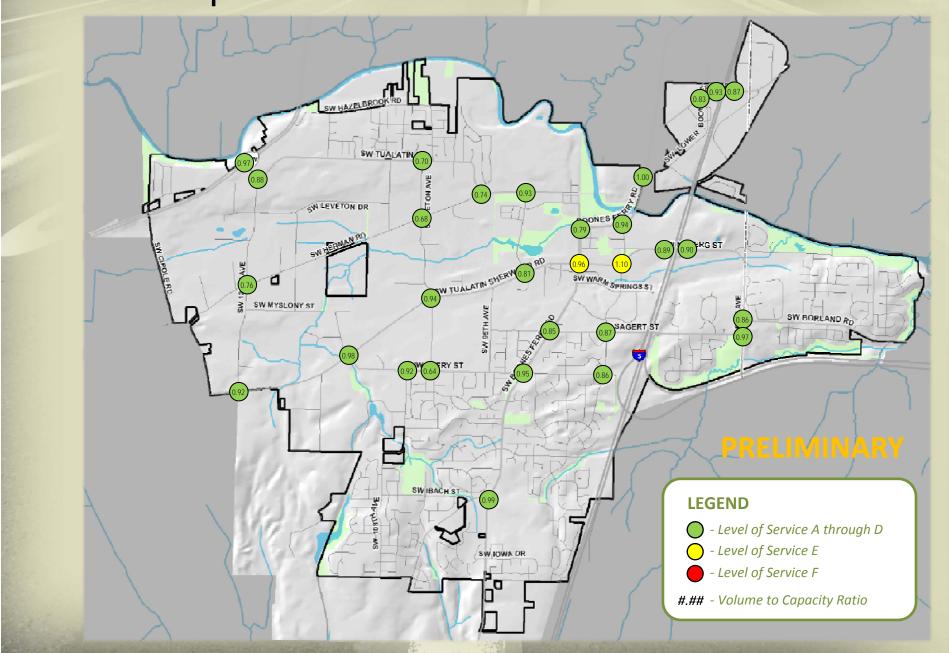
## LOW Build Option - WITH 65th Ave Extension SW TUALATINO N LEVETON DR SW WARM SPRINGS ST SW MYSLONY ST **LEGEND** - Level of Service A through D - Level of Service E Level of Service F #.## - Volume to Capacity Ratio X.XX - Mitigated Operations

# LOW Build Option - WITH 65th Ave Extension SW TUALATINO N LEVETON DR SW WARM SPRINGS ST SW MYSLONY ST **LEGEND** - Level of Service A through D - Level of Service E Level of Service F #.## - Volume to Capacity Ratio

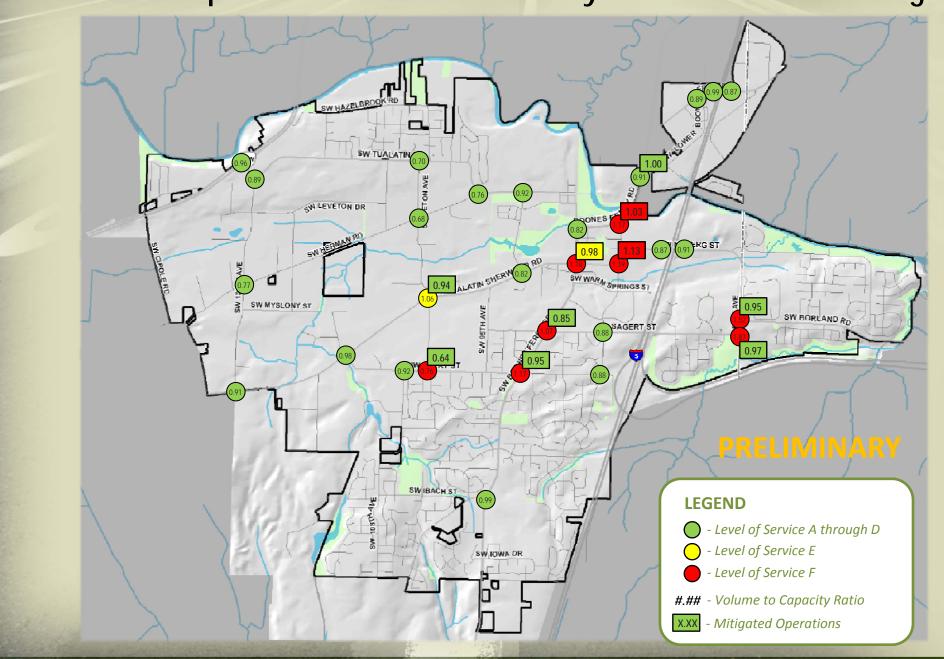
### LOW Build Option - WITH 65th Ave Extension and 5 Lane



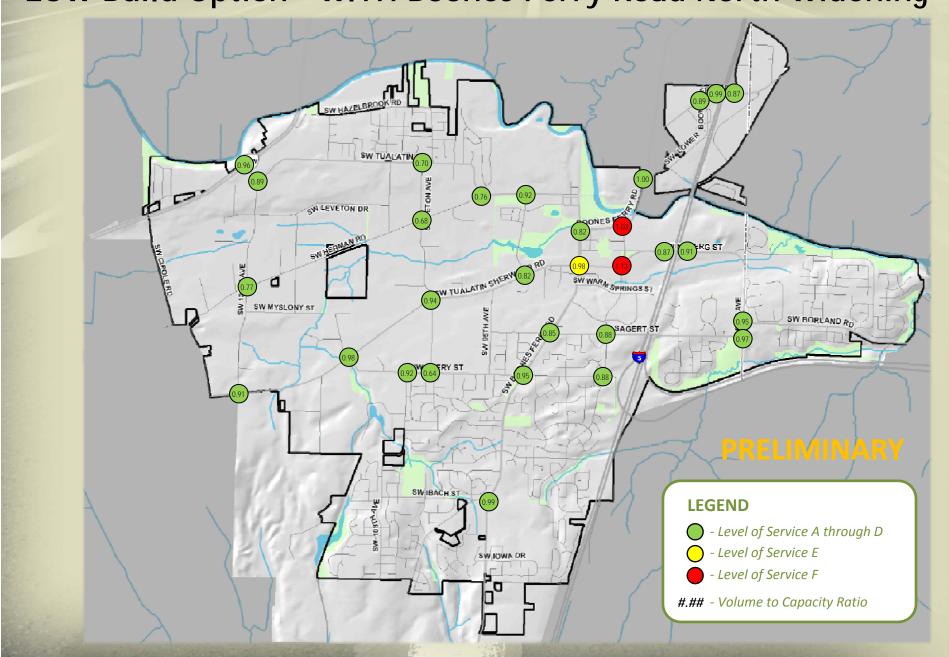
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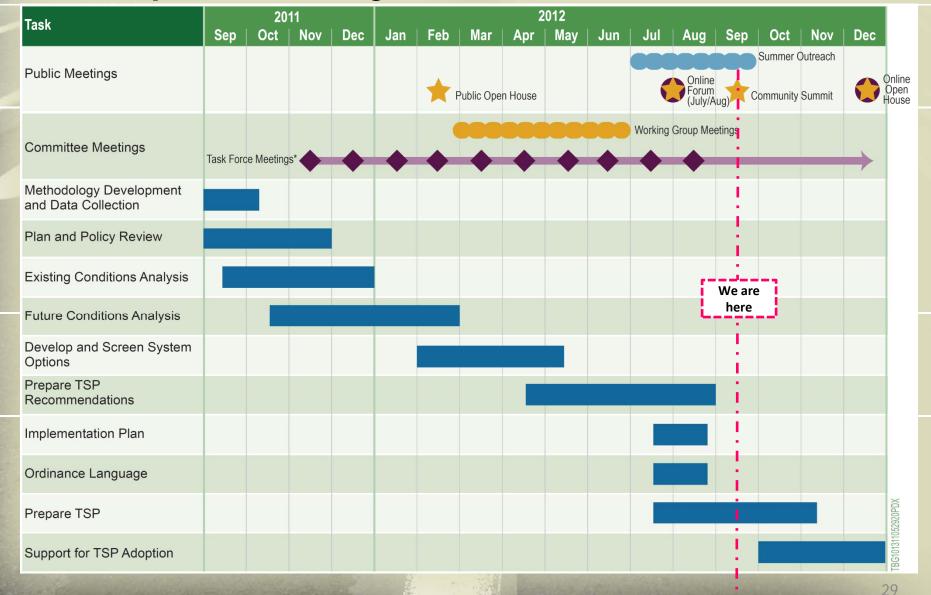
#### LOW Build Option - WITH Boones Ferry Road North Widening



#### LOW Build Option - WITH Boones Ferry Road North Widening

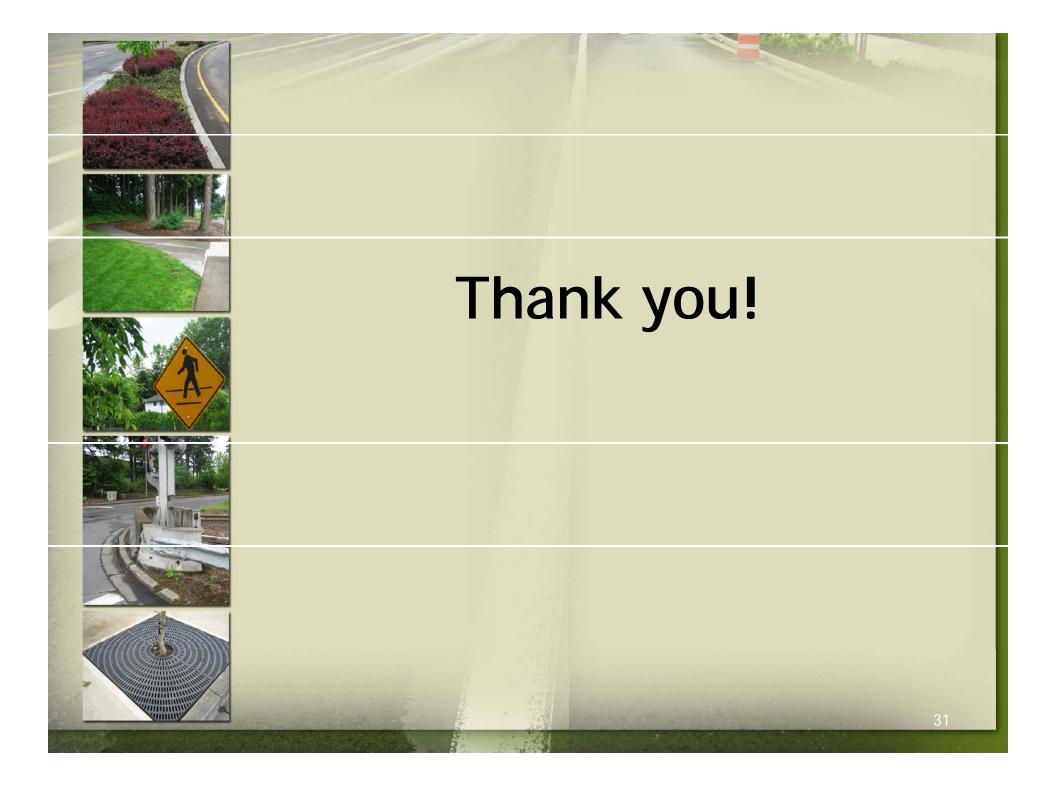


### Transportation System Plan Timeline



### What Happens Next?

- Discuss and finalize TSP recommendations
- Refine the implementation
  - Code language
  - Prioritization
  - Costs and funding
- Develop the draft TSP
- Begin discussing TSP document with Planning Commission, TPARK, and City Council













City of Tualatin

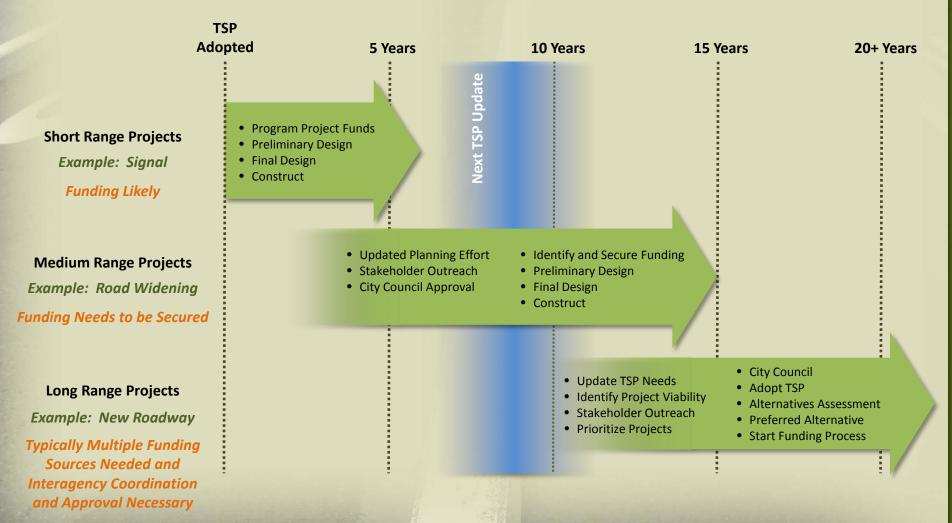
# Overview of Traffic Analysis Tualatin TSP

Presentation to Tualatin Task Force November 1, 2012

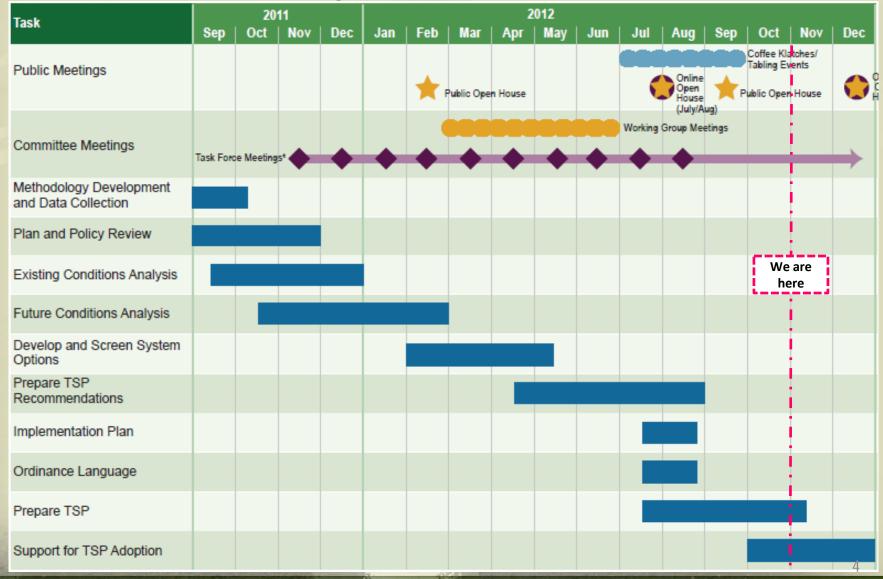
### Where We Are In the TSP Process

#### STEP 1 STEP 2 STEP 3 STEP 4 Develop and Create and Identify Needs and Make Recommendations **Opportunities Evaluate Solutions** Adopt the Plan Develop Goals and Prepare Draft Project Create a Long List of Objectives Recommendations **Potential Solutions** Develop a Survey Existing Refine Project Draft TSP Screen/Evaluate Conditions Recommendations We are How Ideas Help Adopt the here Meet Goals and Forecast Future **Prioritize Project** Final TSP Objectives Conditions Recommendations \* Public Involvement \* Public Involvement Activities Included \* Public Involvement Activities Included \* Public Involvement Activities Included Activities Included

# What happens to projects after adoption?



# Transportation System Plan Timeline



# Progress Since our September 20th Meeting...

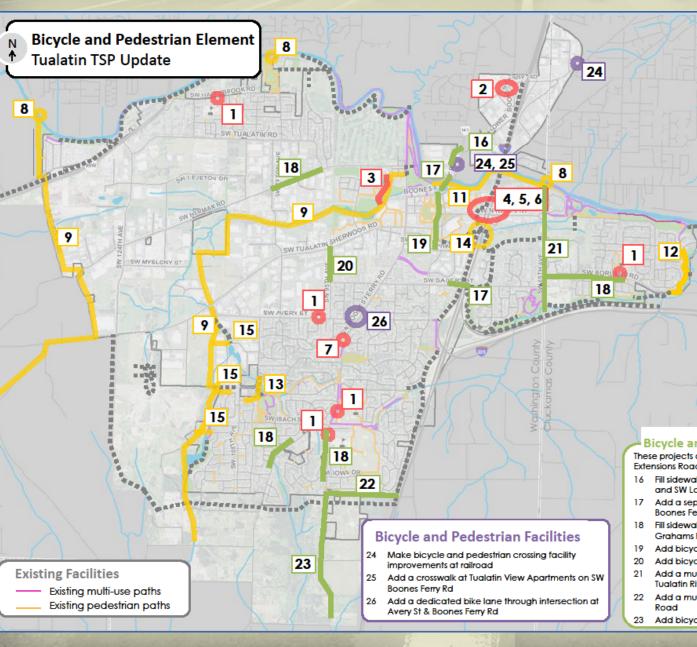
- 1. Decided on "Low Build" Scenario
- 2. Additional travel time results requested for scenarios:
  - No-build
  - Low build
  - Low build + 65<sup>th</sup> Ave (2 lane)
  - Low build + Boones Ferry Road widening
  - Low build + 65<sup>th</sup> Ave (2 lane) + BFR widening

### 3. Tabled decisions on:

- 65<sup>th</sup> Avenue extension
- Boones Ferry Road widening



# Bicycle/Pedestrian Element



#### Safety Improvements

- Add wayfinding signs for Safe Routes to School at all public schools
- Add colored bike lanes on Bridgeport Road near
   Bridgeport Village
- 3 Upgrade bridge surface along the path behind the Haggen shopping center
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#### Multi-Use Trails

- Build bridges for pedestrian and bicycle access over the Tualatin River near Cipole Road, 108<sup>th</sup> Avenue, and 65<sup>th</sup> Avenue
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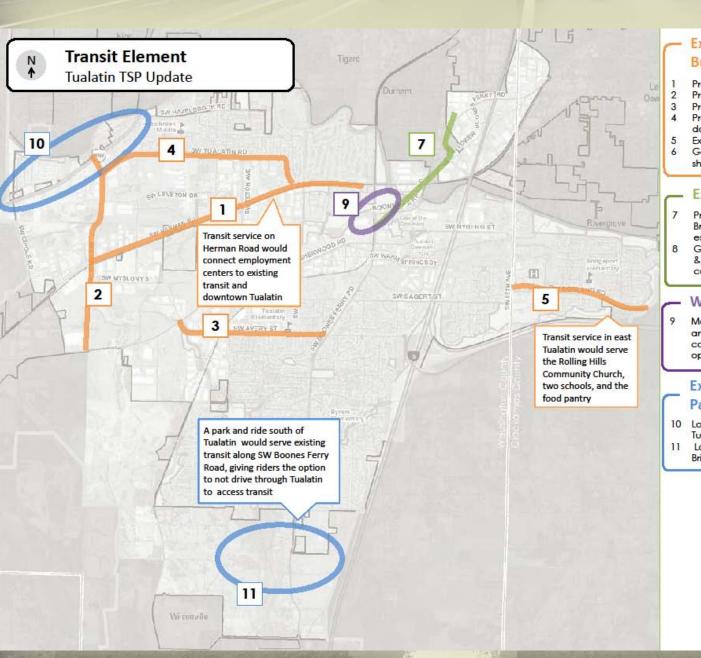
#### Bicycle and Pedestrian Urban Upgrades

These projects are also included on the Urban Upgrades and Street Extensions Roadway Figure

- 16 Fill sidewalk gaps and add colored bicycle lanes at SW Boones Ferry and SW Lower Boones Ferry Roads
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- 18 Fill sidewalk gaps on SW Boones Ferry Road, SW Borland Road, SW Grahams Ferry Road, and SW Herman Road
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- 20 Add bicycle lanes on SW 95th Avenue
- 21 Add a multi-use path along SW 65th Avenue between I-205 and the Tualatin River
- Add a multi-use path (or sidewalks and bicycle lanes) on SW Norwood
- 23 Add bicycle lanes on Boones Ferry Rd to Day Rd



# **Transit Element**



### Expansions of Fixed-Route Bus Transit Service

- Provide bus transit service on Herman Rd
- 2 Provide bus transit service on 124th St
- 3 Provide bus transit service on Avery St
- 4 Provide bus transit service on Tualatin Rd between downtown Tualatin and 99W
- 5 Extend bus service further east in Tualatin
- 6 General need extended service for all transit (not shown on map)

#### **Expansions of the Shuttle Service**

- Provide a shuttle or trolley service between Bridgeport Village and Commons area, especially for weekend service
- B General Create an on-call shuttle for industrial & manufacturing workers during the day – consider charging fares (not shown on map)

#### WES

9 Make the WES station a central focus of downtown and the main transit center. Improve pedestrian connectivity, transit-oriented development opportunities, and local transit connections

#### Expansions of the Park-and-ride System

- 10 Look for potential park-and-ride locations in west Tualatin
- Look for potential park-and-ride locations south of Bridgeport Village (Wilsonville area)



**Tualatin Shuttle** 

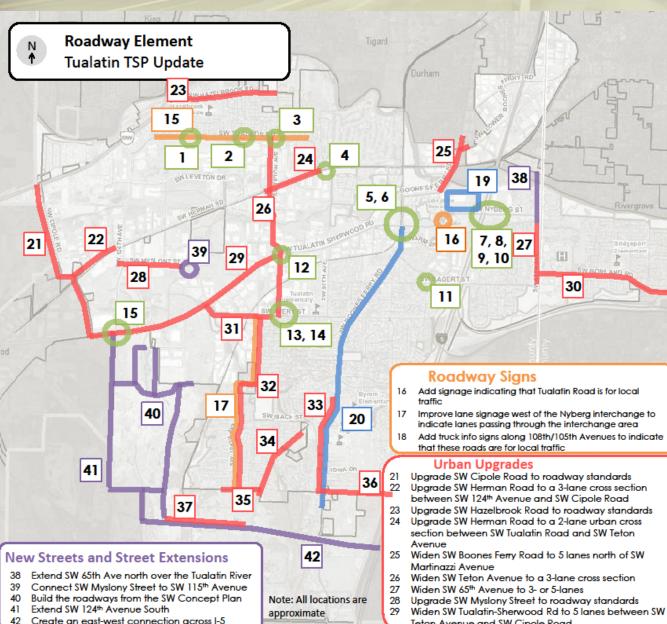
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- Print a route map and schedule, and display on board and at employment areas, station locations, and Chamber of Commerce
- ✓ Advertise service, on WES trains and bus routes serving Tualatin



# Major Corridors and Intersections



#### Intersection Improvements

- Add signal at SW Tualatin Road and SW 115th Avenue
- Remove trees at intersection of SW Tualatin Road and SW 108th Avenue to improve sight distance
- Add signal at SW Tuglatin Road and SW Teton Avenue
- Remove the free right turn at SW Tualatin Road at the intersection of SW Herman Road. Consider a roundabout
- Add an eastbound right turn lane on SW Tuglatin-Sherwood Road at SW Boones Ferry Road
- Extend the southbound left turn pocket on SW Boones Ferry Road at SW Tualatin-Sherwood Road
- Move guardrail on southbound off ramp to improve sight distance
- Northbound I-5 on- ramp; reduce pedestrian island, add an additional lane
- Add signage at the northbound off ramp to discourage traffic getting off and then back onto 1-5
- Redesign SW Nyberg Street and Fred Meyer intersection and improve pedestrian crossing. Add striping and a pedestrian island.
- 11 Add a signal or roundabout at Sagert St and Martinazzi
- Add a dedicated right turn lane on southbound SW Teton Avenue and SW Tualatin-Sherwood Road
- Improve intersection at SW Avery Street and SW Teton Avenue - add southbound right turn pocket
- Add a signal at SW Avery and SW Teton
- Add a right turn lane from westbound SW Tuglatin-Sherwood Road to northbound SW 124th Avenue

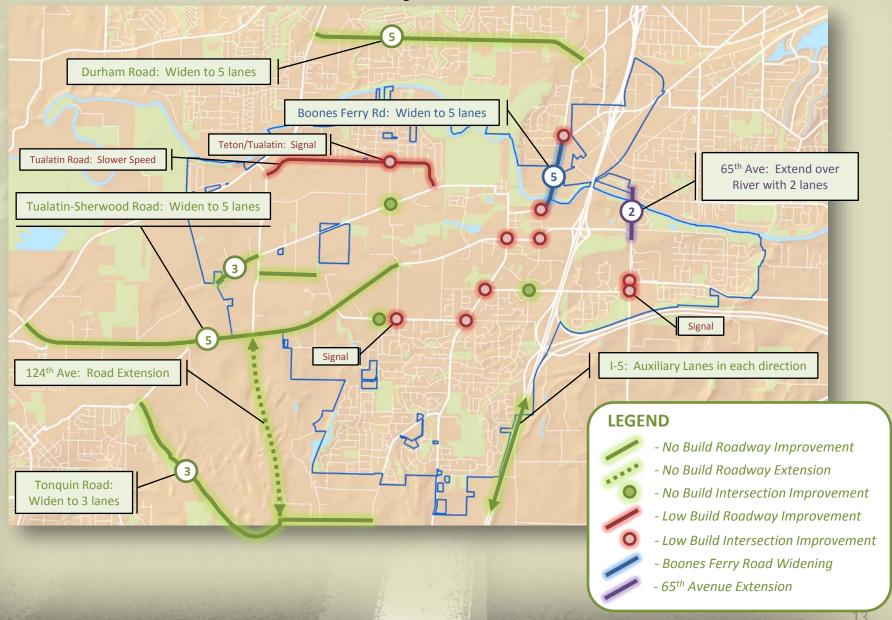
#### Roadway Changes

- 19 Create a grid system near Kmart upon redevelopment with a connection to SW Seneca Street
- Add bus pullouts on SW Boones Ferry Road at existing bus stops where possible

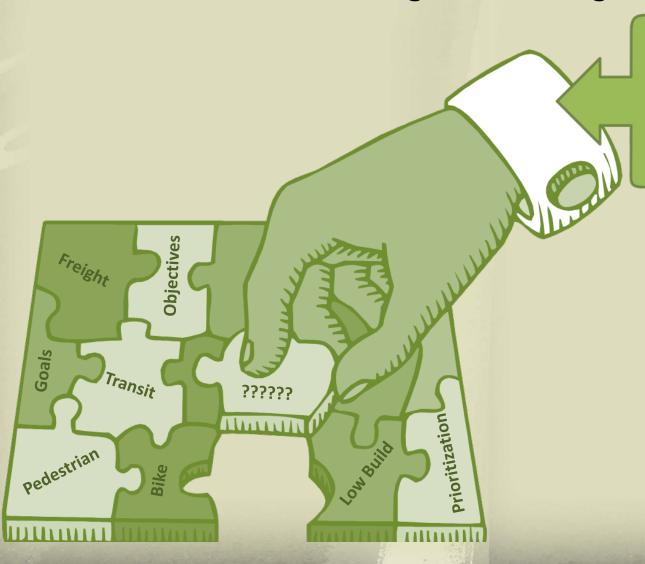
Teton Avenue and SW Cipole Road

- Upgrade SW Borland Road to roadway standards
- Add a center turn lane or median on SW Avery Street between SW Teton Avenue and SW Tualatin-Sherwood
- 32 Upgrade SW 105th/Blake Street/108th Avenues to roadway standards
- Upgrade SW Boones Ferry Road to a 3 lane cross section throughout.
- Upgrade Grahams Ferry Road to roadway standards
- Upgrade SW Helenius Road to roadway standards
- Upgrade SW Norwood Road to roadway standards
- Upgrade SW Tonguin Road between SW Waldo Way and SW Grahams Ferry Road

# **Future Potential Improvements**

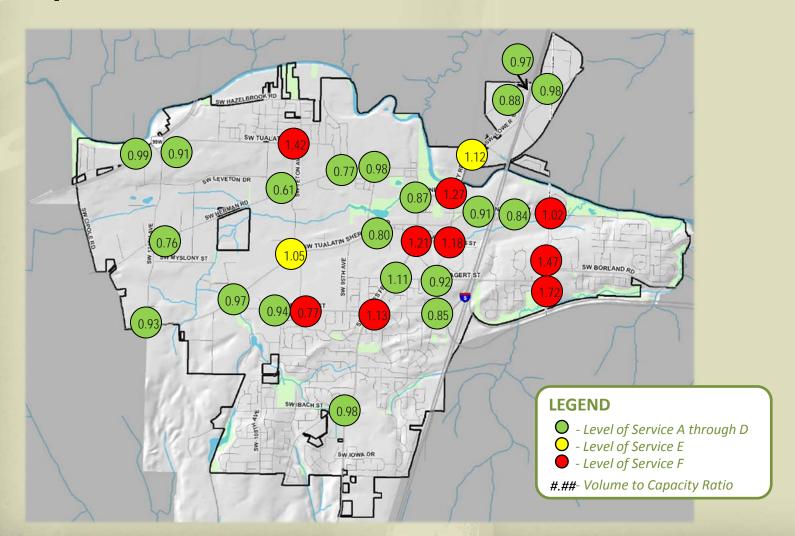


# What we are looking for tonight

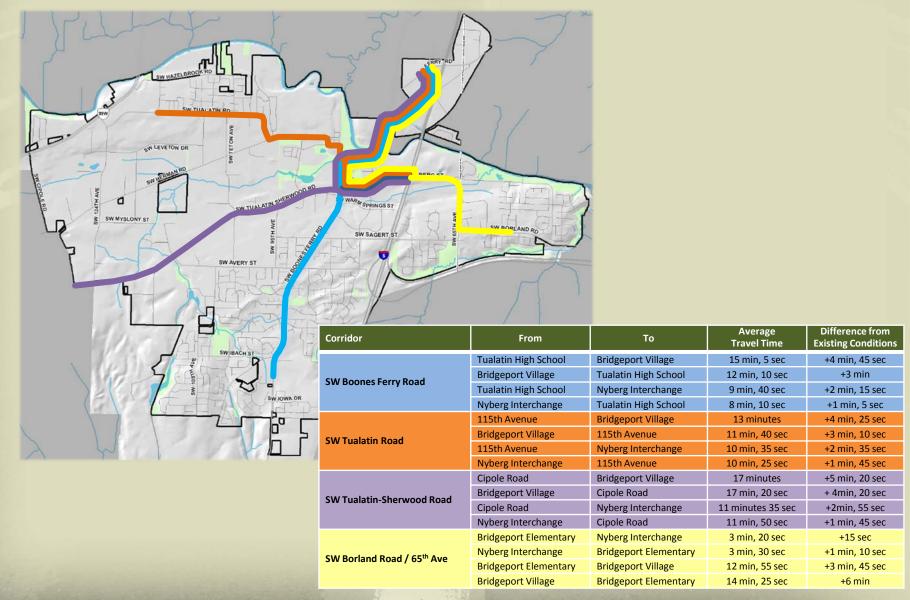


- Just Low Build
- 65<sup>th</sup> Avenue Extension
- Boones Ferry Road Widening
- 65<sup>th</sup> Avenue AND Boones
   Ferry Road Widening

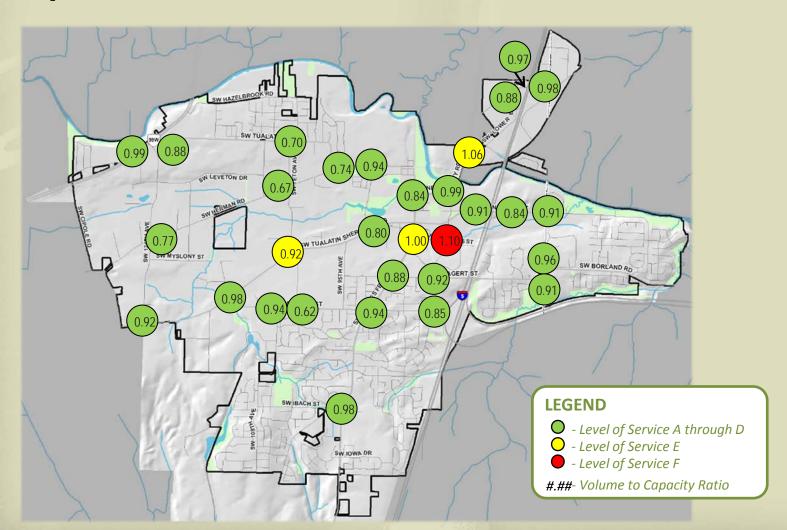
# No-build Operations



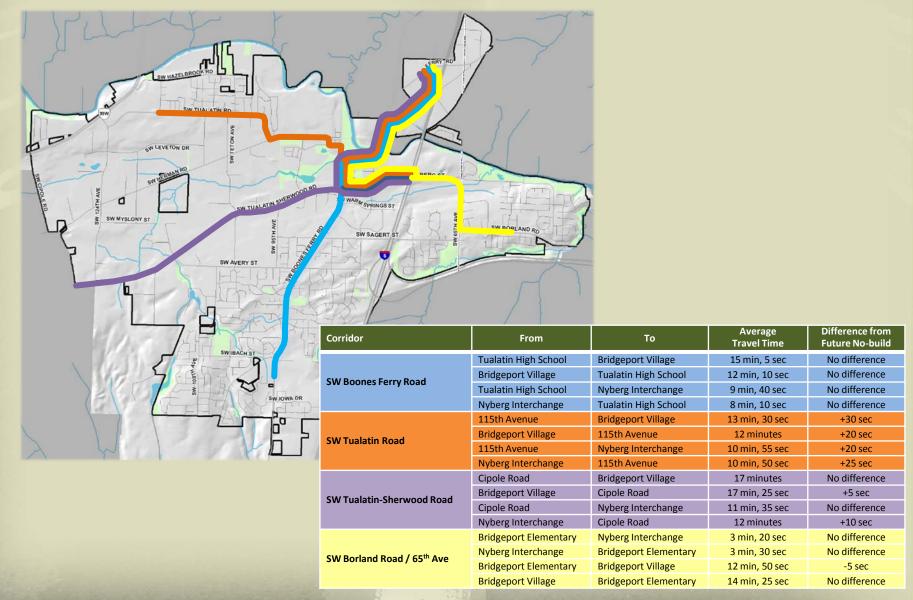
### **No-build Travel Times**



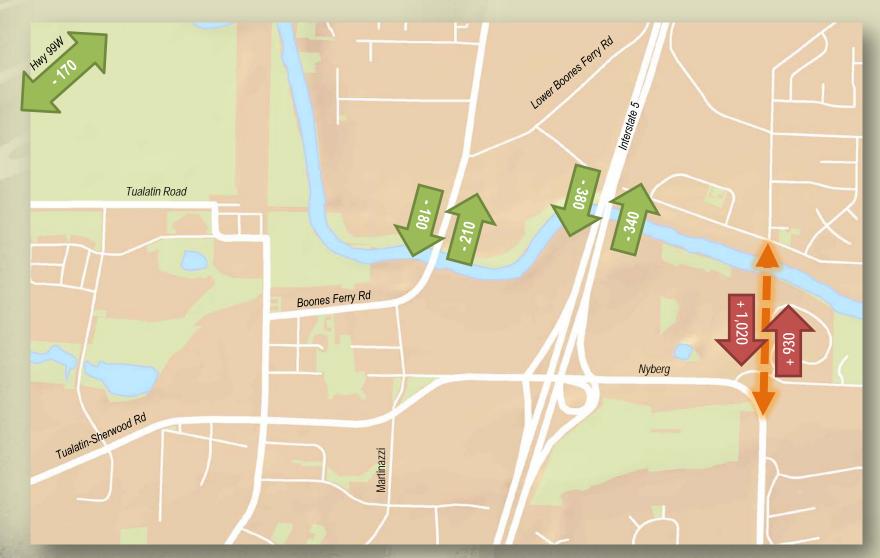
# Low Build Operations



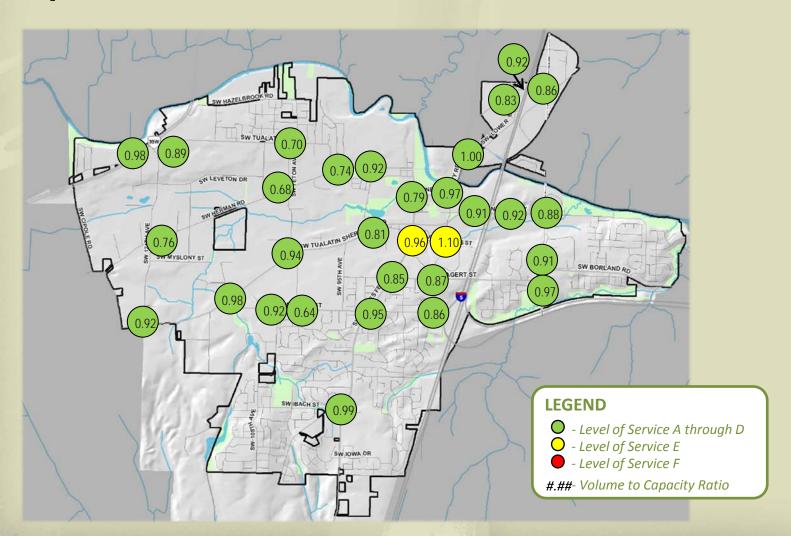
### **Low Build Travel Times**



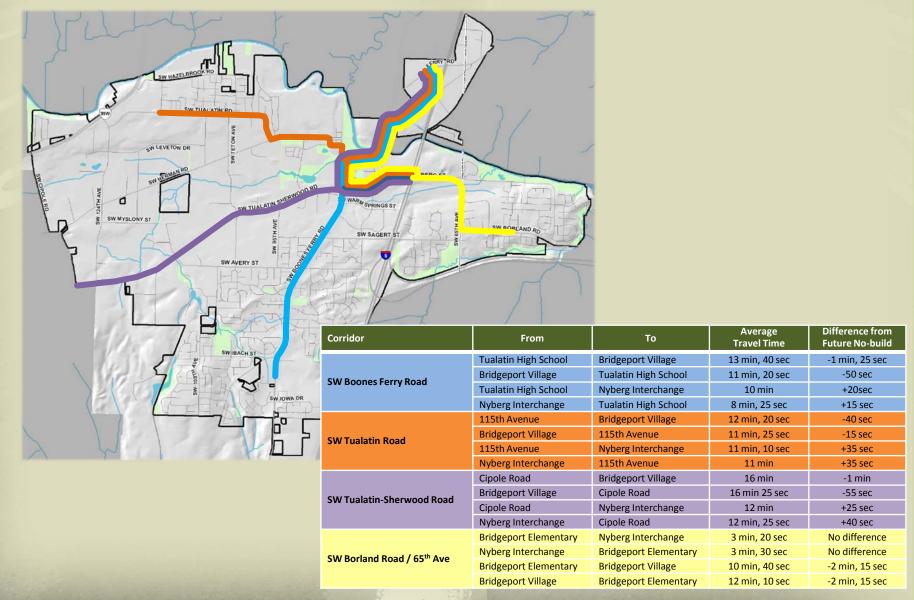
# Low Build + 65<sup>th</sup> Ave Extension Volume Shifts



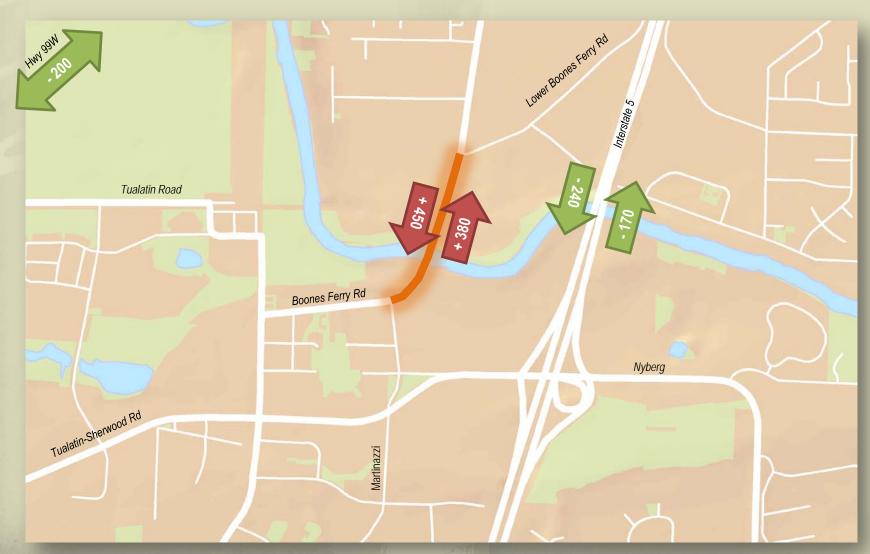
# Low Build + 65<sup>th</sup> Ave Extension Operations



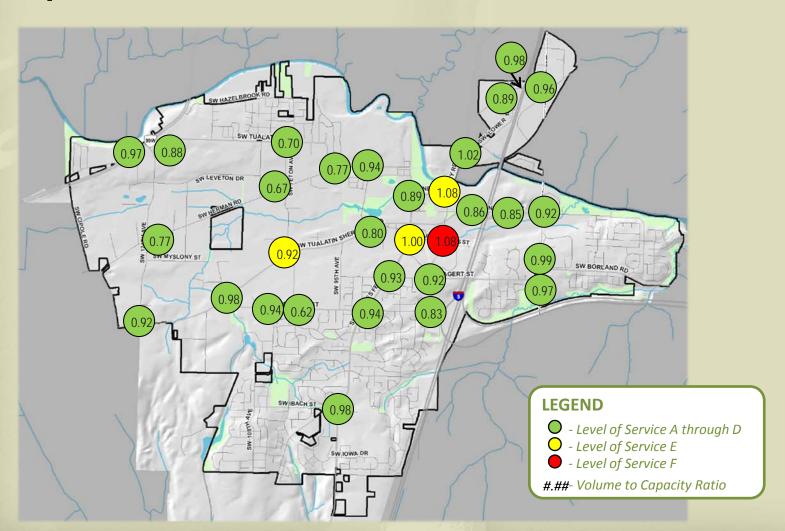
### Low Build + 65th Ave Extension Travel Times



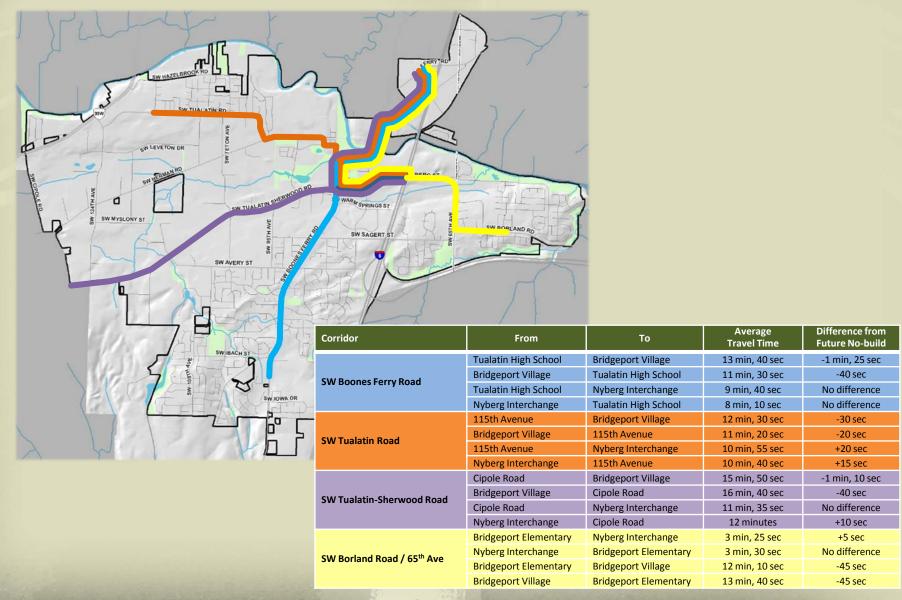
# Low Build + Boones Ferry Road Widening Volume Shifts



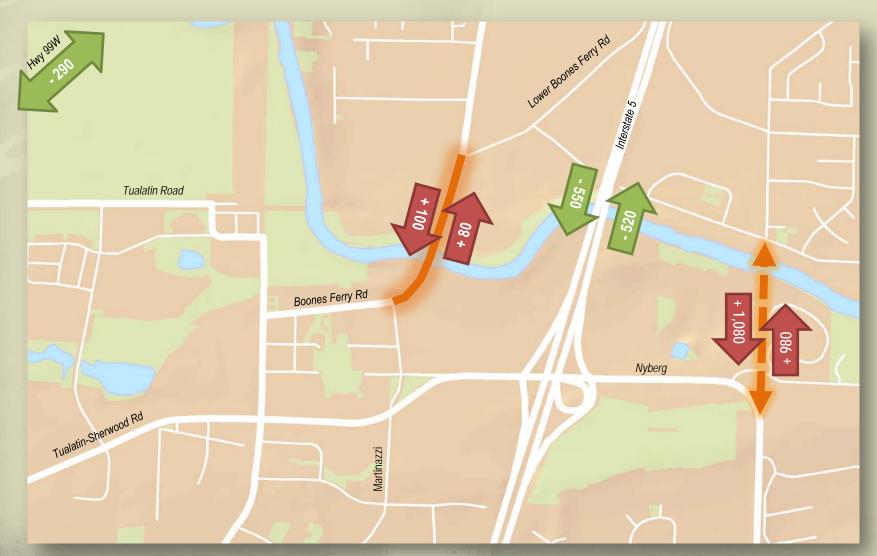
# Low Build + Boones Ferry Road Widening Operations



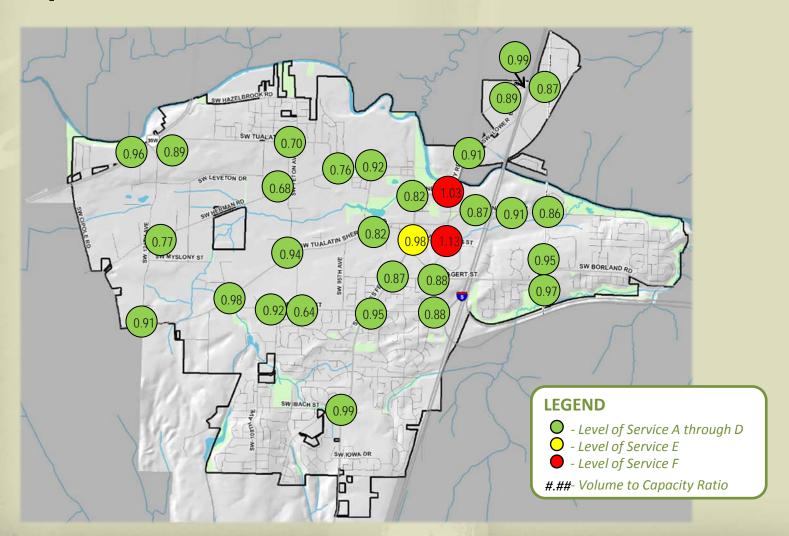
### Low Build + Boones Ferry Road Widening Travel Times



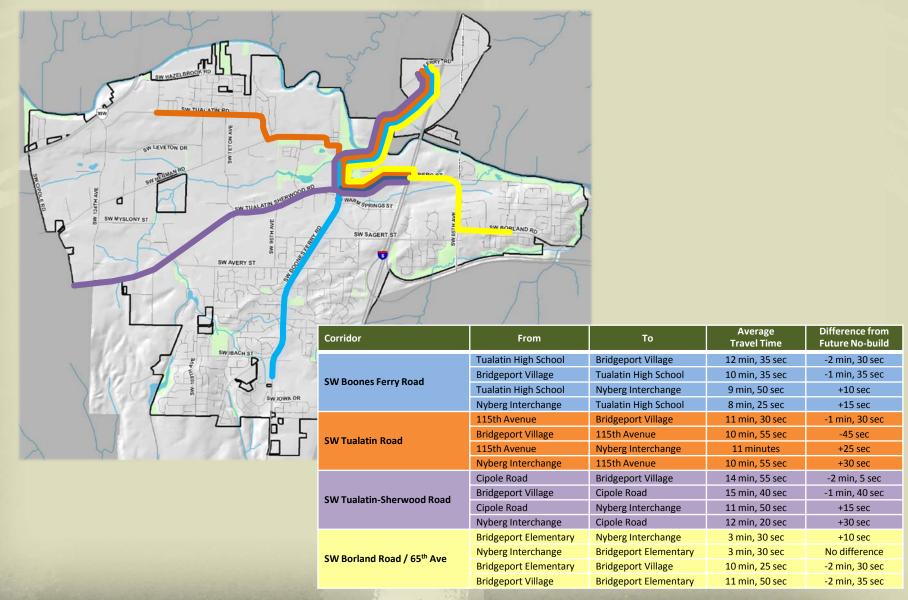
# Low Build + 65<sup>th</sup> Ave + BFR Widening Volume Shifts



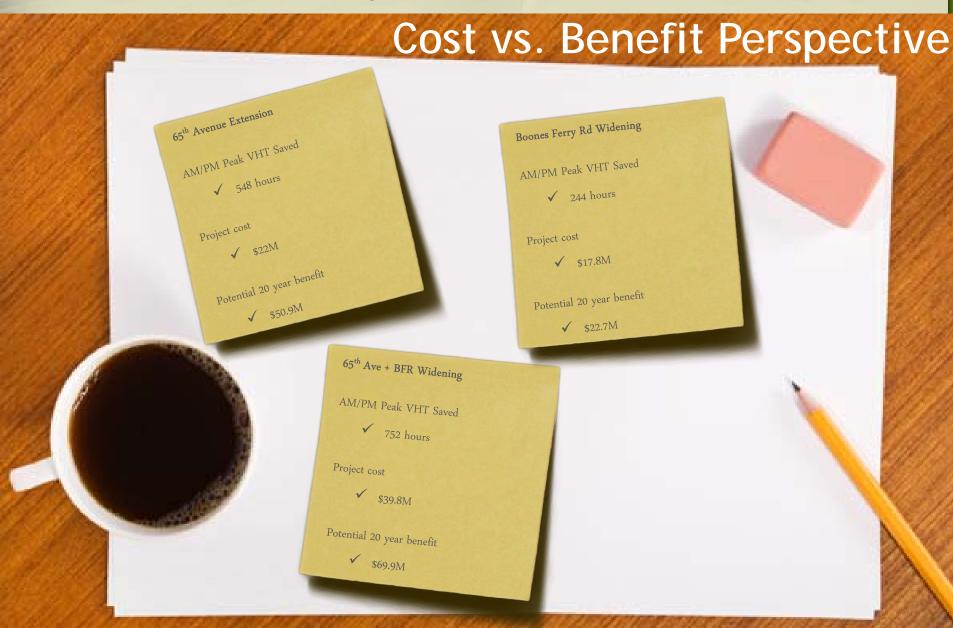
# Low Build + 65<sup>th</sup> Ave + BFR Widening Operations



### Low Build + 65<sup>th</sup> Ave + BFR Widening Travel Times



# How do these projects pencil out?



# Summary of Operations and Travel Time Findings

- Tualatin becomes very congested in the future
- Low Build does a fair job of mitigating intersection operations, but minor travel time changes
- 65<sup>th</sup> Avenue extension pulls traffic from Boones Ferry Road and enhances that travel time
- Boones Ferry Road widening helps enhance travel times, but creates some intersection issues in downtown
- Combination of 65<sup>th</sup> Avenue and Boones Ferry Road widening enhances travel times in North Tualatin, but has similar downtown intersection issues

### **Technical Team Recommendation**

- In addition to the Low Build projects, include:
  - Include Boones Ferry Road widening project from Martinazzi to Lower Boones Ferry Road
  - Include 65<sup>th</sup> Avenue extension as a <u>refinement plan</u> project
    - Establishes and acknowledges the need for improvements and connectivity in the area
    - Acknowledges the need to work collaboratively with surrounding jurisdictions
    - Identifies a project area that goes into deeper planning analysis to determine details

# What happens if I hold up my "STOP" sign? STOP



- Project is recommended to not be included in the TSP
- Does not preclude project from being considered in future TSP updates
- Does not preserve the potential right-of-way

## What happens if I hold up my "GO" sign?

- Project recommended to be included in the TSP
- Preserves potential right-of-way when new development comes to the table
- Additional study/coordination is necessary
- It will take a while for these projects to be built

