



MEETING AGENDA

TUALATIN PLANNING COMMISSION

May 1, 2012; 6:30 p.m.
COUNCIL CHAMBERS
18880 SW MARTINAZZI AVENUE
TUALATIN, OR 97062

1. **CALL TO ORDER & ROLL CALL**
Members: Mike Riley, Chair, Alan Aplin, Bill Beers, Jeff DeHaan, Nic Herriges, and Steve Klingerman

Staff: Aquilla Hurd-Ravich, Planning Manager
2. **APPROVAL OF MINUTES**
 - A. Approval of April 3, 2012 TPC Minutes
3. **COMMUNICATION FROM THE PUBLIC (NOT ON THE AGENDA)**
Limited to 3 minutes
4. **ACTION ITEMS**
 - A. Review and Finalize List of Transportation System Plan Projects to be Forwarded to the Technical Evaluation Process
5. **COMMUNICATION FROM CITY STAFF**
 - A. Linking Tualatin Update
 - B. Status of PTA-11-12 - CAPD Impact Fee (no memo)
6. **FUTURE ACTION ITEMS**
7. **ANNOUNCEMENTS/PLANNING COMMISSION COMMUNICATION**
8. **ADJOURNMENT**



STAFF REPORT

CITY OF TUALATIN

TO: Tualatin Planning Commission Members

FROM: Lynette Sanford, Office Coordinator

DATE: 05/01/2012

SUBJECT: **APPROVAL OF MINUTES**

ISSUE BEFORE TPC:

Attachments:



STAFF REPORT

CITY OF TUALATIN

TO: Tualatin Planning Commission Members

FROM: Lynette Sanford, Office Coordinator

DATE: 05/01/2012

SUBJECT: Approval of April 3, 2012 TPC Minutes

ISSUE BEFORE TPC:

Attachments: [A - April 3, 2012 TPC Minutes](#)



City of Tualatin

www.ci.tualatin.or.us

UNOFFICIAL

TUALATIN PLANNING COMMISSION

MINUTES OF April 3, 2012

TPC MEMBERS PRESENT:

Mike Riley
Alan Aplin
Jeff DeHaan
Steve Klingerman
Bill Beers

STAFF PRESENT:

Aquilla Hurd-Ravich
Will Harper
Cindy Hahn
Lynette Sanford

TPC MEMBER ABSENT: Nic Herriges

GUESTS: Jonathan Crane, Jan Giunta, Matt Hastie

1. CALL TO ORDER AND ROLL CALL:

Mr. Riley called the meeting to order at 6:31pm. Roll call was taken.

2. APPROVAL OF MINUTES:

March 6, 2012

Mr. Riley asked for review and approval of March 6, 2012 TPC meeting minutes. MOTION by Riley SECONDED by Klingerman to approve the March 6, 2012 TPC meeting minutes. MOTION PASSED 5-0.

3. COMMUNICATION FROM THE PUBLIC (NOT ON THE AGENDA):

None

4. ACTION ITEMS

A. Amending the Tualatin Development code (TDC) Chapter 73-Community Design Standards-Removing Core Area Parking District "Impact Fee" Provisions. Amending TDC 73-370-Off-Street Parking Provisions. Plan Text Amendment PTA-11-12. This is a Legislative action by the City Council.

Senior Planner Harper discussed Plan Text Amendment PTA-11-12. The Core Area Parking District operates five parking lots and consists of 394 parking spaces. This has been in existence since the early 80's as part of the redevelopment of the downtown area of Tualatin. This is overseen by the Core Area Parking district Board. The TMC Chapter 11-3 includes provisions for a Parking district Tax and an Impact Fee. This proposal is to amend TDC Chapter 73.370(2) Off-street parking Provisions.

These minutes are not verbatim. The meeting was recorded, and copies of the recording are retained for a period of one year from the date of the meeting and are available upon request.

The origin of these amendments comes from a joint work session last July, 2011 with the City Council and the Core Area Parking District Board. They reviewed a number of operational and funding issues associated with the CAPD program. A consensus was reached to explore the feasibility of ending the fee-in-lieu program as one of several means to manage the Core Area program into the future.

At its October 2011 meeting, the CAPD Board recommended ending the "Impact Fee" program. The purposes of the recommendation is to address the current gap in CAPD operational funding and expenses, reduce the drain on the CAPD Reserve Fund, and eliminate the built-in gap of approximately \$2,000 between the "Impact Fee" collected per parking stall and the estimated cost of constructing a public parking space. The CAPD Board did not recommend increasing the "Impact Fee" collected to make up for the difference nor did the Board call for City funding for constructing new spaces for the impact fee part of the CAPD program.

At the February 2012 work session, the City Council discussed the proposed changes to the CAPD "Impact Fee" and was in agreement that an amendment should move forward. At the March, 2012 meeting, the Tualatin Planning Commission was briefed by staff on the proposed changes to the CAPD "Impact fee". TPC members had questions and contributed comments.

Approval of the Plan Text Amendment request would result in the CAPD no longer collecting the \$3,500 per parking space "Impact Fee". Each development in the CAPD will be required to provide the minimum number of on-site parking spaces.

Mr. Harper continued to discuss the public interest as identified by staff.

- To implement the Core Area Parking district Program (CAPD) as established in the Tualatin Municipal code chapter 11-3 and with the direction of the CAPD Board and the City Council to construct, maintain, operate and administer public parking facilities.
- Provide standards and programs to ensure adequate parking facilities to serve citizens, visitors, customers and business owners in Tualatin's downtown area.
- Establish the off-street parking standards and requirements of the TDC consistent with the CAPD provisions of the TMC.

In conclusion, Mr. Harper stated that this meets the requirements and criteria of the Plan Text Amendment and his recommendation is for the Tualatin Planning Commission to consider the application and staff report and make a recommendation to council to approve the amendment proposed.

Chair Riley asked for further discussion. Mr. Aplin expressed concerns about if the city can afford to maintain these parking spaces. Mr. Harper responded that maintenance of existing parking spaces is funded by CAPD taxes and other sources, but not from the impact fee. Mr. Riley asked if this will remove the additional parking exemption

associated with this fee. Mr. Harper responded that it doesn't remove the reduction and the minimum required parking minimum in the CAPD.

Jonathan Crane - 18725 SW Boones Ferry Rd

Mr. Crane asked what the motivation was for the city to take less money. Mr. Harper responded that the City Council and the Core Area Parking Board operates the public lot next to his property. Business owners pay a tax to be part of the district. The CAPD did this to reduce the minimum parking required and to rely more on public transit and walking.

Mr. Crane gave an example: if a property should have 130 parking spots, but only build 65, in the future are there no punitive damages to them for building an inadequate parking ratio and the city will have given up the right to collect money? Mr. Harper responded that the part that will change is on top of the discount for the Core Area Parking impact fee. On top of that 25% discount is the ability to avoid on-site parking. By paying for each additional parking spot, the money is put in a fund and the CAPD will look to build the space from the money collected. Mr. Crane inquired if a parking structure was to be built, who will pay for it? Mr. Harper responded that the responsibility will be with the developer to provide parking spaces based on square footage and the usage of the building. Mr. Klingerman added that this puts the financial responsibility on the person who will reap the reward, not the City. Mr. Riley added that this is not an uncommon practice.

Jan Giunta - 17655 SW Shawnee Trail

Ms. Giunta inquired about the parking deficit and how much is owed by the city. Mr. Harper responded that the deficit is currently 25 spaces, which were bought down by \$1,000 based on previous rate. Ms. Giunta was concerned that one of the things she heard being discussed is a proposed parking garage. She inquired as to why we would propose building one. Ms. Giunta added that according to the City Manager's analysis, there is adequate parking that is currently being unused. Mr. Harper responded that there are 140 additional parking spaces over and above what the required rate will be in the public lots. Mr. Harper added that the City Council and Development Commission has turned down the idea of building a parking structure more than once in the past year. Ms. Giunta added that it was part of the Urban Renewal Plan in 2009 and 2010.

MOTION by DeHaan SECONDED Aplin, to recommend approval of Plan Text Amendment PTA-11-12 to City Council. MOTION PASSED 5-0.

B. Review and Provide a Recommendation to City council on the Constraints and Opportunities Report, Focus Area Boundary Refinement and Transit-Oriented Place Types for the Linking Tualatin project.

Associate Planner Hahn gave an update on the progress of Linking Tualatin, which included a PowerPoint presentation. The progress to-date on information gathering and reports include:

- Goals and Objectives

- Key Transit Connections Map
- Plan & Policy Review
- Market Analysis Report
- Existing conditions Report
- Constraints & Opportunities Report
- Potential Project Ideas

Ms. Hahn stated that we've held several different meetings and events. We've had meetings with the Transportation Task force and three Transit Working Group meetings. A kick-off meeting and open house was held in February. Ms. Hurd-Ravich added that staff members and the mayor attended the Chamber Key Leaders Breakfast event. They invited the staff members to present an update on the year of transportation and to gain input.

Ms. Hahn continued with a briefing on step 2 of the process, which includes developing and evaluating land use patterns. As part of the TSP, we're identifying strategies to improve transit use including:

- Improve connectivity to and through development
- Improve access to services
- Improve pedestrian accessibility and comfort along streets
- Increase transit trips
- Improve livability and pedestrian-friendliness

They also refined the boundaries of the focus area which included focusing on employment areas, multiple-family residential areas, and parks and open space areas. Transit-oriented place types describe the character of a focus area, role and function of a focus area, and visualize the possibilities for a focus area in the future. Ms. Hahn continued the discussion on Tualatin's Transit-Oriented Place types. These include:

- Mixed-Use Center
- Town Center
- Industrial Employment district
- Business employment district
- Mixed-Use Institutional/Employment

Ms. Hahn provided an example of Mixed-Use Institutional Employment which focused on Meridian Park/Nyberg Woods. This is a transit destination, where you have many workers and need services readily available and within walking distance. This includes activity that often extends beyond the 10-hour workday to evenings and weekends and includes structured and surface parking. This use may also apply to the Pacific Financial/124th area as well.

The next step in this process is to present this information to Council on April 23rd. On June 4-7 there will be a 4-day Community Workshop. Ms. Hurd-Ravich added that Matt Hastie will give a brief update about the Transit Working Groups and how they will be working on the information we presented to the Planning Commission. Mr. Beers

questioned the decision-making structure and consistency of that flow. Mr. Riley suggested an additional meeting with the TPC members may be beneficial for the decision making process. After a brief discussion it was decided that an additional meeting would not be necessary.

Ms. Hahn continued discussion on the next step for TSP. On April 23, they will present to City Council; on May 1, to the Planning commission. Upcoming events include many Task Force Meetings and Working Groups. An Upcoming Events calendar was presented which detailed the dates of the upcoming meetings. Mr. Aplin questioned the rationale of four consecutive days and twelve hours of discussion, he thought that one per week would gain greater attendance.

Matt Hastie, Angelo Planning Group

Mr. Hastie explained that in his experience, he's co-facilitated several types of these events and received a lot of participation during the four day period. He doesn't expect everyone to be there every day, just once or twice depending on the focus area and interest. Providing many opportunities to participate allows us to make a great deal of progress in a compressed time frame. It also generates more energy than if you're spacing them out.

Mr. Riley asked if there were questions from the audience. Ms. Giunta referred to the slide about the June Charette and the topic of a meeting with stakeholders. She asked who the stakeholders are. Mr. Hastie responded that stakeholders could be task force members, business owners, representatives from large employers, key representatives from the focus areas, or anyone who has an interest in the project. Ms. Giunta stated since two of the focus areas border the boundary of CIO 1, would they consider having two to three citizens from CIO 1 attend? Ms. Hahn responded that they would be welcome. Ms. Giunta also raised the question of the wisdom of the 124th area being developed as envisioned in the land use plan. CIO 1 has annual meeting coming up this month, but will organize a general meeting the first two weeks in May. They will focus on transportation issues, particularly 124th, and its impact on CIO 1. If they wait until May and have input into these focus areas, can they be changed? Mr. Hastie responded that they will be looking at different land use alternatives for each of these focus areas and some will have more potential for change than others. Ms. Giunta added that in 2009 the Town Center line was redrawn to include the PacWest property. That concerns her because that property has no characteristics with the town center itself. Her recommendation to consider would be to take the PacWest property out of the Town Center and include it with Bridgeport. Ms. Hurd-Ravich asked if she made these comments to the working group. Ms. Giunta responded that she did, but wanted the Planning Commission members to also hear these comments.

Mr. Hastie continued discussing the information he received from the working groups regarding the topic of boundaries and land use types. Ms. Hurd-Ravich added that in her working group, there was a lot of discussion about the 124th center and how it fits in with the mixed use center. Discussion in her group also included the town center area.

Mr. DeHaan stated that in this whole process, he doesn't see much in terms of visioning for the future. A lot of people use their cars and he doesn't see how we're dealing with the traffic situation. The most recent edition of Portland Monthly shows the ranking of neighborhoods on a variety of items. Tualatin did not rank very high in terms of walkability and he agreed that it's not an easy place to be a pedestrian. Mr. Hastie responded that the working groups are trying to determine what these places can be like in the future including the ability to walk to and from places. He added that Linking Tualatin is focused on the future possibility of high capacity transit coming to this area and studies evaluating walk score.

Ms. Hurd-Ravich stated that the comments will be taken into consideration and we'll use them to move forward.

5. COMMUNICATION FROM CITY STAFF:

A. TSP Update

Ms. Hurd-Ravich presented a hand-out that included a flow chart of the Transportation System Plan from April through June. Currently we're in second round of working groups. April includes the screening for feasibility. This part of the process includes taking maps that have been developed, and all the projects that have been suggested from the first round of the working groups. We will then start to prioritize and make adjustments as needed.

There will be a Task force meeting April 19th and a council work session on April 23 to present the list of things that were not feasible. May 1 will consist of the technical evaluation process, which we'll bring back to the Task Force on May 24th. The third round of Working Group meetings will be held June 4-14. On June 21, the objective is to develop a draft list of recommended projects to be included in the TSP. The refinement of the list will continue with the Task Force, Planning Commission, and City council in June and July. We are anticipating that some of the working groups may need additional meetings.

6. FUTURE ACTION ITEMS:

Ms. Hurd-Ravich reported that our future agendas include additional transportation related topics. There is currently nothing specific for the June 5 meeting date, but we may integrate our meeting with the Charette in the Library Conference Room.

7. ANNOUNCEMENTS/PLANNING ADVISORY COMMITTEE COMMUNICATION

Mr. DeHaan and Mr. Klingerman asked if there were any updates on the proposed apartment complex near to Bridgeport Village (also known as the Alexan property). Mr. Harper responded that they are working through their legal matters and there haven't been any permits issued through the Building division. They have secured their financing, and easement inquiries have expanded to neighboring property owners.

In regard to the assisting living project on the old Tualatin Elementary School site, Mr. Harper responded that he met with Marquis and they have changed architects from a

California firm to a firm in Salem. They haven't advanced in the HUD process, but they are moving forward. Site work is scheduled to begin in July.

Mr. DeHaan inquired about the Riverhouse property. Mr. Harper responded that it has been very quiet. Mr. DeHaan then inquired about the property behind Jiggles and if anything has been planned. Ms. Hurd-Ravich responded that no applications have been submitted for the site. He also had a question about the RV Park being closed on the corner of 65th & Nyberg Rd. Mr. Harper responded that there is a new owner of the property and residents have been notified that they need to be out by the end of May. The zoning is RH, High Density Residential. The person who bought the property is in the multi-family apartment business and is from Hillsboro.

8. ADJOURNMENT

MOTION by Riley, SECONDED by Klingerman to adjourn the meeting at 8:11 pm.
MOTION PASSED 5-0.

_____ Lynette Sanford, Office Coordinator



MEMORANDUM

CITY OF TUALATIN

TO: Tualatin Planning Commission Members

THROUGH: Aquilla Hurd-Ravich, Planning Manager

FROM: Dayna Webb, Project Engineer

DATE: 05/01/2012

SUBJECT: Review and Finalize List of Transportation System Plan Projects to be Forwarded to the Technical Evaluation Process

ISSUE BEFORE TPC:

A **list of projects** to be forwarded to the technical evaluation process have been prepared for the Transportation System Plan (TSP). The City Council reviewed this list at the April 23, 2012 work session. This document is being presented to the Planning Commission for review and direction to staff prior to proceeding with next steps in the TSP planning process.

EXECUTIVE SUMMARY:

In order to engage the community in determining the **list of projects**, six Working Groups were created. Working Groups were designed to be the idea generators and “roll up your sleeves” events that focused around a specific transportation issue. Working Groups:

- Offer an opportunity for deeper discussion and deliberation with a smaller group of participants.
- Generate ideas and transportation solutions to be considered by the City Council, Transportation Task Force, and public.
- Are open to the public. Everyone with an interest in the subject is welcome to attend.

The topics of the Working Groups include:

- Industry & Freight
- Major Corridors
- Neighborhood Livability
- Downtown
- Bike & Pedestrian
- Transit

The first Working Group meetings occurred between February 9 and March 8. At the first meeting participants identified system needs and deficiencies within Tualatin’s transportation system and brainstormed potential solutions and future transportation projects. In these first meetings, over 100 people participated in the various topics and provided over 135 ideas for projects. Notes and maps from each Working Group meeting are available on the TSP webpage www.tualatintsp.org.

The second meetings of the Working Groups were held between March 29 and April 16. At the second meeting updated maps containing the project ideas from the first meeting were presented. Those who attended the meetings refined project ideas, identified projects that don't work, and identified those projects which have the greatest potential. In these second meetings, over 75 people participated in the various topics. Notes and a map from each Working Group meeting are available on the TSP webpage www.tualatintsp.org.

This list was reviewed by the Transportation Task Force at their April 19, 2012 meeting, they added one project back onto the **list of projects** to be reviewed. The list was also reviewed by the City Council on April 23, 2012. The **list of projects** will move forward into the evaluation phase.

DISCUSSION:

Next Steps:

- At the May 24, 2012 Transportation Task Force meeting, the preliminary technical evaluation results will be reviewed.
- The third meetings of the Working Groups are anticipated between June 4 - 15. At the third meeting, participants will consider projects in terms of the project's goals and objectives, consider Transportation Task Force and community feedback, and further refine and prioritize recommendations for consideration at the Transportation Task Force. Additional working group meetings may be necessary for some topics.
- At the June 21, 2012 Transportation Task Force meeting, the members will develop a draft list of recommended projects to be included in the Transportation System Plan. Refinement of this list will continue with the Tualatin Planning Commission and City Council.

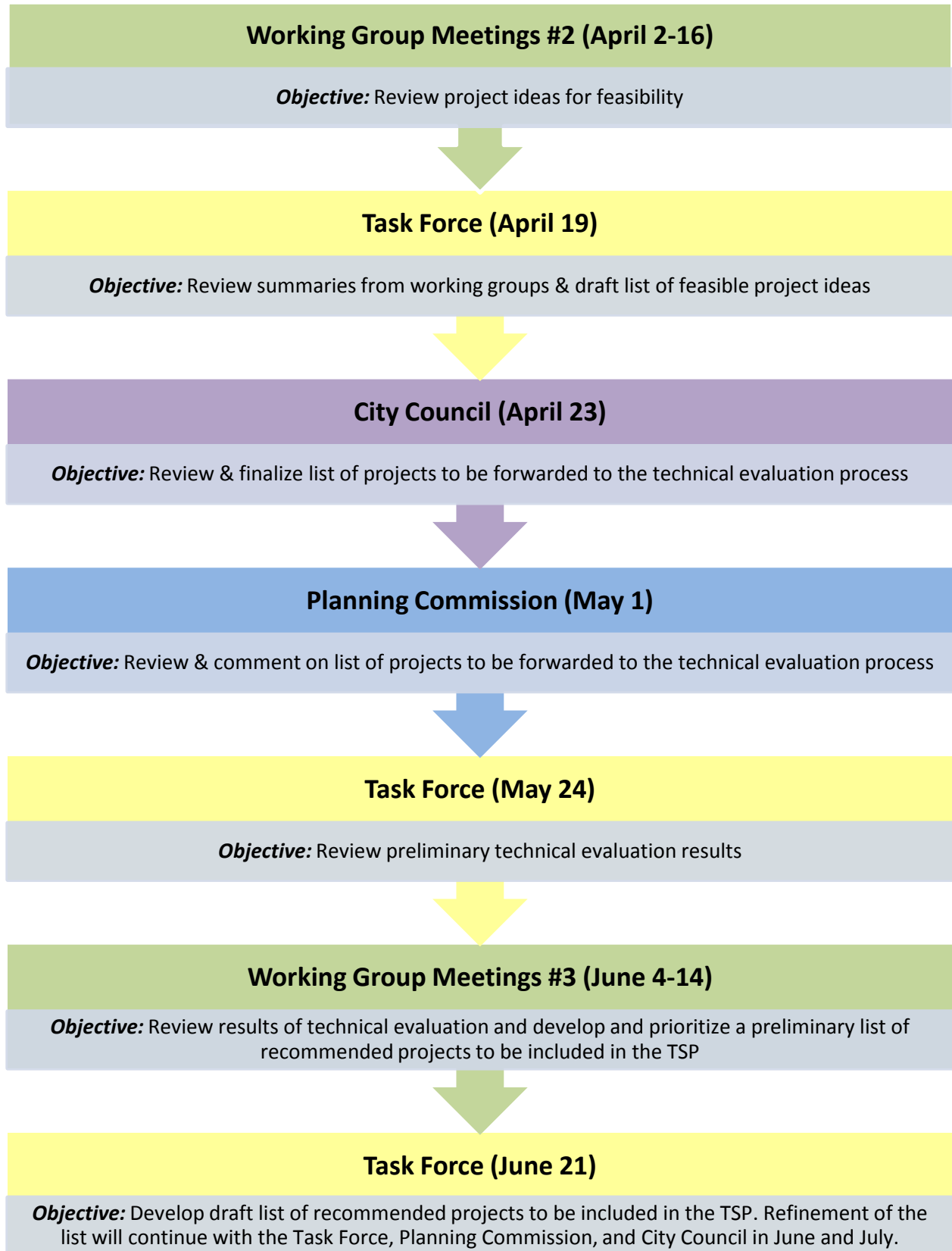
RECOMMENDATION:

Staff recommends that the Planning Commission consider this memo and attachments, and provide direction on the **list of projects** to be included in the Transportation System Plan evaluation prior to proceeding with the next steps in the planning process.

Attachments: A. Flow Chart
 B. PowerPoint

Tualatin Transportation System Plan

Developing the List of Projects for the TSP





City of Tualatin

Project Screening Results

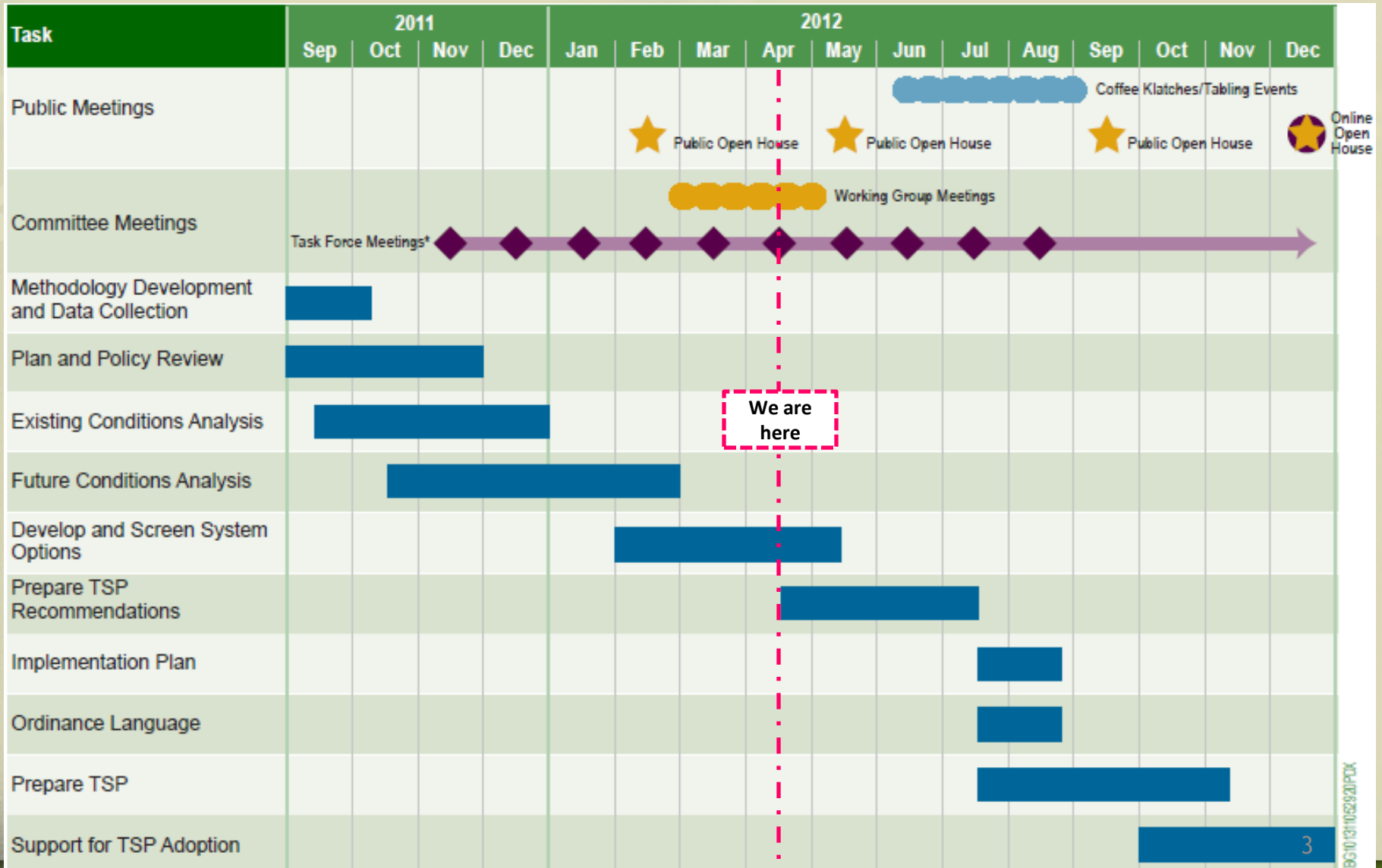
Tualatin TSP

Presentation to
Tualatin Planning Commission
May 1, 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 15th 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

Identify Needs and Opportunities

Develop Goals and Objectives

Survey Existing Conditions

Forecast Future Conditions

** Public Involvement Activities Included*

We are here

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

Prepare Draft Project Recommendations

Refine Project Recommendations

Prioritize Project Recommendations

** Public Involvement Activities Included*

STEP 4

Create and Adopt the Plan

Develop a Draft TSP

Adopt the Final TSP

** Public Involvement 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?

* 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

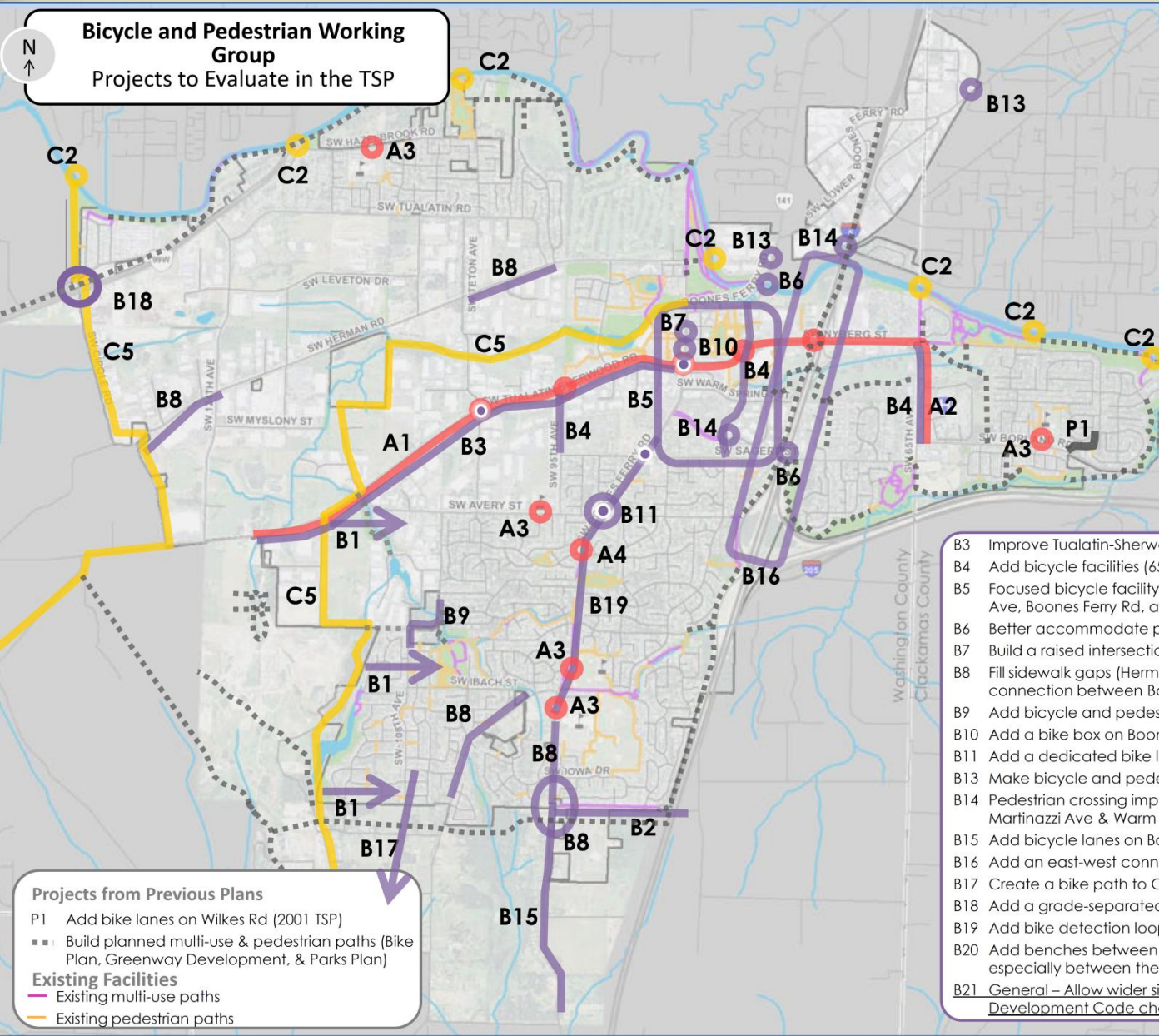
By Working Group
Topic Area



Bicycle/Pedestrian

Bicycle and Pedestrian - Projects to Evaluate

Bicycle and Pedestrian Working Group Projects to Evaluate in the TSP



Safety-Focused Ideas

- A1 Add pedestrian-focused crossing improvements at key crossings of Tualatin-Sherwood Rd & Nyberg St
- A2 Separate walking/bike area with plantings or barriers on 65th Ave between Borland Rd and Nyberg Ln including adding bicycle/pedestrian facilities on the bridge at 65th Ave
- A3 Improve visibility and safety near schools at crosswalks
- A4 Improve visibility at crosswalk at Siletz Dr & Boones Ferry Rd
- A6 General - Add wayfinding signs for Safe Routes to School

Trail-Focused Ideas

- C2 Build bridges for pedestrian and bicycle access over the Tualatin River
- C4 Create a system of bicycle boulevards (Bikeways on lower-volume streets) connecting all major areas including residential areas (Not on map)
- C5 Tonquin Trail

Facility-Focused Ideas

- B1 Connect Tonquin trail with neighborhoods
- B2 Add sidewalks & bicycle lanes on Norwood Rd
- B3 Improve Tualatin-Sherwood Rd to make it more bicycle and pedestrian friendly
- B4 Add bicycle facilities (65th Ave near the hospital, 95th Ave and Martinazzi Ave)
- B5 Focused bicycle facility improvements in heart of downtown, including Martinazzi Ave, Boones Ferry Rd, and Tualatin-Sherwood Rd
- B6 Better accommodate pedestrians on the bridges
- B7 Build a raised intersection at Seneca and Nyberg (crossing Boones Ferry Rd)
- B8 Fill sidewalk gaps (Herman Rd, Grahams Ferry Rd, Boones Ferry Rd, and the connection between Boones Ferry Rd and Norwood Rd)
- B9 Add bicycle and pedestrian facilities on 105th Ave, Blake St, 108th Ave
- B10 Add a bike box on Boones Ferry Rd near the Sweek House
- B11 Add a dedicated bike lane through intersection at Avery St & Boones Ferry Rd
- B13 Make bicycle and pedestrian facility improvements at railroad crossings
- B14 Pedestrian crossing improvements (Tualatin View Apartments, Boones Ferry Rd; Martinazzi Ave & Warm Springs St)
- B15 Add bicycle lanes on Boones Ferry Rd to Day Rd
- B16 Add an east-west connection across I-5
- 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 (indicated by ●)
- B20 Add benches between residential and commercial areas throughout the city, especially between the Heritage Center and Haggens (not on map)
- B21 General - Allow wider sidewalks for strolling and outdoor cafes. (Potential Tualatin Development Code change)

Projects from Previous Plans

- P1 Add bike lanes on Wilkes Rd (2001 TSP)
- Build planned multi-use & pedestrian paths (Bike Plan, Greenway Development, & Parks Plan)

Existing Facilities

- Existing multi-use paths
- Existing pedestrian paths

Bicycle and Pedestrian - Ideas Screened Out

ID	Project	Based on what screening question?	Action to be taken
A5	Improve lighting at Jurgens 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), 4 (cost)	Consider upon future development
C3	Add a pedestrian shortcut between Hazelbrook Rd and 99W	1 (addressing an identified need)	Consider if a future development occurs at this location



Bicycle/Pedestrian

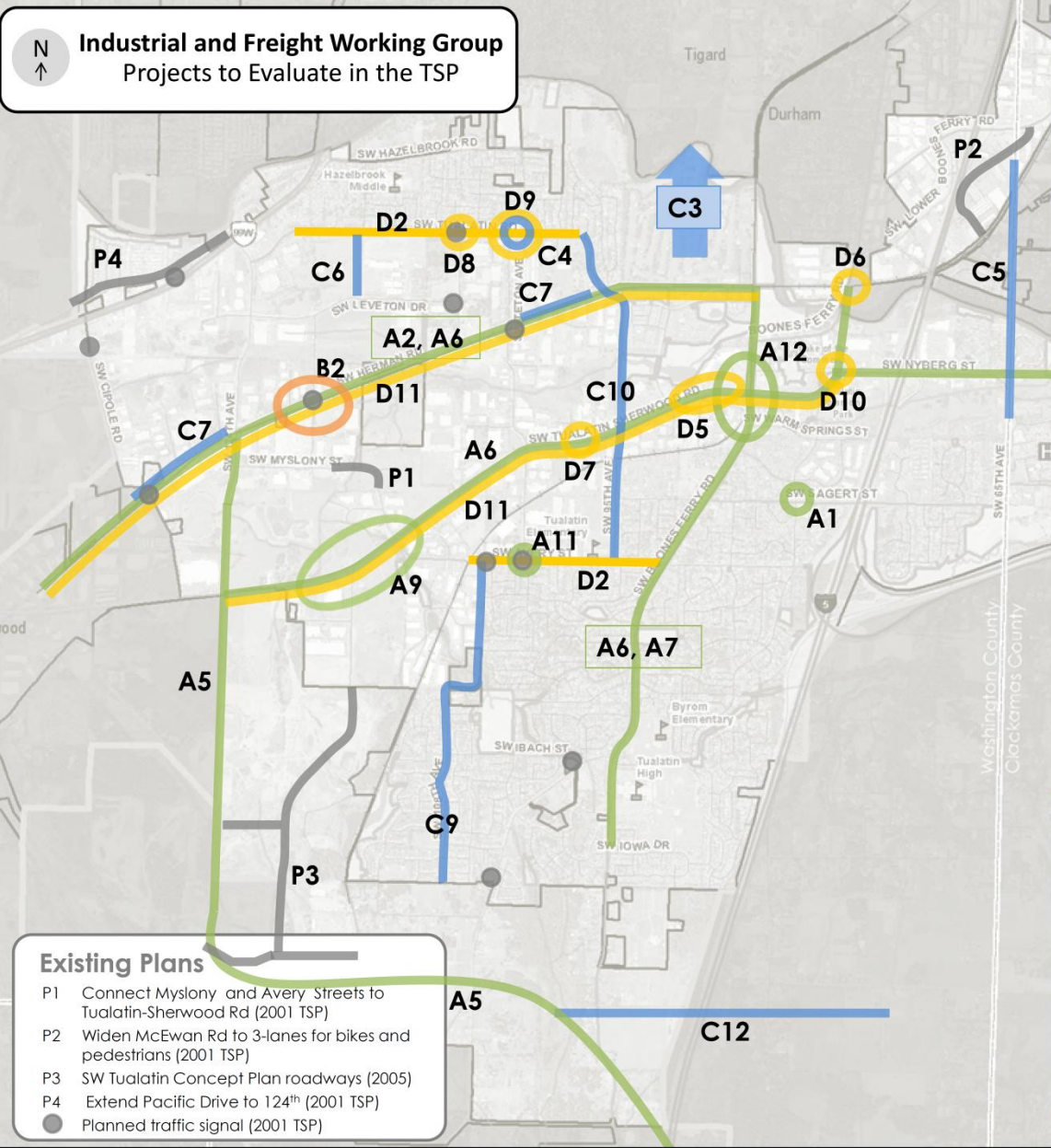
Discussion



Industrial and Freight

Industrial and Freight - Projects to Evaluate

Industrial and Freight Working Group Projects to Evaluate in the TSP



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.
- A7 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)
- A11 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

- B1 *General* - Add Saturday, Sunday, late evening transit shuttle
- B2 Add rail station with easy offload and access for industry
- B3 *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
- C5 Extend 65th Ave north
- C6 Improve 115th Ave
- C7 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
- 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.
- D3 *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.
- D6 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
- D12 *General* - Make "Truck Route" signs larger

Existing Plans

- P1 Connect Myslony and Avery Streets to Tualatin-Sherwood Rd (2001 TSP)
- P2 Widen McEwan Rd to 3-lanes for bikes and pedestrians (2001 TSP)
- P3 SW Tualatin Concept Plan roadways (2005)
- P4 Extend Pacific Drive to 124th (2001 TSP)
- Planned traffic signal (2001 TSP)

Industrial and Freight - Ideas Screened Out

ID	Project Idea	Based on what screening question?	Action to be taken
A3	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 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
B3	General – Provide bus from Clackamas 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
C8	Improve connection between Tualatin Road and Boones Ferry Road, add signal	3 (technical feasibility)	None
C11	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-related)	Forward to Planning



Industrial and Freight

Discussion



Neighborhood Livability

Neighborhoods - Projects to Evaluate

N
↑
Neighborhood Livability Working Group
Projects to Evaluate in the TSP

Safety-Focused Ideas

- 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.
- A3 Reroute school buses away from Tualatin Community Park and two railroad crossings
- A4 Add a roundabout at Boones Ferry Rd & Norwood Rd
- A5 Explore ways to make Boones Ferry Rd more pedestrian-friendly, including the creation of one consistent speed limit, without widening
- A6 Improve intersection at 108th Ave and Tualatin Rd
- A8 Reduce speed, add sidewalks and bike lanes on Blake St curves. Possibly add trail through wooded area.
- A9 Eliminate free right turns

Congestion-Focused Ideas

- B1 Add a signal or roundabout at Sager St and Martinazzi Ave
- B2 Add a dedicated right turn lane into Nyberg Woods Apartments
- B3 Realign Sager St and Borland Rd intersection (roundabout or signal)
- B4 Improve intersection at Avery St and Teton Ave
- B5 Address congestion caused by high school
- B6 Adjust signal timing to reflect traffic needs
- B8 Add right turn lane from Tualatin-Sherwood Rd to northbound 124th Ave

Connectivity-Focused Ideas

- 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 calming.
- 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
- C7 Look for ways to provide north-south connectivity over Tualatin River for vehicles

Bicycle/Pedestrian-Focused Ideas

- D2 Consider pedestrian islands on Boones Ferry Rd, near Byrom Elementary and Tualatin High schools
- D3 Provide a multi-use path along the river
- D4 Connect sidewalk on east side of 65th Ave
- D5 Repair gap in sidewalk on the south side of Borland Rd
- D6 Add multi-use path as part of Tualatin Trail
- D7 Provide focused pedestrian crossing improvements (may need signal)
- D8 Add bike facilities & continuous sidewalks; reduce speed limit
- D9 Build the Tonquin Trail
- D10 Provide neighborhood connections to Tonquin Trail
- D11 Connect to Tualatin Path
- D12 General - add benches around the city for pedestrians, especially between Heritage Center and Haggens
- D13 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

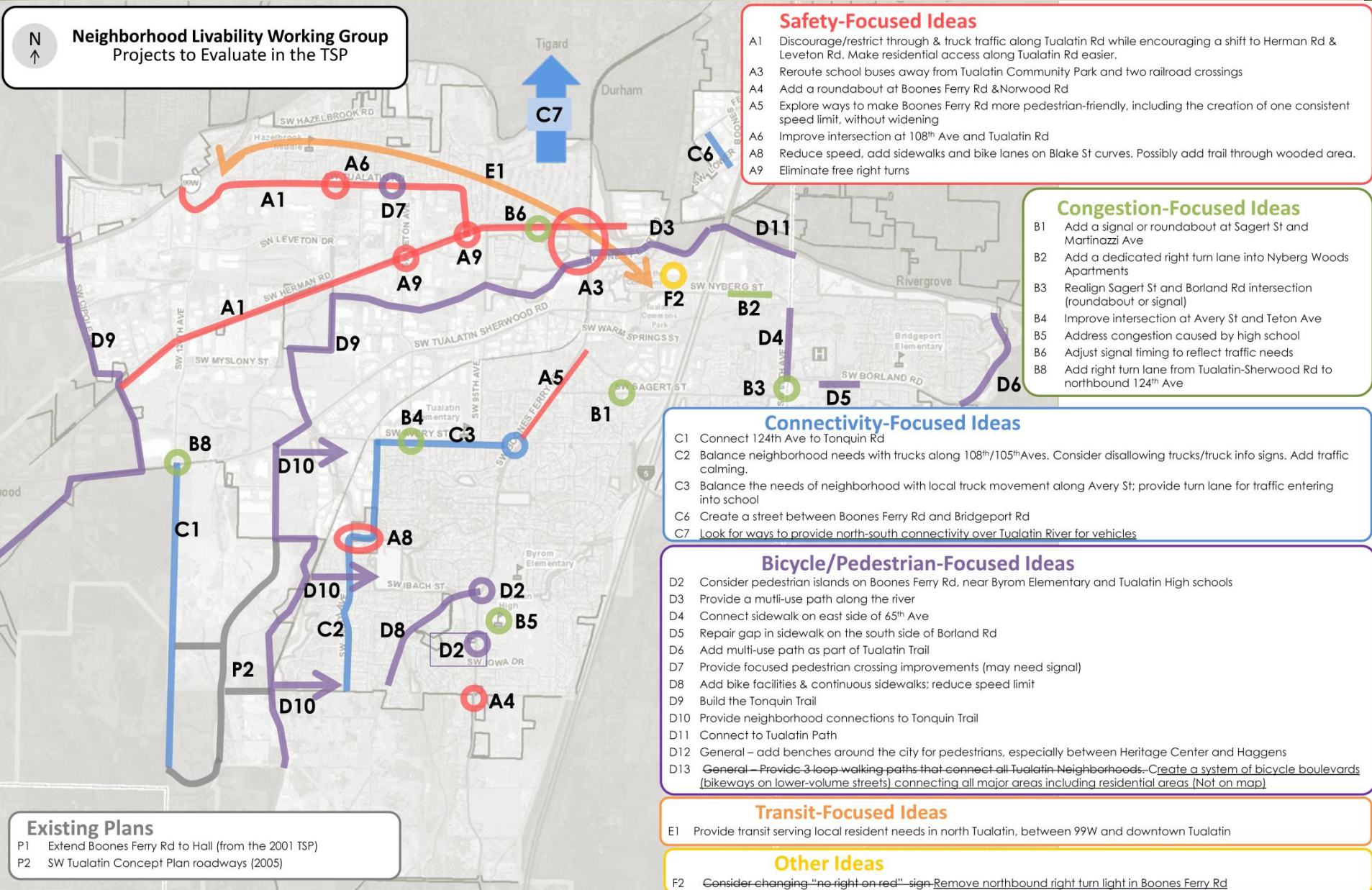
- E1 Provide transit serving local resident needs in north Tualatin, between 99W and downtown Tualatin

Other Ideas

- F2 Consider changing "no right on red" sign - Remove northbound right turn light in Boones Ferry Rd

Existing Plans

- P1 Extend Boones Ferry Rd to Hall (from the 2001 TSP)
- P2 SW Tualatin Concept Plan roadways (2005)



Neighborhood Livability - Ideas Screened Out

ID	Project	Based on what screening question?	Action to be taken
A2	Improve lighting on Hazelbrook Rd	1 (transportation-related)	Forward to Engineering
A7	Improve sight distance and reduce speeds at Boones Ferry Rd and Arapaho Rd	1 (does not address a transportation problem)	Forward to Engineering
A10	Require a stop before vehicles turn right onto Boones Ferry Rd between Mohawk St and Greenhill Lane	3 (technical feasibility)	None
B7	Add two right turns onto I-5 northbound from Nyberg St	2 (ability to implement)	Forward to ODOT
C4	Add I-5 Interchange with Norwood Rd	3 (technical feasibility)	None
C5	Limit Siletz to exit only at Boones Ferry Rd and 105 th Ave to minimize cut-through traffic.	1 (not included in TSP analysis)	Revisit upon completion of Boones Ferry Road analysis and recommendations
D1	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 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 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 Planning
F6	Create small, neighborhood commercial for residents to walk to	1 (transportation related)	Forward to Planning



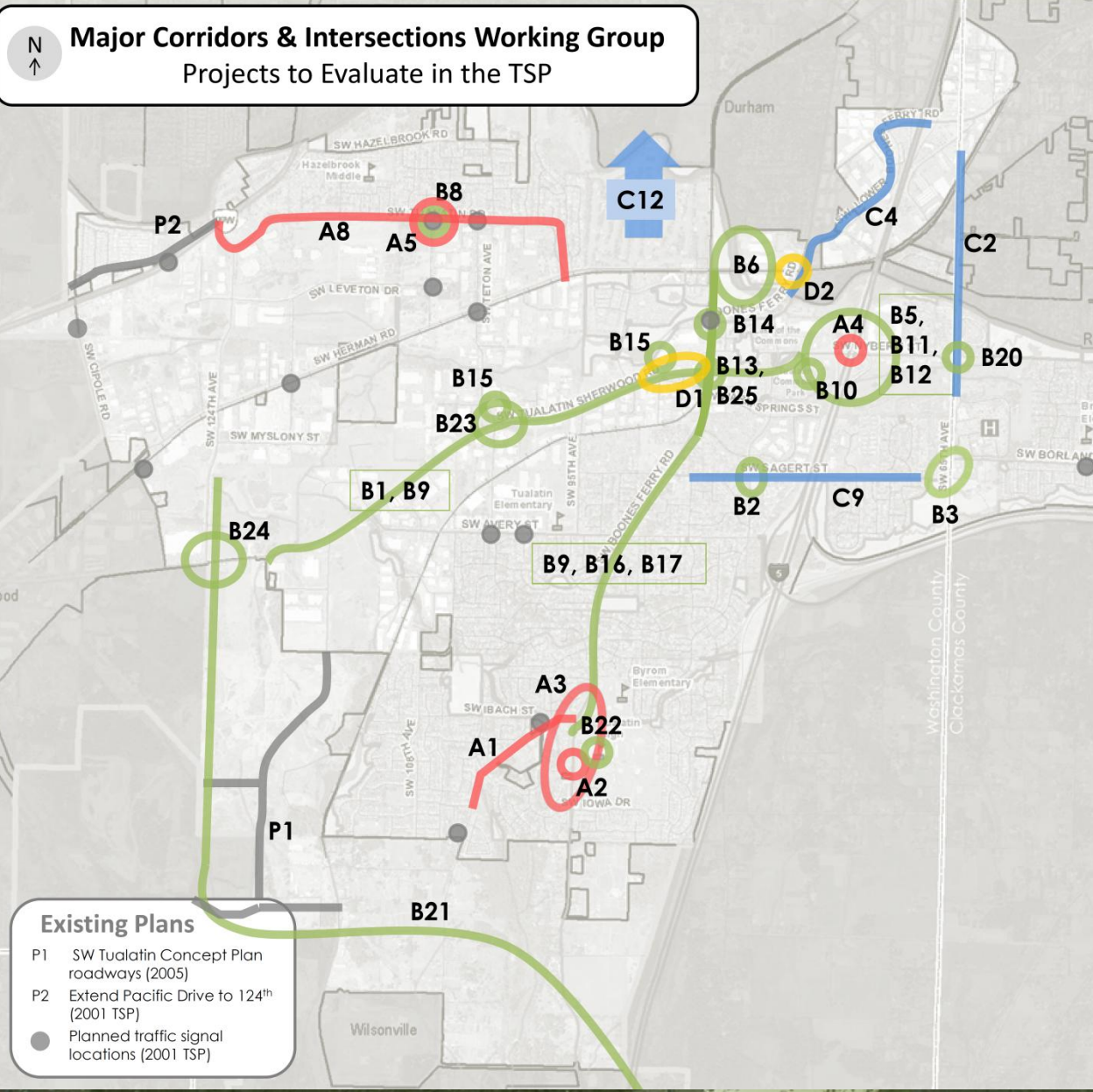
Neighborhood Livability

Discussion



Major Corridors and Intersections

Major Corridors - Projects to Evaluate



Major Corridors & Intersections Working Group Projects to Evaluate in the TSP

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 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
- 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 or 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)
- B11 Consider redesigning the Nyberg interchange into a full cloverleaf
- 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 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 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
- C9 Widen Sagert to 2 lanes in each direction
- C12 ~~Extend Boones Ferry Rd to Hall Blvd. Look for ways to 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

Existing Plans

- P1 SW Tualatin Concept Plan roadways (2005)
- P2 Extend Pacific Drive to 124th (2001 TSP)
- Planned traffic signal locations (2001 TSP)

Major Corridors - Ideas Screened Out

ID	Project	Based on what screening question?	Action to be taken
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
B7	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
B11	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
B18	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
B19	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
C9	Add a pedestrian median on Sagert Street	1 (does not address a transportation problem)	None

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

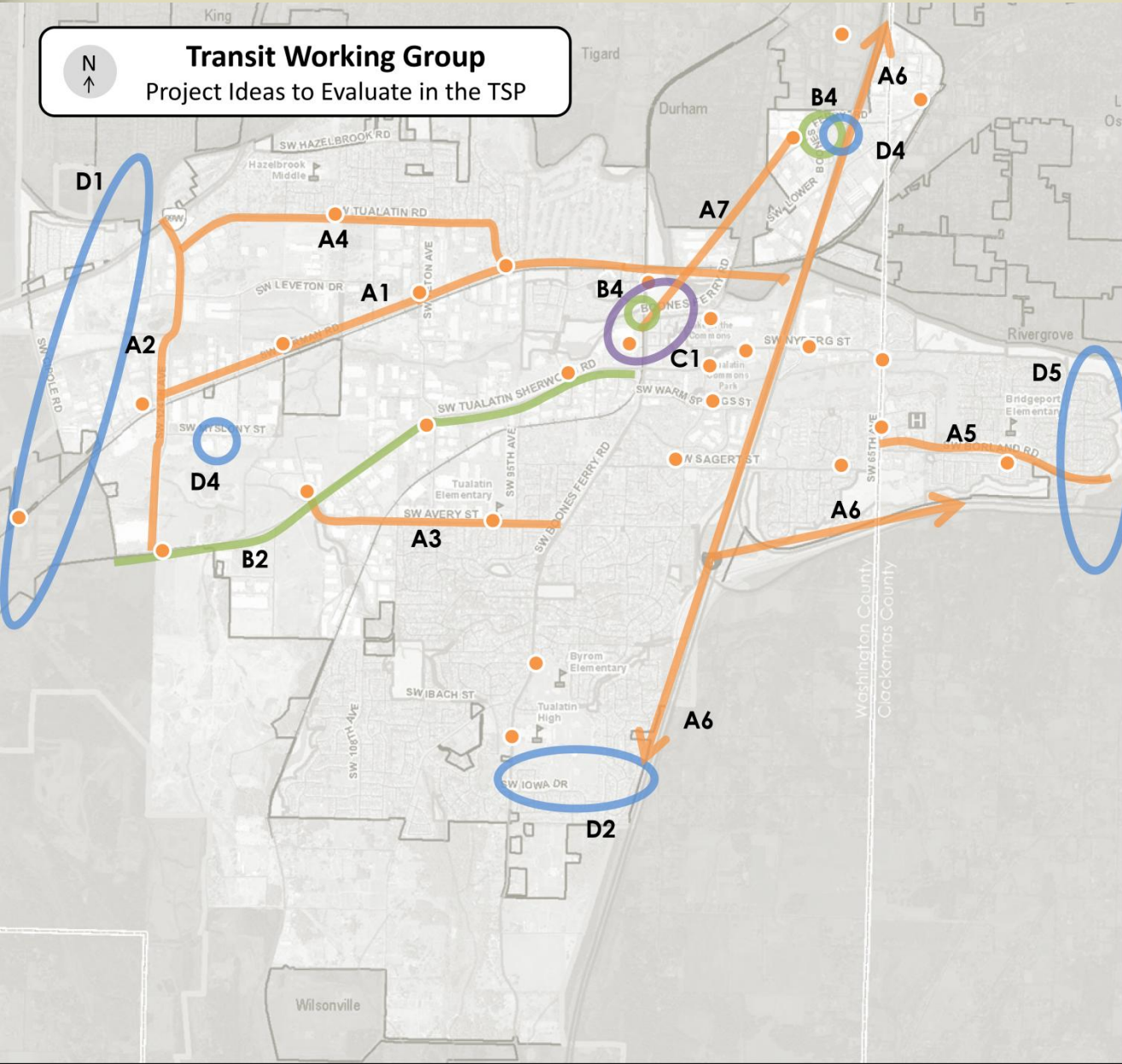
Discussion



Transit

Transit - Projects to Evaluate

Transit Working Group
Project Ideas to Evaluate in the TSP



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 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-and-ride 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

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)
B3	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	Screening Question	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



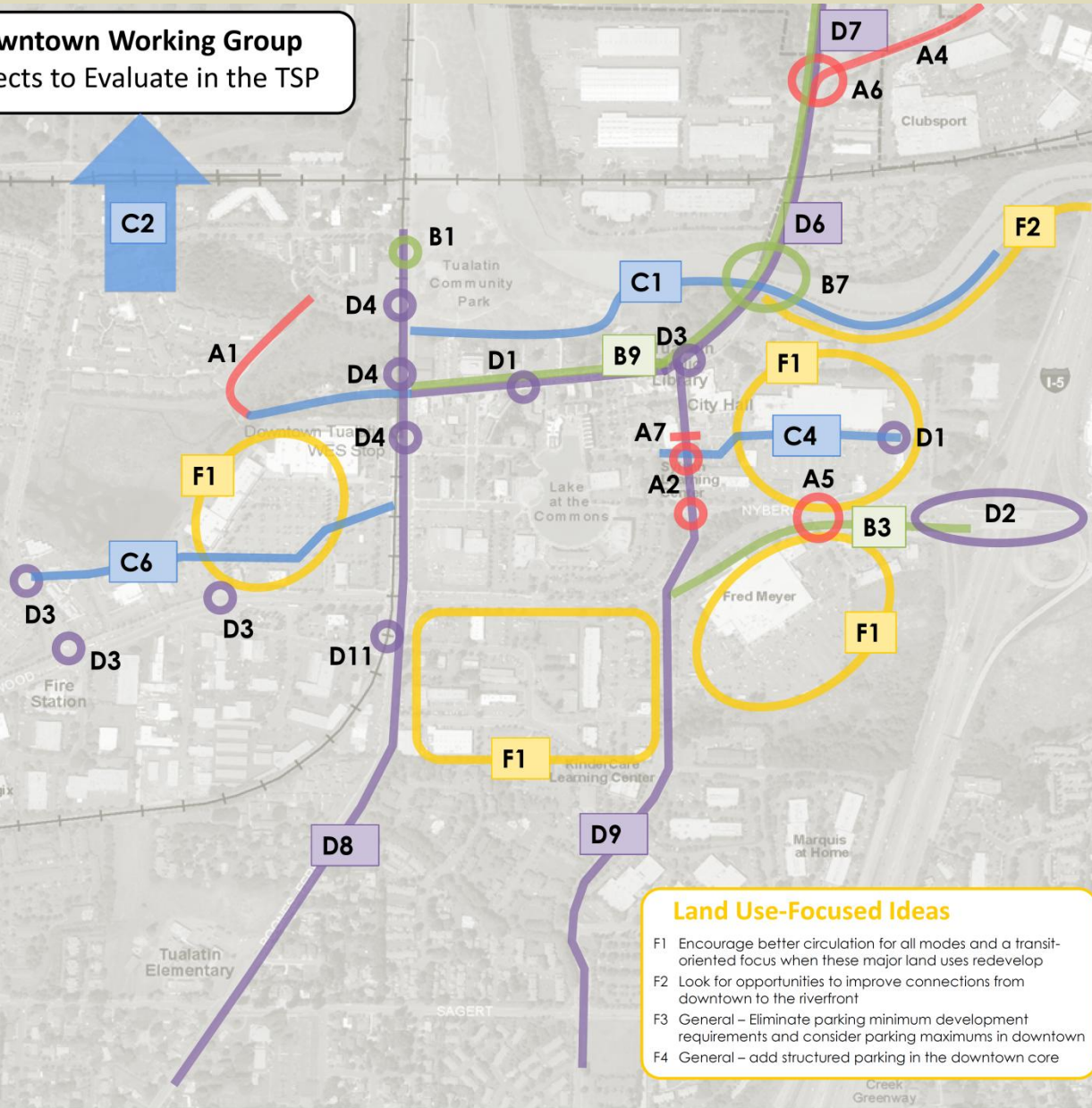
Downtown

Downtown - Projects to Evaluate



Downtown Working Group
Projects to Evaluate in the TSP

C2



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 SW 90th Ave

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 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

Land Use-Focused Ideas

- F1 Encourage better circulation for all modes and a transit-oriented focus when these major land uses redevelop
- F2 Look for opportunities to improve connections from downtown to the riverfront
- F3 General – Eliminate parking minimum development requirements and consider parking maximums in downtown
- F4 General – add structured parking in the downtown core

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
B6	Reduce ambient noise along Boones 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 Rd	2 (ability to implement), 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 Tualatin River	3 (technical feasibility)	None
D5	Create a pedestrian skybridge that connects downtown retail businesses and the park	1 (transportation-related), 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.	Evaluate feasible project ideas	Late April through mid May
2.	Discuss evaluation results with Task Force	May 24
3.	Hold 3 rd round of working groups to develop preliminary recommendations	June 4 – June 14
4.	Discuss preliminary recommendations with Task Force	June 21
5.	Public outreach on preliminary recommendations	Late June through August

Next Steps

STEP 1

Identify Needs and Opportunities

Develop Goals and Objectives

Survey Existing Conditions

Forecast Future Conditions

** Public Involvement Activities Included*

Our Next Meeting will Focus on Evaluation Results

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*

Our June Meeting will Focus on Preliminary Recommendations

STEP 3

Make Recommendations

Prepare Draft Project Recommendations

Refine Project Recommendations

Prioritize Project Recommendations

** Public Involvement Activities Included*

STEP 4

Create and Adopt the Plan

Develop a Draft TSP

Adopt the Final TSP

** Public Involvement Activities Included*



Thank You