



MEETING AGENDA

TUALATIN PLANNING COMMISSION

June 5, 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: Will Harper, Interim Planning Manager & Senior Planner, Kaaren Hofmann, Engineering Manager, Ben Bryant, Management Analyst II

2. **APPROVAL OF MINUTES**

A. Approval of May 1, 2012 TPC Minutes.

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

Limited to 3 minutes

4. **ACTION ITEMS**

5. **COMMUNICATION FROM CITY STAFF**

A. Transportation System Plan (TSP) Update

B. Basalt Creek Transportation Planning / SW 124th Avenue Alignment

C. Linking Tualatin Update

D. Prohibited Activities with Regard to Ballot Measures

6. **FUTURE ACTION ITEMS**

7. **ANNOUNCEMENTS/PLANNING COMMISSION COMMUNICATION**

A. TPC Meeting July 5 - Should We Cancel?

8. **ADJOURNMENT**



STAFF REPORT

CITY OF TUALATIN

TO: Tualatin Planning Commission Members

FROM: Lynette Sanford, Office Coordinator

DATE: 06/05/2012

SUBJECT: Approval of May 1, 2012 TPC Minutes.

ISSUE BEFORE TPC:

Attachments: [TPC Minutes May 1, 2012](#)



City of Tualatin

www.ci.tualatin.or.us

UNOFFICIAL

TUALATIN PLANNING COMMISSION

MINUTES OF May 1, 2012

TPAC MEMBERS PRESENT:

Mike Riley
Alan Aplin
Jeff DeHaan
Bill Beers

STAFF PRESENT:

Will Harper
Kaaren Hofmann
Cindy Hahn
Lynette Sanford

TPAC MEMBER ABSENT: Nic Herriges, Steve Klingerman

GUESTS: Doug Ulmen

1. CALL TO ORDER AND ROLL CALL:

Mr. Riley called the meeting to order at 6:32 pm. Roll call was taken.

Mr. Harper, Senior Planner and Acting Planning Manager announced that Aquilla Hurd-Ravich, Planning Manager, had a baby boy on April 17th. His name is Thelonious "Theo" and he weighed in at 7 lbs. 13 oz. She will be out for a couple of months and is due to return July 9th. They are both doing well.

2. APPROVAL OF MINUTES:

April 3, 2012

Mr. Riley asked for review and approval of April 3, 2012 TPC meeting minutes. MOTION by Beers SECONDED by DeHaan to approve the April 3, 2012 TPC meeting minutes. MOTION PASSED 4-0.

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

None

4. ACTION ITEMS

A. Review and Finalize List of Transportation System Plan Projects to be forwarded to the Technical Evaluation Process.

Kaaren Hofmann, Engineering Manager, gave an update on the Project Screening Results of the TSP, which included a PowerPoint presentation. Ms. Hofmann noted that the final existing conditions report is on the TSP website and addresses the comments of Kathy Newcomb and Nic Herriges.

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.

Ms. Hofmann reported that in March, a long list of potential project ideas had been generated (248 in total). These ideas came from the Working Groups, TSP Open House, online comments from the website, Task Force Workshop, and other various small group discussions.

From the long list, screening helps form a feasible set of project ideas to move into evaluation. The screening questions included:

- Is the project transportation related, and does it address a known transportation deficiency or opportunity?
- Is it within the City? Is it within the city's control to implement?
- Is it technically feasible to build this project?
- Is the idea cost prohibitive? Are there more cost effective ways of addressing the same need?

Ms. Hofmann continued discussing the projects that were moving forward in the evaluation process and the projects that were screened out for each of these working groups:

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

Mr. Riley inquired about items on the list that are being screened out. Will there be a file of these items for future reference that we can revisit at a later date? Ms. Hofmann replied that there will be a separate file generated to document these items and ideas.

In the Major Corridors and Intersections discussion, Mr. Riley inquired why a pedestrian median on Sagert Street was screened out. Ms. Hofmann responded that this does not address a transportation problem, and there were not enough pedestrians at this intersection to make this a necessity.

In the Transit discussion, Mr. Riley asked what the ridership is expected to be on the WES. Ms. Hofmann responded that ridership is expected to increase.

In the Downtown section, Mr. Riley inquired about the Alexan project on Boones Ferry Rd. Since there will be over 300 apartment units, will there be another outlet? Ms. Hofmann added that traffic studies have been completed and that project will be completely supported by Boones Ferry Rd.

Ms. Hofmann summarized that they began with 248 project ideas. Of the 60 ideas proposed to be screened out, 19 will be forwarded to other agencies or City departments, 6 are to be considered again in the future, 6 will be considered as part of regional conversations, and 4 will be woven into other project ideas being evaluated.

The next step in this process is to have the Planning Commission agree to the list of projects. On May 24th, we'll be discussing the evaluation results with the Task force. The third round of working groups will meet June 4-14 to develop preliminary recommendations. On June 21st, we'll discuss the preliminary recommendations with the Task Force. Furthermore, from late June through August, public outreach on preliminary recommendations will be held.

Mr. Aplin inquired if the goal is to have a top ten most important project ideas? Out of the 248 project ideas, will they be rated by priority? Ms. Hofmann responded that at one of the Task Force meetings, there will be a workshop where they can look at how they should be prioritized in the long and short term. Mr. Riley asked when the funding will begin for these projects. Ms. Hofmann responded that we'll begin to look at funding options in July and August. A few options include development, gas tax, and grants.

Mr. Riley asked for a recommendation to proceed with the list of Transportation System Plan projects to be forwarded to the technical evaluation process. MOTION by Aplin, SECONDED by Beers to recommend approval. MOTION PASSED 4-0.

5. COMMUNICATION FROM CITY STAFF:

A. Linking Tualatin Update

Ms. Hahn gave an update on Linking Tualatin which included a handout. The first map she presented included boundary changes to the focus areas based on input from the Transit Working Group and Task Force. The first change was to include the Pactrust property with Bridgeport. Another change was to include the Southwest Industrial area with Teton. Mr. Riley stated that they are ignoring their natural boundaries. Ms. Hahn replied that we identified key intersections, entry and exits to key developments, drawing a quarter mile radius circle. Some aggregated together. Ms. Hahn added that we did not include the Walgrave's property because it is not incorporated and will not likely to be developed within 15-20 years. Mr. Harper added that the Walgraves are farmers in the area and their property includes wetlands.

Ms. Hahn continued to discuss the place type descriptions for Mixed-Use Center, Town Center, Mixed-Use Institutional/Employment, Industrial Employment District, and Business Employment District. The table following described the categories and includes information including activity level and transit origin or destination. The last map in the handout showed the focus areas and the different place types. They are taking a closer look at employment-only place types and where these are headed in the future.

Ms. Hahn mentioned that on April 20th, she attended a workshop along with Alice Rouyer, Community Development Director, Ben Bryant, Management Analyst, and Colin Cortes, Assistant Planner. The workshop was presented by Michael Friedman, an Urban Designer who has completed work for Metro. The discussion included place types, specifically retail development, what has happened in the past, and where things

are heading in the future. Mr. Friedman had good ideas about making areas more conducive to innovation and creativity. In addition, he spoke about how to develop areas to distinguish if they're transit oriented. Ms. Hahn added that she is in discussion with Mr. Friedman to arrange a two hour Skype session to discuss our place types and ways to improve them. You can view the PowerPoint and audio from a presentation he conducted on April 19th. It is on the Metro web site; Ms. Hahn will send the Planning Commission members the link. Unfortunately, the workshop the staff members attended on April 20th is currently unavailable on the web.

B. Status of PTA-11-12 – Core Area Parking District Impact Fee

Mr. Harper reported that PTA-11-12, Core Area Parking District Impact Fee, was approved by the Council on April 23rd with a unanimous vote. Mr. Aplin represented the Planning Commission and he was well received by the Council. On May 14th, the ordinance will go into adoption, including the municipal code changes.

6 FUTURE ACTION ITEMS:

Mr. Harper stated that an upcoming action item will include an update on the working groups. The City is not currently working on plan amendments or cases related to variances at this time.

7. ANNOUNCEMENTS/PLANNING COMMISSION COMMUNICATION

Mr. Riley asked Doug Ulmen, who was in attendance, if he had questions or comments for the Planning Commission. Mr. Ulmen stated that he is interested on serving on the Planning Commission and wanted to attend a few of the meetings.

Mr. Beers mentioned he is unable to attend the Transportation Task Force meeting on June 21st. He will send out an email request to the other members to see if they are available to fill in for him.

Mr. DeHaan added he is hopeful that an achievable goal will come out of this year of transportation and hopes we'll have something to celebrate. He suggested that a project to consider would be connecting the Bridgeport area to downtown and the parks.

Mr. Harper added that everyone is looking for an emblematic result of a project, but the payoff in this instance is the involvement of the community. That is what sets this Transportation System Plan apart from the others.

8. ADJOURNMENT

MOTION by Riley, SECONDED by DeHaan to adjourn the meeting at 7:50 pm.
MOTION PASSED 4-0.

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: 06/05/2012

SUBJECT: Transportation System Plan (TSP) Update

ISSUE BEFORE TPC:

Presentation of the preliminary evaluation results from the Transportation System Plan (TSP) technical evaluation.

EXECUTIVE SUMMARY:

The project team has completed the preliminary technical evaluation of the **list of projects**. Evaluation criteria were created from the Goals & Objectives of the TSP. The projects were then evaluated against those evaluation criteria, which are quantitative or qualitative measures that help the team identify how well the project idea is at meeting the TSP's goals & objectives. The seven goal categories are:

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

The results of the preliminary evaluation will be summarized by Working Group topic, which are:

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

Working Groups

The 3rd round of working groups will provide an opportunity to look at projects in each working group topic in more detail. The 3rd round of working groups are:

- Downtown - June 4 at 6:00pm, Tualatin Police Department, 8650 SW Tualatin Rd



City of Tualatin

Preliminary Evaluation Results

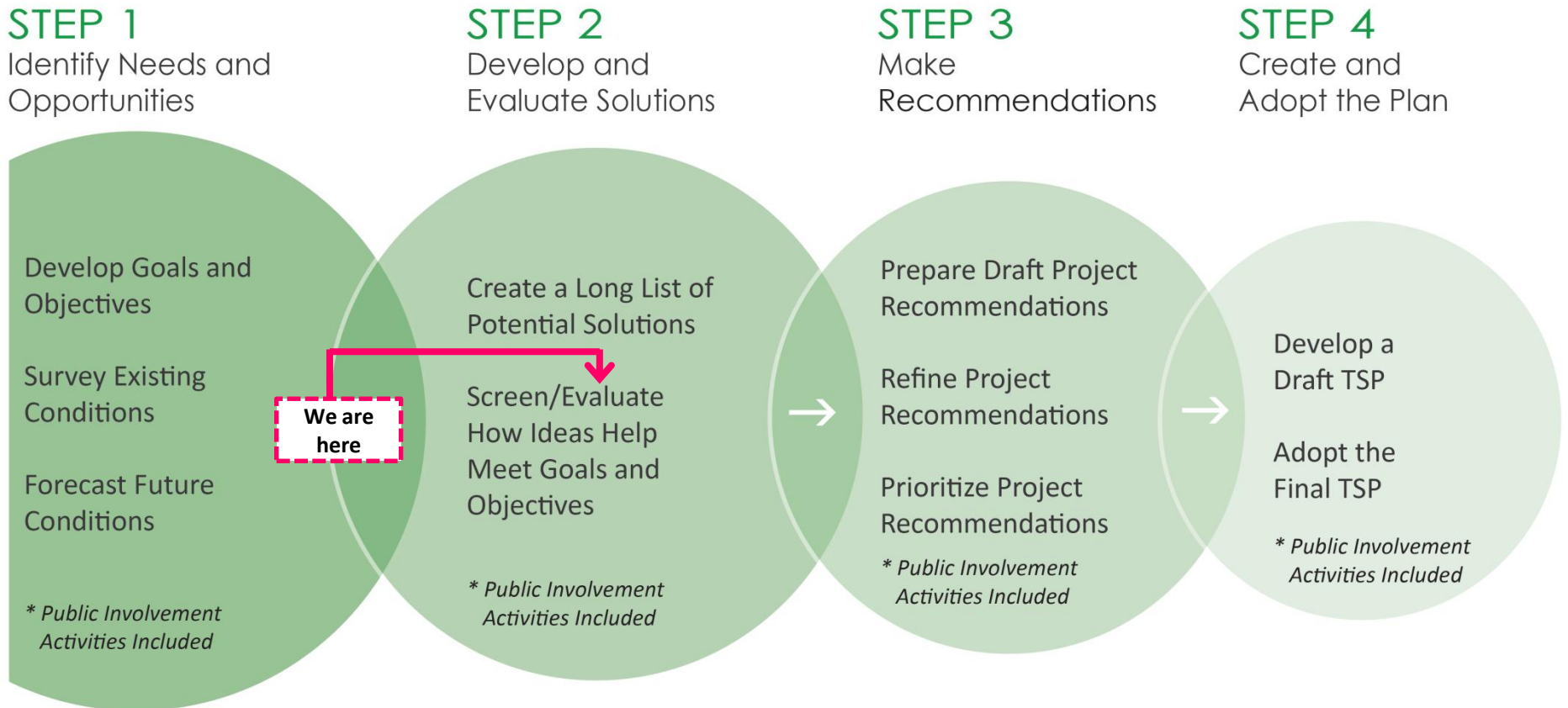
Tualatin TSP

Presentation to
Tualatin Planning Commission
June 5, 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 April ...

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
○	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 (3rd round of working group meetings, early June)
- 3rd 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 21st)
- 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

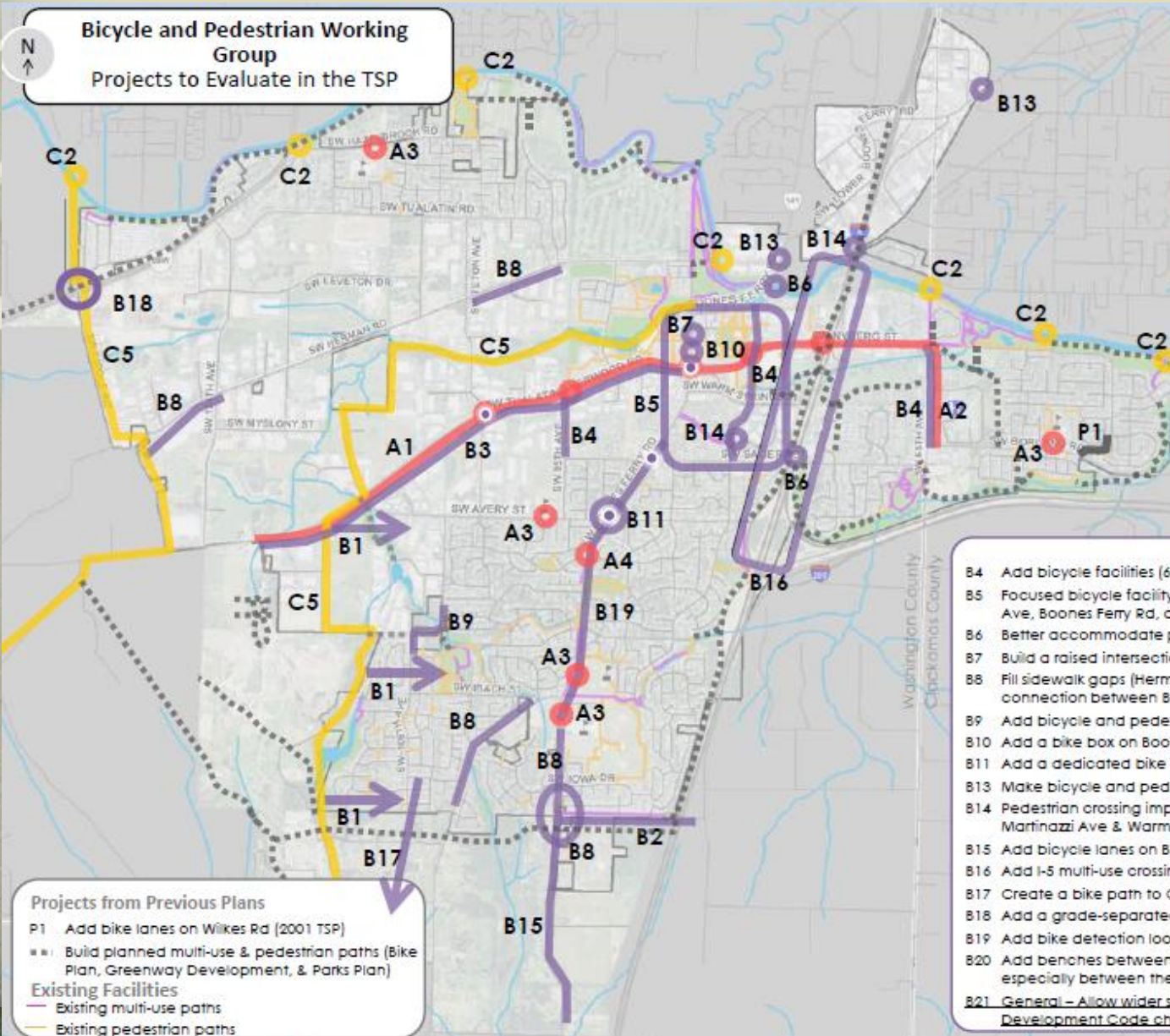
By Working Group
Topic Area



Bicycle/Pedestrian

Bicycle and Pedestrian

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 Multi-use path between Borland Rd and Nyberg Ln
- A3 Improve visibility and safety near schools at crosswalks
- A4 Improve visibility at crosswalk at Siletz Dr & Boones Ferry Rd
- A6 General – Provide 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

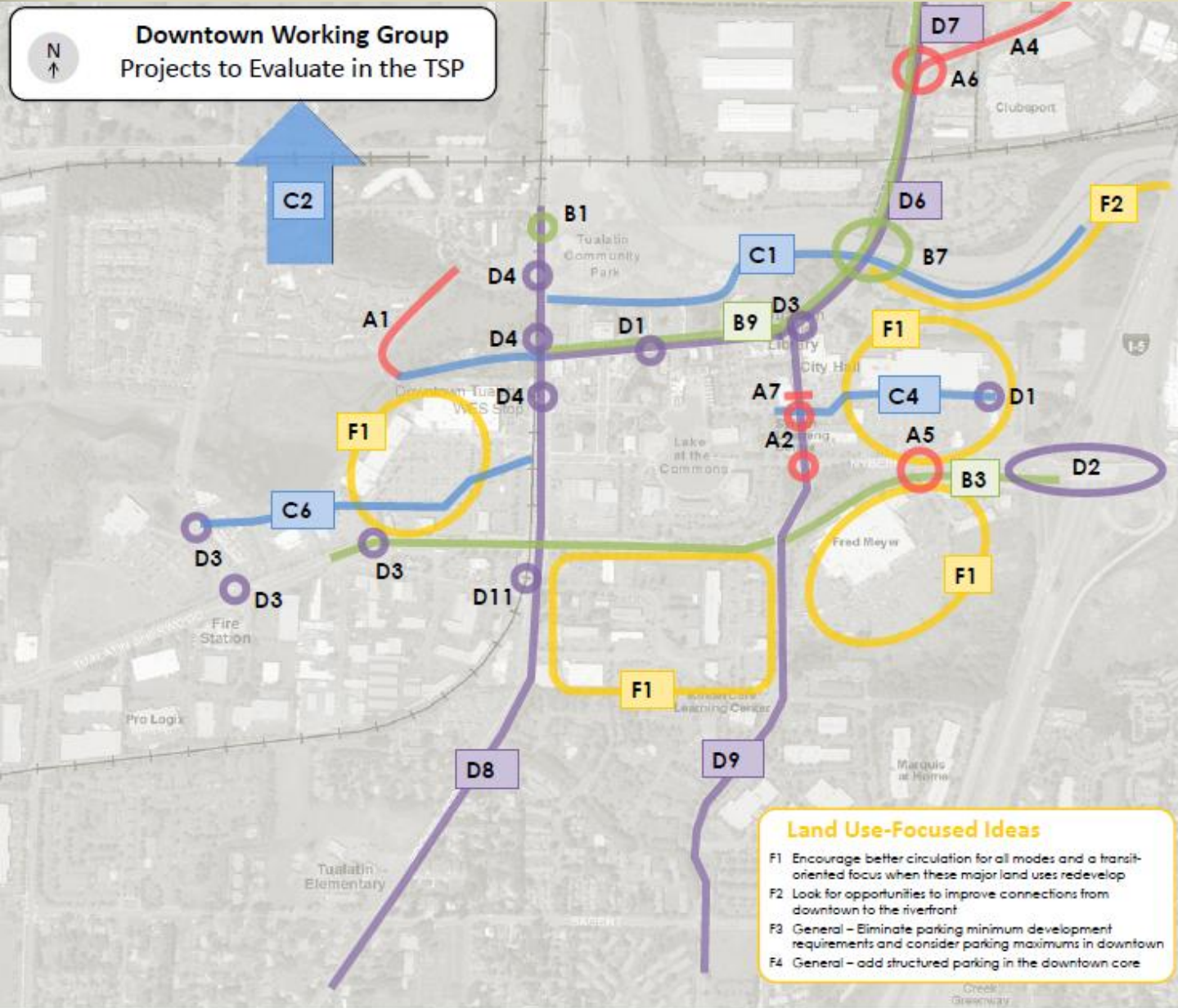
- B1 Connect Tonquin trail with neighborhoods
- B2 Add sidewalks & bicycle lanes on Norwood Rd
- B3 Improve Tualatin-Sherwood Rd to make it more bicycle and pedestrian friendly
- B4 Add bicycle facilities (65th Ave near the hospital, 95th Ave and Martinazzi Ave)
- B5 Focused bicycle facility improvements 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 I-5 multi-use crossing – connect to existing multi-use paths
- 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)



Downtown

Downtown

**Downtown Working Group
Projects to Evaluate in the TSP**



- 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
 - 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 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 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 crossing on Boones Ferry Road at Tonka

- 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



Industrial and Freight

Industrial and Freight

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 Working Group Projects to Evaluate in the TSP



Congestion-Focused Ideas

- A1 Add a signal or roundabout at Sager 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.
- A7 Remove northbound right turn light 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
- A13 Widen Boones Ferry Rd through downtown

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 Provide north-south vehicle connectivity over Tualatin River
- 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
- C8 Add signal to Tualatin Rd and Boones Ferry Rd;
- C9 Consider removing trucks/adding truck info signs along 108th/105th Aves.
- C10 Extend 95th Ave north to Tualatin Rd
- C12 Create an east/west connection across I-5 (near Greenhill Rd)
- C13 General- Provide travel options by improving connectivity in the roadway system
- C14 Widen Myslony St to standards – reduce on-street parking (AW Idea)*
- C15 Upgrade Cipole Rd to standards with sidewalks and bike lanes (AW Idea)
- C16 Improve Tonquin Rd between Oregon St and Waldo Way (AW Idea)
- C17 Improve circulation east of the Bridgeport/I-5 Interchange (AW Idea)

Other Ideas

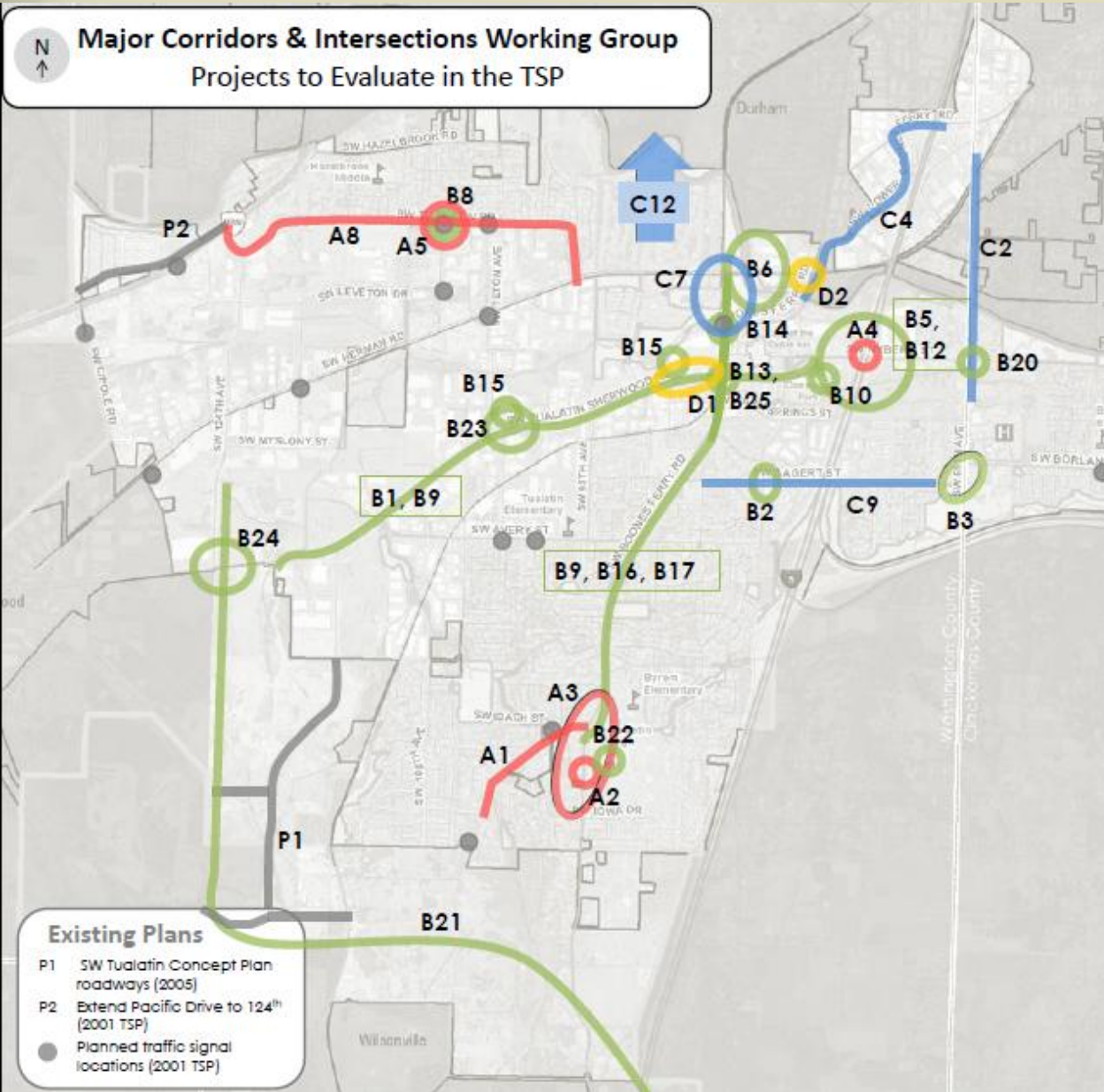
- D1 General - Coordinate freight receiving/shipping times
- D2 Add vision & sound walls; reduce cut-through traffic
- D3 General - Provide incentives to telecommute
- D5 Add a lane on Tualatin-Sherwood Rd to Fred Meyer, better I-5 lane signage. Add traffic camera for red light violations.
- D6 Improve signs to direct traffic to correct street
- D7 Add traffic signal at 97th Ave and Tualatin-Sherwood Rd
- D8 Improve visibility, restrict left turns, add signal on 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
- D13 Add traffic calming on Tualatin Rd
- D14 General - Add measures to reduce truck traffic on local and minor streets – including traffic calming
- D15 Improve turning radius from Herman Rd northbound onto 108th Ave (AW Idea)
- D16 Increase speed limit to 40 or 45 MPH on 124th Ave (AW Idea)
- D17 Reconfigure the intersection of 115th Ave and Tualatin-Sherwood Rd (AW Idea)
- D18 Improve turning radius from Tualatin-Sherwood Rd to Cipole Rd (AW Idea)
- D19 Improve northbound right and left turns onto Herman Rd (AW Idea)
- D20 Improve southbound left turns at 63rd Ave and Lower Boones Ferry Rd (AW Idea)
- D21 Improve southbound left turns from Jurgens and 106th Aves onto Tualatin Rd (AW Idea)
- D22 Improve 65th Ave south across I-205; widen and address dip in the roadway (AW Idea)
- D23 General - ensure that future roundabout designs can accommodate larger trucks (AW Idea)

* (AW Idea) indicates that this project was suggested through conversations with Allied Waste drivers



Major Corridors and Intersections

Major Corridors and Intersections



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 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)
- 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
- 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

Existing Plans

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



Neighborhood Livability

Neighborhood Livability

N
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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 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, possibly add trail through wooded area.
- A9 Eliminate free right turns

Congestion-Focused Ideas

- B1 Add a signal or roundabout at Sagert St and Martinazzi Ave
- B2 Add a dedicated right turn lane into apartments near Nyberg Woods Shopping Center
- B3 Realign Sagert 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 Consider removing trucks/adding truck info signs along 108th/105th Aves.
- 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 Extend 65th Avenue to the north

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
- D9 Build the Tonquin Trail
- D10 Provide neighborhood connections to Tonquin Trail
- D11 Connect to Tualatin Path
- D12 General - add benches for walkers throughout the city
- D13 Create a system of bicycle boulevards (bikeways on lower-volume streets) connecting all major areas including residential areas (Not on map)

Transit-Focused Ideas

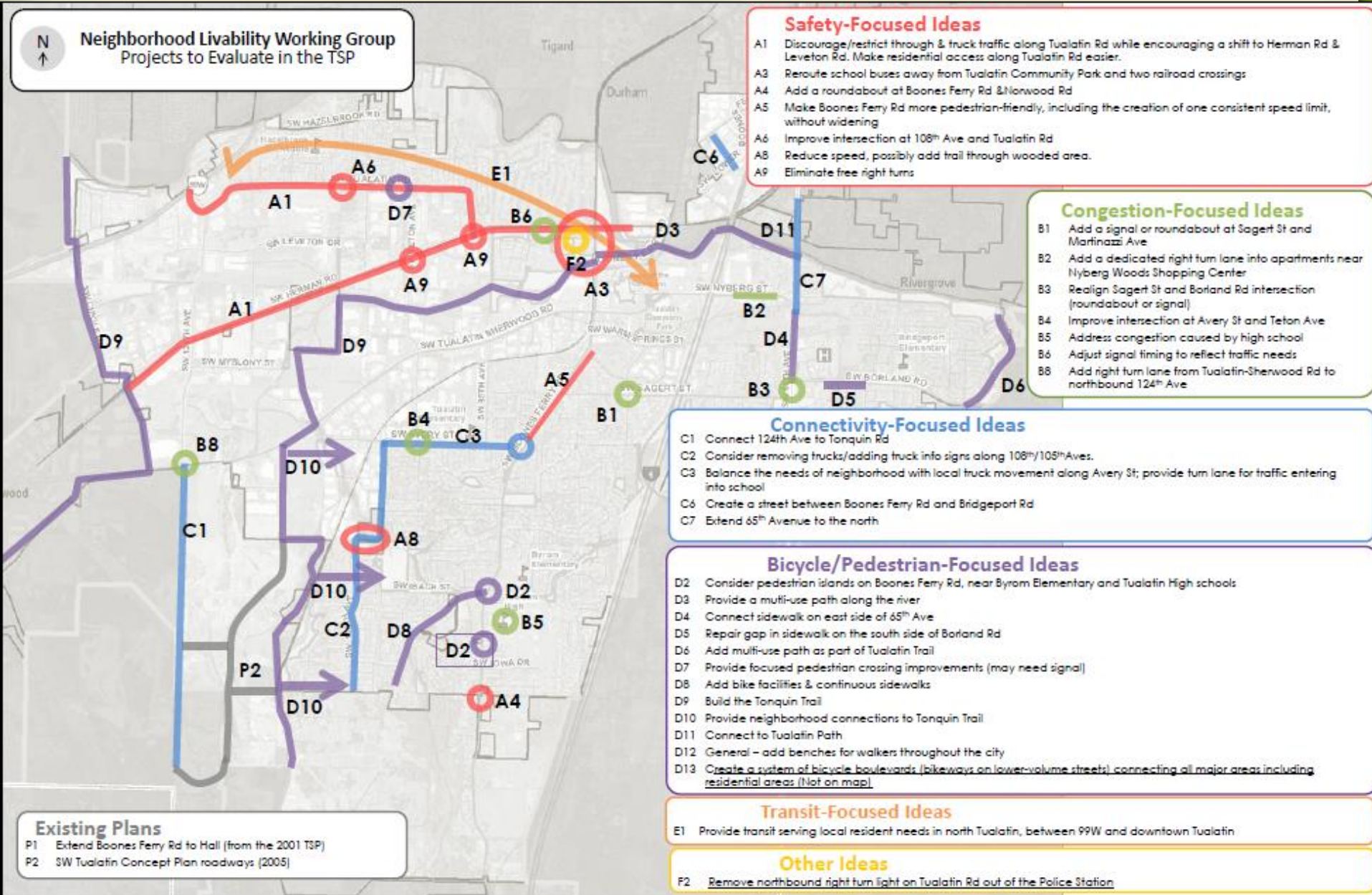
- E1 Provide transit serving local resident needs in north Tualatin, between 99^W and downtown Tualatin

Other Ideas

- F2 Remove northbound right turn light on Tualatin Rd out of the Police Station

Existing Plans

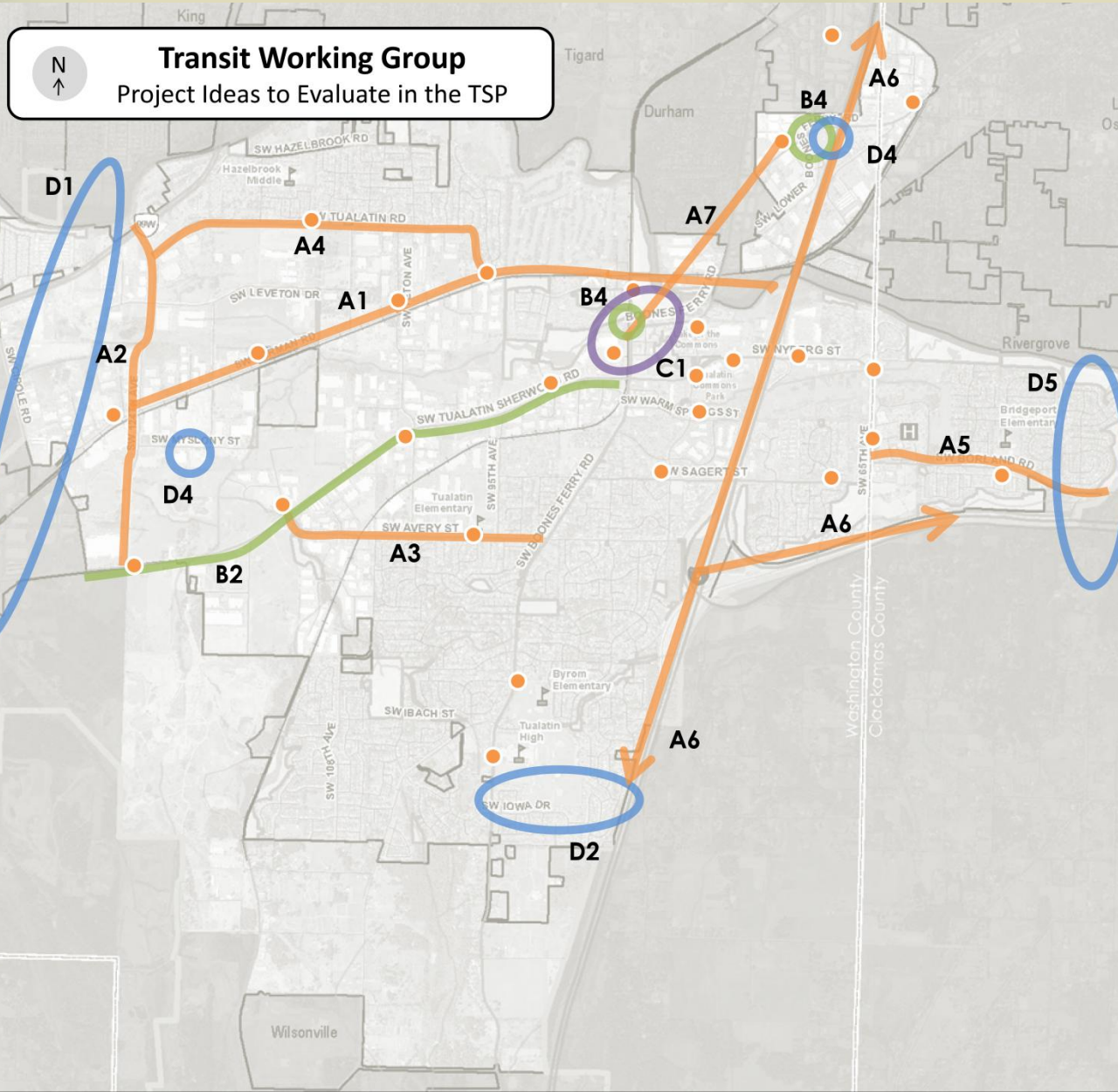
- P1 Extend Boones Ferry Rd to Hall (from the 2001 TSP)
- P2 SW Tualatin Concept Plan roadways (2005)





Transit

Transit - Projects to Evaluate



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 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 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

In Summary

- Preliminary review of evaluation results (tonight)
- Discussion of evaluation results (3rd round of working group meetings, early June)
- 3rd 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 21st)
- 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

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*

June TTF 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

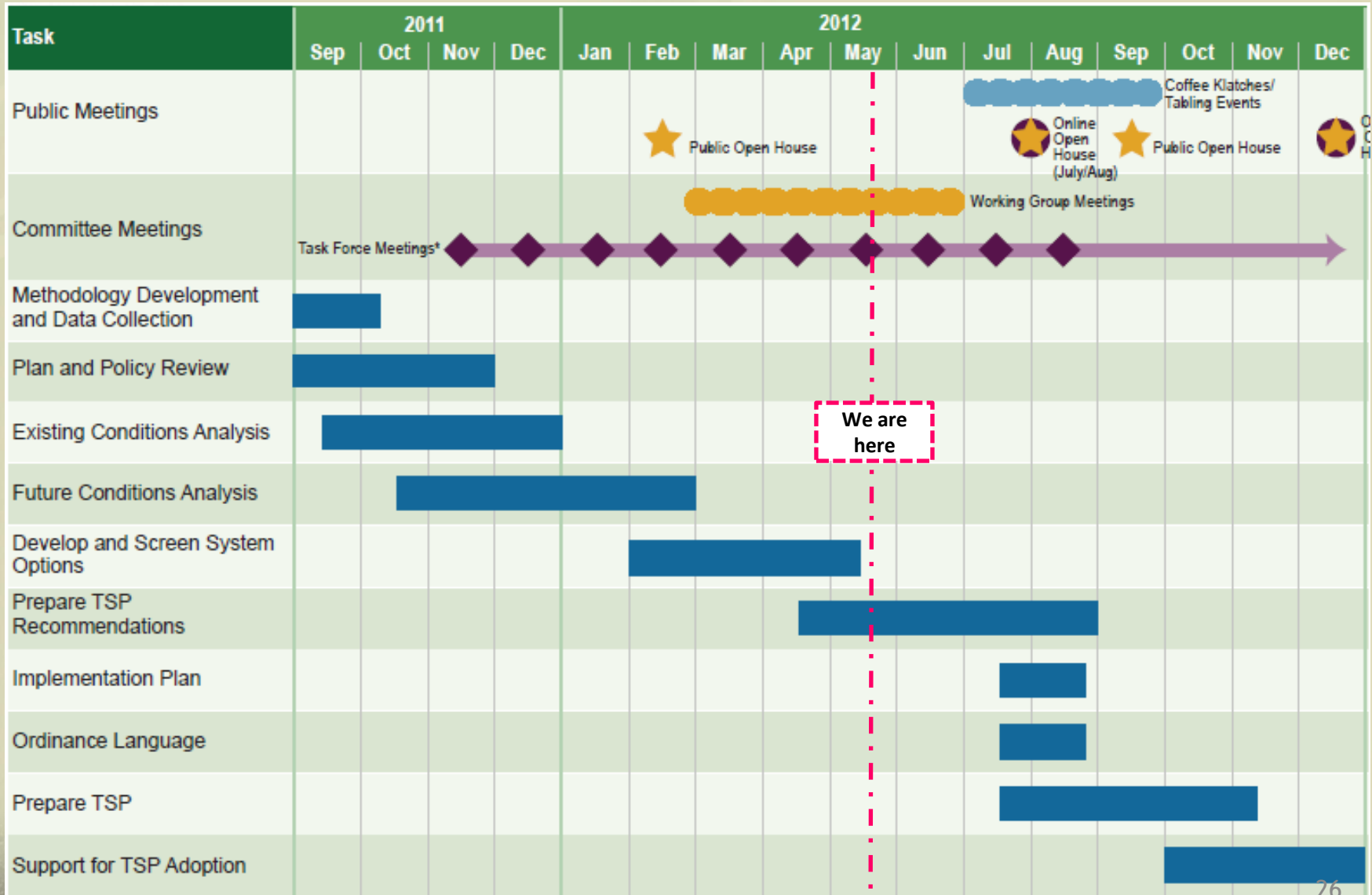
Create and Adopt the Plan

Develop a Draft TSP

Adopt the Final TSP

** Public Involvement Activities Included*

Transportation System Plan Timeline





Thank You

Tualatin Transportation System Plan, Preliminary Evaluation Results

PREPARED FOR: Tualatin Transportation Task Force

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DATE: May 23, 2012

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
○	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 24th 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.

Bicycle and Pedestrian Preliminary Project Evaluation

	ID	Project Idea	Access / Mobility	Safety	Vibrant Community	Economy	Health / Environment	Equity	Ability to be Implemented
Safety	A1	Add pedestrian crossing treatments at key locations on Tualatin-Sherwood and Nyberg	●	●	●	●	●	●	●
	A2	Multi-use path on 65th Ave between Borland and Nyberg	●	●	●	●	●	●	●
	A3	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	●	●	●	●	●	○	●
Facility	B1	Connect Tonquin trail with neighborhoods	●	●	●	●	●	●	●
	B2	Add sidewalks and bicycle lanes on Norwood Rd	●	●	●	●	●	●	●
	B3	Improve Tualatin-Sherwood Rd for bicyclists and pedestrians	●	●	N/A	●	●	●	○
	B4	Add bicycle facilities near the hospital, 95th and Martinazzi	●	●	●	●	●	●	●
	B5	Improve bicycle facility treatments in downtown core	●	●	●	●	●	●	●
	B6	Better accommodate pedestrians on the bridges	●	●	●	●	●	●	○
	B7	Build a raised intersection at Seneca and Nyberg	○	○	●	○	●	●	○
	B8	Fill sidewalk gaps on Grahams Ferry, Boones Ferry, and Herman	●	●	●	N/A	●	●	●

ID	Project Idea	Access / Mobility	Safety	Vibrant Community	Economy	Health / Environment	Equity	Ability to be Implemented	
B9	Add bicycle and pedestrian facilities on 105th Ave, Blake St, and 108th Ave	◐	●	◐	◐	●	◐	◐	
B10	Add bike box on Boones Ferry Rd near the Sweek House	○	◐	◐	○	◐	○	●	
B11	Add dedicated bike lane through Avery and Boones Ferry intersection	◐	◐	N/A	N/A	◐	◐	◐	
B13	Improve bicycle and pedestrian treatments at railroad crossings	◐	●	N/A	N/A	●	◐	○	
B14	Improve pedestrian crossing along Boones Ferry Rd	◐	◐	●	●	◐	N/A	●	
B15	Add bicycle lanes on Boones Ferry Rd to Day Rd	◐	●	●	N/A	●	●	◐	
B16	Add I-5 multi-use crossing – connect to planned and existing multi-use paths	●	○	●	●	◐	◐	◐	
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	◐	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	◐	
Trail	C2	Build pedestrian and bicycle bridges over the Tualatin River	◐	●	●	◐	●	◐	○
	C4	Create a bicycle boulevard system connecting major areas	◐	●	◐	◐	●	◐	
	C5	Build the Tonquin Trail	●	●	●	●	●	●	●

Downtown Preliminary Project Evaluation

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

	ID	Project Idea	Access / Mobility	Safety	Vibrant Community	Economy	Health / Environment	Equity	Ability to be Implemented
	C6	Create road connections between Boones Ferry Rd and SW 90th Ave	☐	○	N/A	☐	○	☐	○
Bicycle/Pedestrian	D1	Redesign pedestrian crossings, consider flashing lights in the downtown core	○	●	☐	○	☐	☐	☐
	D2	Upgrade Nyberg interchange to improve the crossing experience for bicyclists	●	●	☐	○	☐	☐	○
	D3	Optimize intersections to reduce car/pedestrian conflicts along Boones Ferry and Tualatin Sherwood Roads	☐	●	☐	○	☐	☐	☐
	D4	Add pedestrian crossing at the WES stop (Seneca)	○	○	☐	○	☐	☐	○
	D6	Improve sidewalks and bicycle lane at Boones Ferry to Lower Boones Ferry.	●	●	☐	☐	●	☐	☐
	D7	Bike and pedestrian treatments near Bridgeport Village	☐	☐	☐	☐	☐	○	☐
	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.	○	N/A	●	○	○	☐	○
	D11	Add focused pedestrian crossing over Boones Ferry Road at Tonka	○	☐	☐	○	☐	☐	○
	Land Use	F1	Encourage better multimodal circulation and transit-oriented redevelopment for major downtown uses	●	☐	●	☐	●	☐
F2		Look for opportunities to open downtown’s connection to the riverfront	●	☐	●	☐	●	☐	☐
F3		Eliminate parking minimums, consider parking maximums	N/A	☐	○	○	N/A	N/A	○
F4		Add structured parking in downtown core	☐	N/A	○	N/A	N/A	N/A	☐

Industrial and Freight Preliminary Project Evaluation

	ID	Project Idea	Access / Mobility	Safety	Vibrant Community	Economy	Health / Environment	Equity	Ability to be Implemented
Congestion	A1	Add a signal or roundabout at Sagert/Martinazzi	●	◐	◐	●	◐	○	◐
	A2	Divert truck traffic from Tualatin Road to Herman Road	●	N/A	◐	◐	◐	◐	◐
	A5	Extend 124th Ave south	●	◐	◐	●	◐	●	◐
	A6	Provide coordinated signal timing and access management along major arterials	●	●	◐	◐	N/A	N/A	◐
	A7	Remove NB right turn light on Boones Ferry Road	◐	○	◐	◐	N/A	N/A	◐
	A9	Improvements to help mobility of through-traffic on Tualatin-Sherwood Rd	●	◐	◐	●	○	●	◐
	A11	Address congestion on Avery and Teton	●	●	N/A	◐	N/A	N/A	◐
	A12	Synchronize turn signals to/from Boones Ferry to Tualatin-Sherwood; coordinate with the train signal	●	N/A	◐	◐	N/A	N/A	◐
	A13	Widen Boones Ferry Rd through downtown	●	◐	◐	◐	○	◐	○
	Transit	B1	Expand service hours of chamber shuttle to nights and weekends	◐	N/A	●	●	◐	●
B2		Add rail station with easy offload and access for industry in the west part of town	●	N/A	●	◐	●	●	◐
B3		Provide local loop bus	●	N/A	●	◐	◐	●	○
Connectivity	C3	Provide north-south vehicle connectivity over Tualatin River	●	◐	◐	●	◐	◐	○
	C4	Add a left turn from Teton Ave to Tualatin Rd	N/A	N/A	N/A	N/A	N/A	N/A	○
	C5	Extend 65th Ave north	●	●	◐	●	◐	◐	○

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

ID	Project Idea	Access / Mobility	Safety	Vibrant Community	Economy	Health / Environment	Equity	Ability to be Implemented
<u>D8</u>	Improve visibility, add signal restrict left 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 Martinazzi signal timing	☐	N/A	N/A	☐	N/A	N/A	☐
<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	☐
<u>D13</u>	Add traffic calming on Tualatin Road	○	○	●	○	☐	●	☐
D14	Add measures to reduce truck traffic on local and minor streets	○	●	●	○	☐	●	☐
D15	Improve turning radius from Herman Rd northbound onto 108th Ave	☐	☐	N/A	☐	N/A	N/A	☐
D16	Increase speed limit to 40 or 45 MPH on 124th Ave	☐	N/A	N/A	☐	N/A	N/A	☐
D17	Reconfigure the intersection of 115th and Tualatin-Sherwood	☐	☐	N/A	☐	N/A	N/A	☐
D18	Improve turning radius from Tualatin-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	☐

Other, Cont.

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PRELIMINARY

Major Corridors and Intersections Preliminary Project Evaluation

	ID	Project Idea	Access / Mobility	Safety	Vibrant Community	Economy	Health / Environment	Equity	Ability to be Implemented
Safety	A1	Reduce speeds, add guardrail and shoulders to section of Grahams Ferry	☐	●	●	N/A	☐	☐	☐
	A2	Add traffic signal at Tualatin HS	☐	☐	☐	N/A	☐	○	○
	A3	Consistent speed zones for Tualatin HS and Byrom Elementary	N/A	●	N/A	N/A	N/A	N/A	●
	A4	Improve sight distance at I-5 and Nyberg Rd interchange	N/A	●	N/A	☐	☐	☐	☐
	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	●
	A8	Discourage through and truck traffic along Tualatin Rd while encouraging through and truck traffic along Herman	●	☐	●	☐	☐	☐	○
	B1	Widen Tualatin-Sherwood Rd	●	☐	○	●	○	●	○
Congestion	B2	Signal or roundabout at Sagert and Martinazzi	●	☐	☐	●	☐	○	☐
	B3	Realign Sagert /Borland to one intersection	●	☐	○	○	○	○	○
	B5	Restrict right turn on red at Nyberg Interchange	○	●	N/A	○	☐	●	○
	B6	Rethink access in vicinity of Tualatin Community Park	☐	☐	●	N/A	☐	●	☐
	B8	Prohibit left turns out of 108th Ave or remove trees in the southwest corner	○	☐	○	☐	☐	○	☐
	B9	Coordinate signal timing on Boones Ferry	●	●	N/A	●	N/A	☐	●
	B10	Redesign Nyberg/Fred Meyer intersection and improve pedestrian crossing	☐	●	☐	●	☐	☐	☐
	B12	Make two right turn lanes from I-5 north onto Nyberg Rd	●	☐	N/A	☐	○	●	☐

ID	Project Idea	Access / Mobility	Safety	Vibrant Community	Economy	Health / Environment	Equity	Ability to be Implemented	
B13	Extend NB left turn and create SB right turn lane on Boones Ferry at Tualatin-Sherwood to reduce backup from WES train	●	◐	◐	●	◐	◐	◐	
B14	Reconfigure Boones Ferry at Tualatin	◐	◐	○	◐	○	◐	○	
B15	Add a 4-way stop by 90th Ave at Kaiser	○	◐	◐	○	◐	◐	◐	
B16	Add bus pullouts on Boones Ferry Rd	●	◐	○	◐	○	●	◐	
B17	Widen Boones Ferry at south end of City	●	◐	◐	◐	○	◐	○	
B20	Roundabout at Nyberg and 65 th intersection	◐	N/A	○	○	○	○	○	
B21	Extend 124th Ave to south	●	◐	◐	●	◐	●	◐	
B22	Address congestion caused by high school	◐	◐	◐	◐	◐	○	◐	
B23	Add a dedicated right turn lane on Teton at Tualatin-Sherwood	●	◐	N/A	◐	◐	◐	●	
B24	Add right turn lane on Tualatin-Sherwood at 124th	◐	◐	N/A	◐	◐	○	◐	
Connectivity	C2	Extend 65th Ave to the north	●	◐	○	●	○	◐	○
	C4	Improve traffic flow on Lower Boones Ferry Rd between Bridgeport Village and downtown	●	●	◐	●	◐	◐	◐
	C7	Revise connection between Tualatin and Boones Ferry near the railroad tracks	◐	◐	○	◐	○	◐	○
	C9	Widen Sagert to 2-lanes each way	●	●	○	●	○	○	○
	C12	Look for ways to provide north-south connectivity over Tualatin River for vehicles	●	◐	◐	◐	◐	◐	○
Other	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	N/A	N/A	N/A	N/A	N/A	N/A	○

Neighborhood Livability Preliminary Project Evaluation

	ID	Project Idea	Access / Mobility	Safety	Vibrant Community	Economy	Health / Environment	Equity	Ability to be Implemented
Safety	A1	Discourage through and truck traffic along Tualatin while encouraging through and truck traffic along Herman	●	◐	●	◐	◐	◐	○
	A3	Reroute school buses away from Tualatin Community Park and two railroad crossings	◐	●	◐	N/A	◐	◐	◐
	A4	Add roundabout at Boones Ferry and Norwood	◐	◐	○	○	○	◐	◐
	A5	Make Boones Ferry Rd more pedestrian-friendly	◐	●	●	◐	●	○	◐
	A6	Improve intersection at 108th and Tualatin	◐	◐	◐	◐	◐	◐	◐
	A8	Reduce speed, possibly add trail through wooded area	○	◐	●	○	◐	◐	◐
	A9	Eliminate free right turns on Herman at Teton and Tualatin	○	●	●	○	◐	◐	●
	B1	Add signal or roundabout at Sagert and Martinazzi	●	◐	◐	●	◐	○	◐
	B2	Add dedicated right turn lane into apartments near Nyberg Woods Shopping Center	◐	◐	◐	○	◐	◐	◐
Congestion	B3	Realign Sagert /Borland to one intersection	●	◐	○	○	○	○	○
	B4	Improve intersection at Avery and Teton	●	●	N/A	◐	N/A	N/A	◐
	B5	Address congestion caused by HS	◐	◐	◐	◐	◐	○	◐
	B6	Adjust signal timing to give priority to Tualatin Road through traffic.	●	◐	○	◐	○	○	◐
	B8	Add right turn lane on Tualatin-Sherwood at 124th	◐	◐	N/A	◐	◐	○	◐
	C1	Extend 124th to south	●	◐	◐	●	◐	●	◐
	C2	Consider removing trucks/adding truck info signs along 108th/105th Aves	○	N/A	●	○	●	●	◐

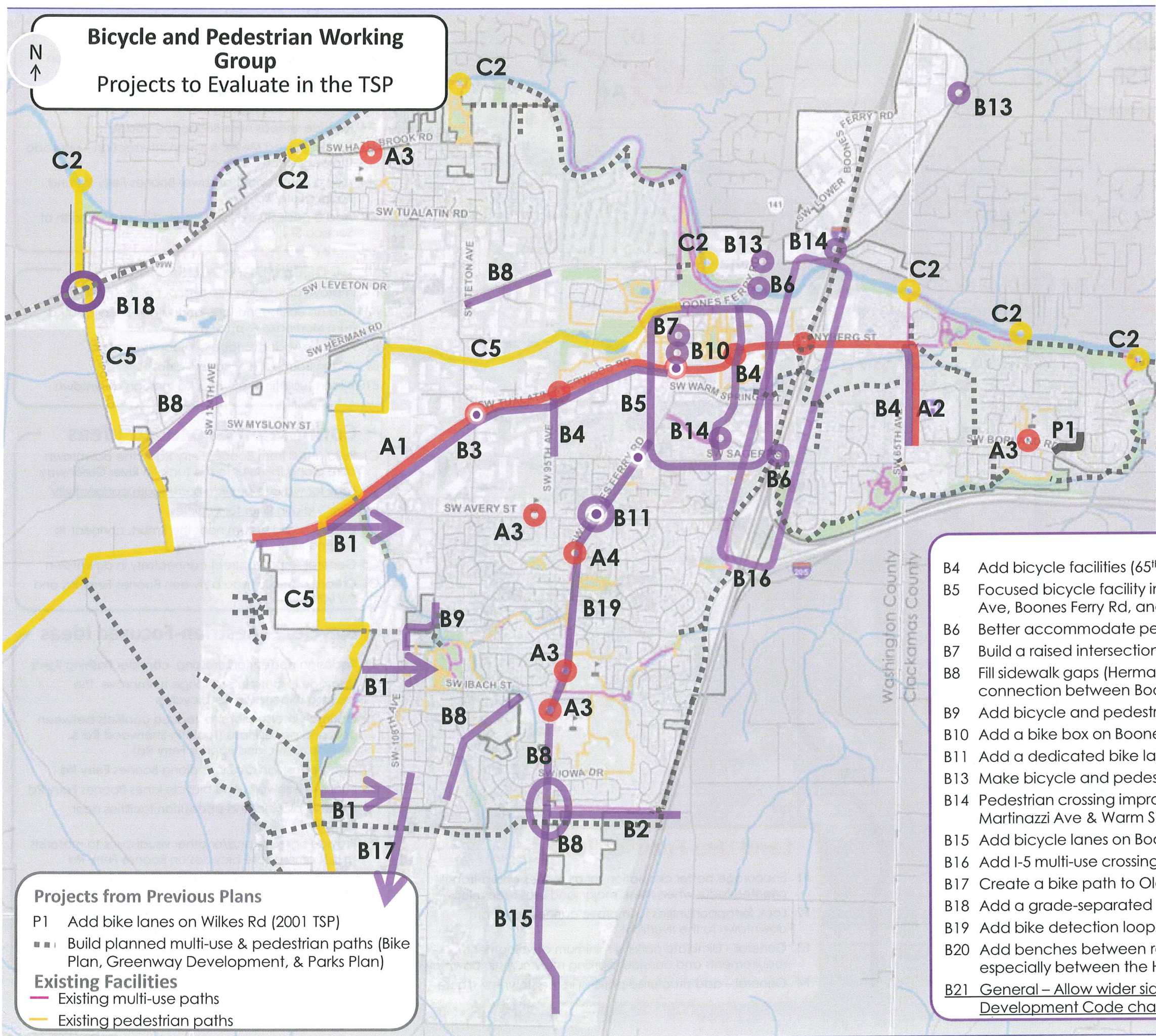
	ID	Project Idea	Access / Mobility	Safety	Vibrant Community	Economy	Health / Environment	Equity	Ability to be Implemented
Connectivity	C3	Balance neighborhood needs and trucks movement along Avery; provide turn lane for traffic entering school	●	◐	◐	◐	◐	◐	◐
	C6	Create a street between Boones Ferry and Bridgeport	●	◐	○	○	○	○	○
	C7	Extend 65th to the north	●	●	◐	●	◐	◐	○
Bicycle/Pedestrian	D2	Add pedestrian islands on Boones Ferry, near Byrom Elementary and Tualatin HS	○	◐	◐	○	◐	◐	◐
	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	●	◐	●
	D6	Add multi-use path as part of Tualatin Trail	●	●	●	◐	●	◐	◐
	D7	Provide focused pedestrian crossing improvements along Tualatin Road	○	●	●	○	●	◐	◐
	D8	Add bike facilities and continuous sidewalks along Graham's Ferry	●	●	◐	N/A	◐	◐	◐
	D9	Build the Tonquin Trail	●	●	●	●	●	●	●
	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	◐	◐	◐	◐
Other	F2	Remove NB right turn signal on Tualatin out of Police Station	○	○	N/A	N/A	N/A	N/A	◐

Transit Preliminary Project Evaluation

	ID	Project Idea	Access / Mobility	Safety	Vibrant Community	Economy	Health / Environment	Equity	Ability to be Implemented
Bus	A1	Provide bus transit service on Herman 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 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	◐	◐	◐	●	◐
	A7	Provide a shuttle or trolley service between Bridgeport Village and Commons area, especially for weekend service	●	N/A	●	●	◐	●	◐
	A8	Provide a loop bus route around the city	●	N/A	●	◐	◐	●	○
	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	●	◐	◐	◐	○
	A13	General – use more energy efficient buses	N/A	N/A	N/A	N/A	●	N/A	○
	A14	Coordinate TriMet and SMART bus schedules with WES schedule	○	N/A	N/A	◐	◐	◐	◐
A16	Add stops on higher volume bus routes	○	N/A	●	N/A	◐	◐	○	
Rail	B1	Add more bicycle storage at the WES station	◐	N/A	N/A	N/A	N/A	N/A	○
	B2	Provide rail or high capacity bus transit service on Tualatin-Sherwood Road	●	N/A	◐	●	◐	●	◐

	ID	Project Idea	Access / Mobility	Safety	Vibrant Community	Economy	Health / Environment	Equity	Ability to be Implemented
Rail	B4	Build an elevated pedestrian bridge to connect the Tualatin park-and-ride with shopping at Bridgeport Village	☐	N/A	○	N/A	N/A	○	○
Land Use	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	●	N/A	●	●	☐	●	☐
Park-and-Ride	D1	Look for potential park-and-ride locations in west Tualatin	☐	N/A	●	☐	●	●	☐
	D2	Look for potential park-and-ride locations in south Tualatin	☐	N/A	●	N/A	●	●	☐
	D3	Add parking capacity at Tualatin Park-and-Ride - Potential structure	☐	N/A	☐	●	○	●	☐
	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	●	●	☐

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 Multi-use path between Borland Rd and Nyberg Ln
- A3 Improve visibility and safety near schools at crosswalks
- A4 Improve visibility at crosswalk at Siletz Dr & Boones Ferry Rd
- A6 General – Provide 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

Projects from Previous Plans

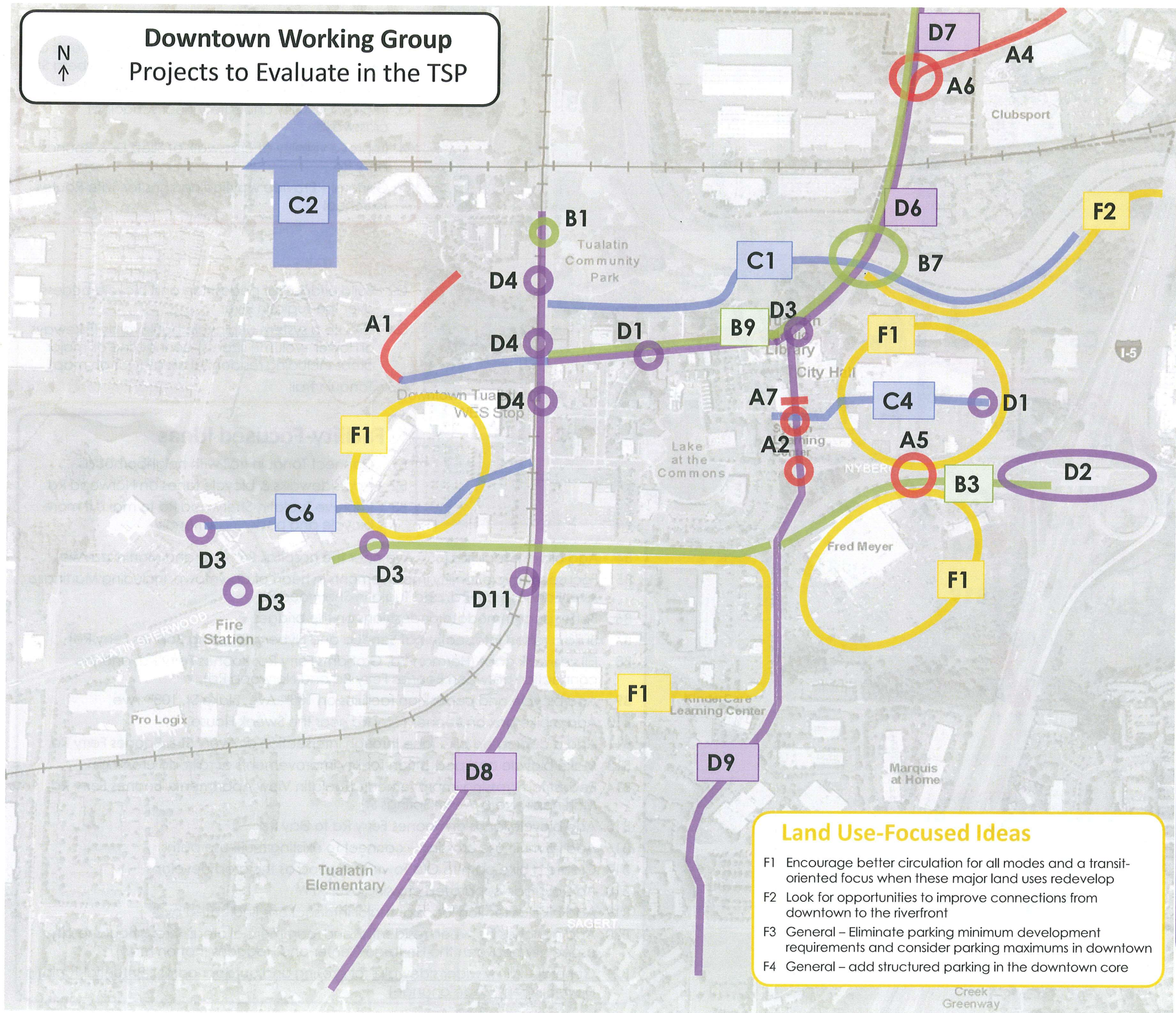
- P1 Add bike lanes on Wilkes Rd (2001 TSP)
- Build planned multi-use & pedestrian paths (Bike Plan, Greenway Development, & Parks Plan)

Existing Facilities

- Existing multi-use paths
- Existing pedestrian paths

- 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 I-5 multi-use crossing – connect to existing multi-use paths
- 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)

**Downtown Working Group
Projects to Evaluate in the TSP**



- 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
 - 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 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 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 crossing on Boones Ferry Road at Tonka

- 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

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 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.
- A7 Remove northbound right turn light 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
- A13 Widen Boones Ferry Rd through downtown

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

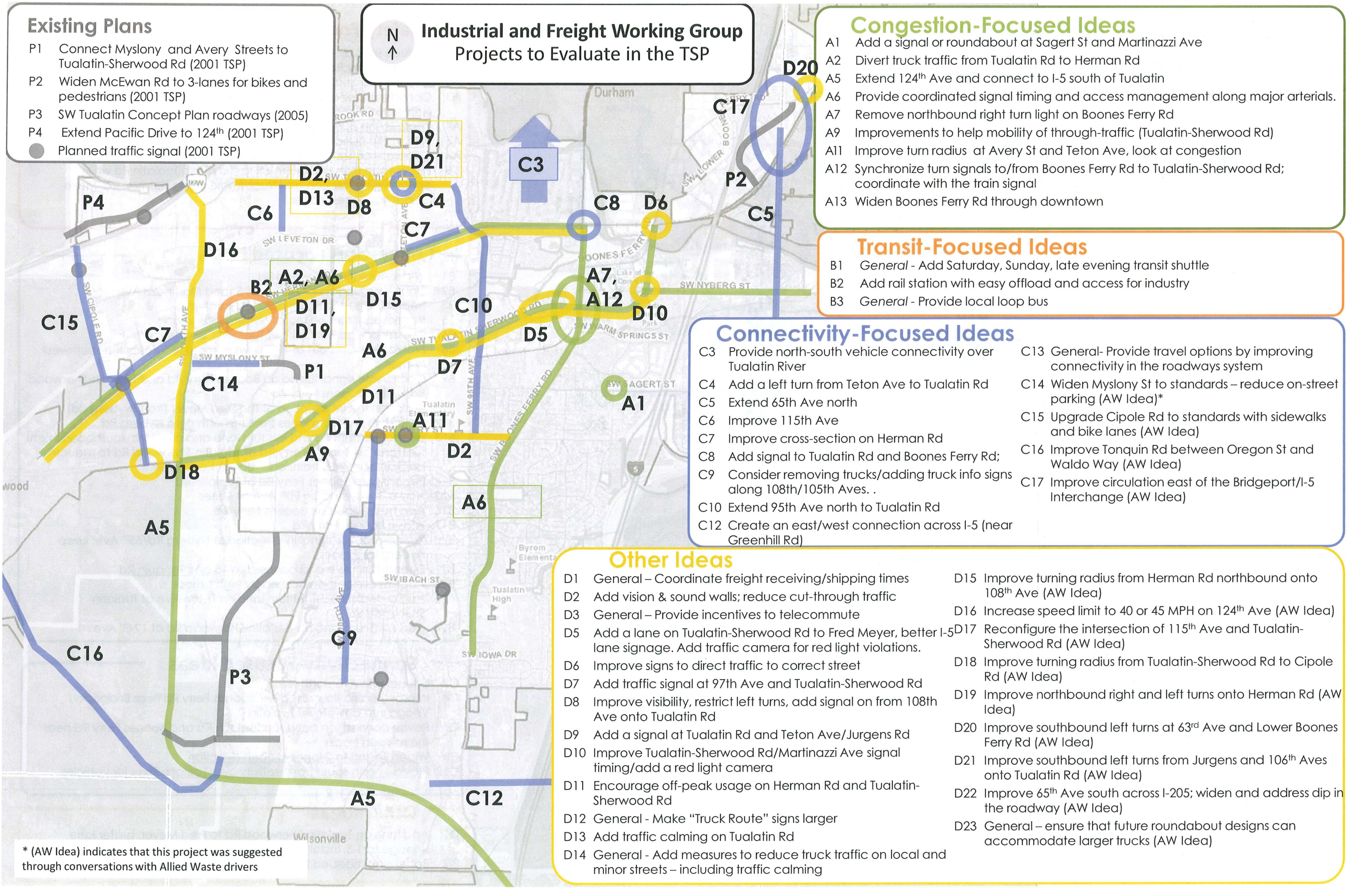
Connectivity-Focused Ideas

- C3 Provide north-south vehicle connectivity over Tualatin River
- 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
- C8 Add signal to Tualatin Rd and Boones Ferry Rd;
- C9 Consider removing trucks/adding truck info signs along 108th/105th Aves. .
- C10 Extend 95th Ave north to Tualatin Rd
- C12 Create an east/west connection across I-5 (near Greenhill Rd)
- C13 General- Provide travel options by improving connectivity in the roadways system
- C14 Widen Myslony St to standards – reduce on-street parking (AW Idea)*
- C15 Upgrade Cipole Rd to standards with sidewalks and bike lanes (AW Idea)
- C16 Improve Tonquin Rd between Oregon St and Waldo Way (AW Idea)
- C17 Improve circulation east of the Bridgeport/I-5 Interchange (AW Idea)

Other Ideas

- D1 General – Coordinate freight receiving/shipping times
- D2 Add vision & sound walls; reduce cut-through traffic
- D3 General – Provide incentives to telecommute
- D5 Add a lane on Tualatin-Sherwood Rd to Fred Meyer, better I-5 lane signage. 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, add signal on 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
- D13 Add traffic calming on Tualatin Rd
- D14 General - Add measures to reduce truck traffic on local and minor streets – including traffic calming
- D15 Improve turning radius from Herman Rd northbound onto 108th Ave (AW Idea)
- D16 Increase speed limit to 40 or 45 MPH on 124th Ave (AW Idea)
- D17 Reconfigure the intersection of 115th Ave and Tualatin-Sherwood Rd (AW Idea)
- D18 Improve turning radius from Tualatin-Sherwood Rd to Cipole Rd (AW Idea)
- D19 Improve northbound right and left turns onto Herman Rd (AW Idea)
- D20 Improve southbound left turns at 63rd Ave and Lower Boones Ferry Rd (AW Idea)
- D21 Improve southbound left turns from Jurgens and 106th Aves onto Tualatin Rd (AW Idea)
- D22 Improve 65th Ave south across I-205; widen and address dip in the roadway (AW Idea)
- D23 General – ensure that future roundabout designs can accommodate larger trucks (AW Idea)

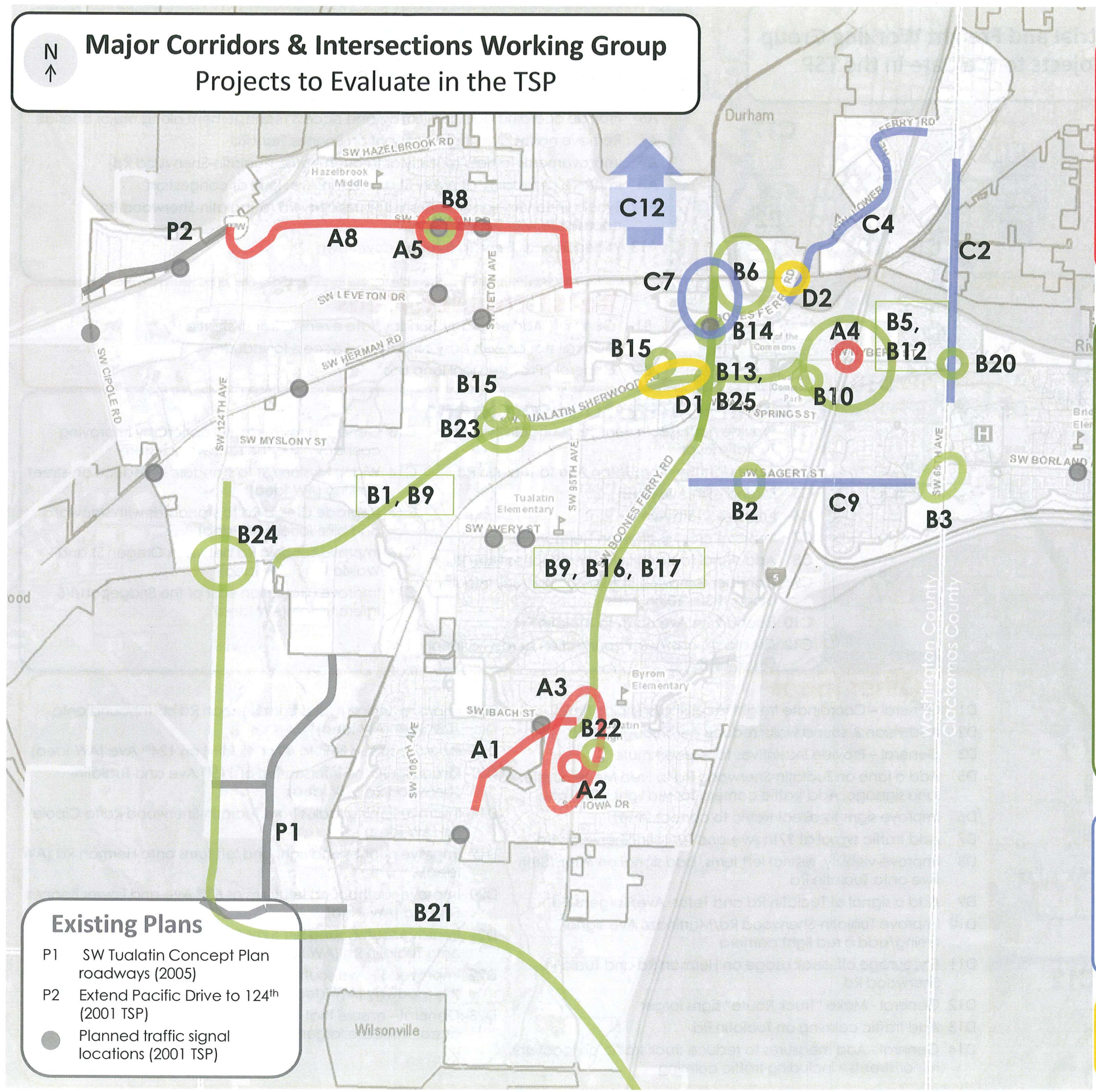
* (AW Idea) indicates that this project was suggested through conversations with Allied Waste drivers





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 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)
- 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
- 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

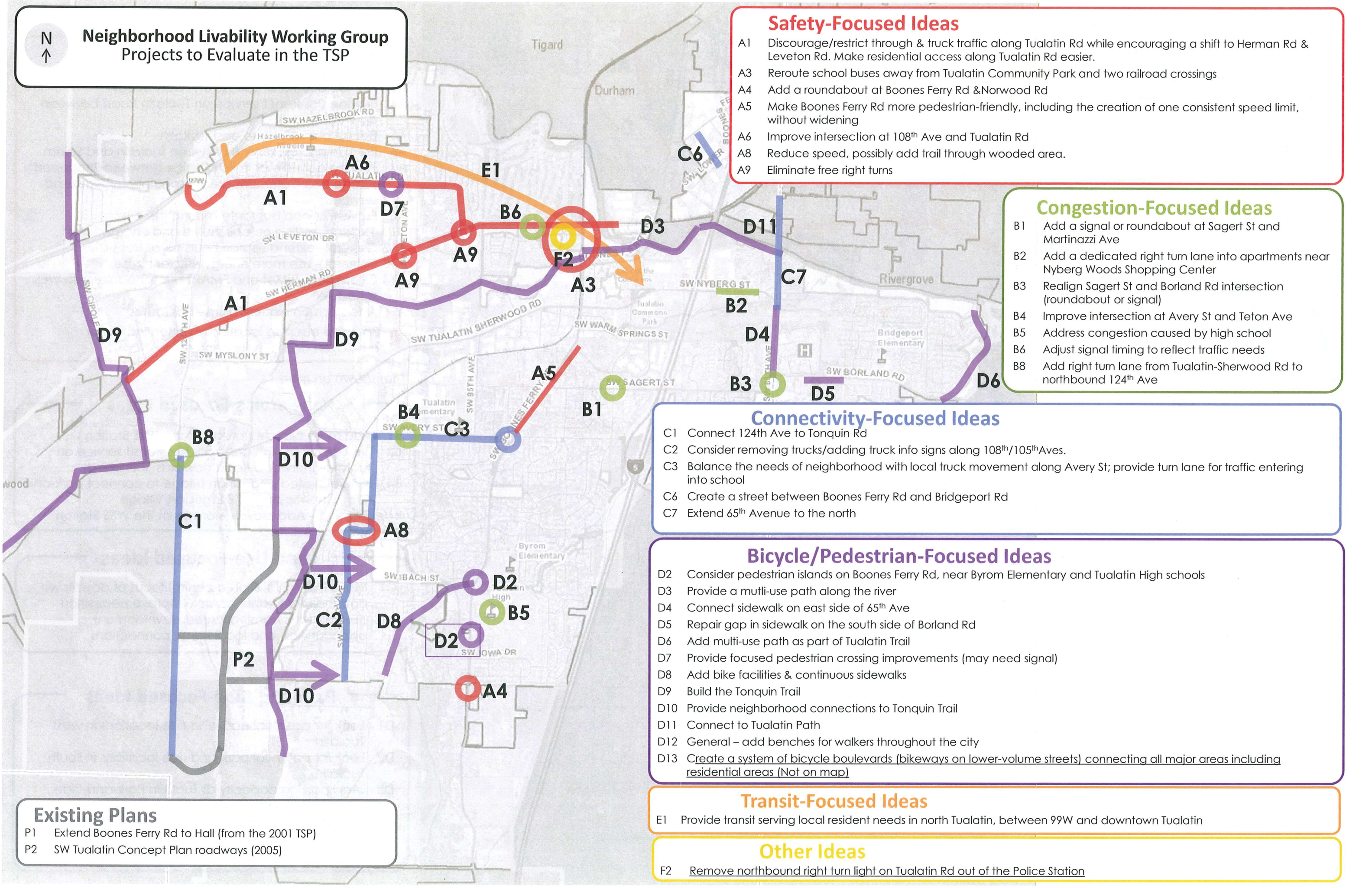
- D1 Add lane on Tualatin-Sherwood Rd to Fred Meyer, better lane signage for I-5. Install traffic camera for signal violations.
- D2 Better signs needed to direct traffic to correct street

Existing Plans

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



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 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, possibly add trail through wooded area.
- A9 Eliminate free right turns

Congestion-Focused Ideas

- B1 Add a signal or roundabout at Sagert St and Martinazzi Ave
- B2 Add a dedicated right turn lane into apartments near Nyberg Woods Shopping Center
- B3 Realign Sagert 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 Consider removing trucks/adding truck info signs along 108th/105th Aves.
- 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 Extend 65th Avenue to the north

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
- D9 Build the Tonquin Trail
- D10 Provide neighborhood connections to Tonquin Trail
- D11 Connect to Tualatin Path
- D12 General – add benches for walkers throughout the city
- D13 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

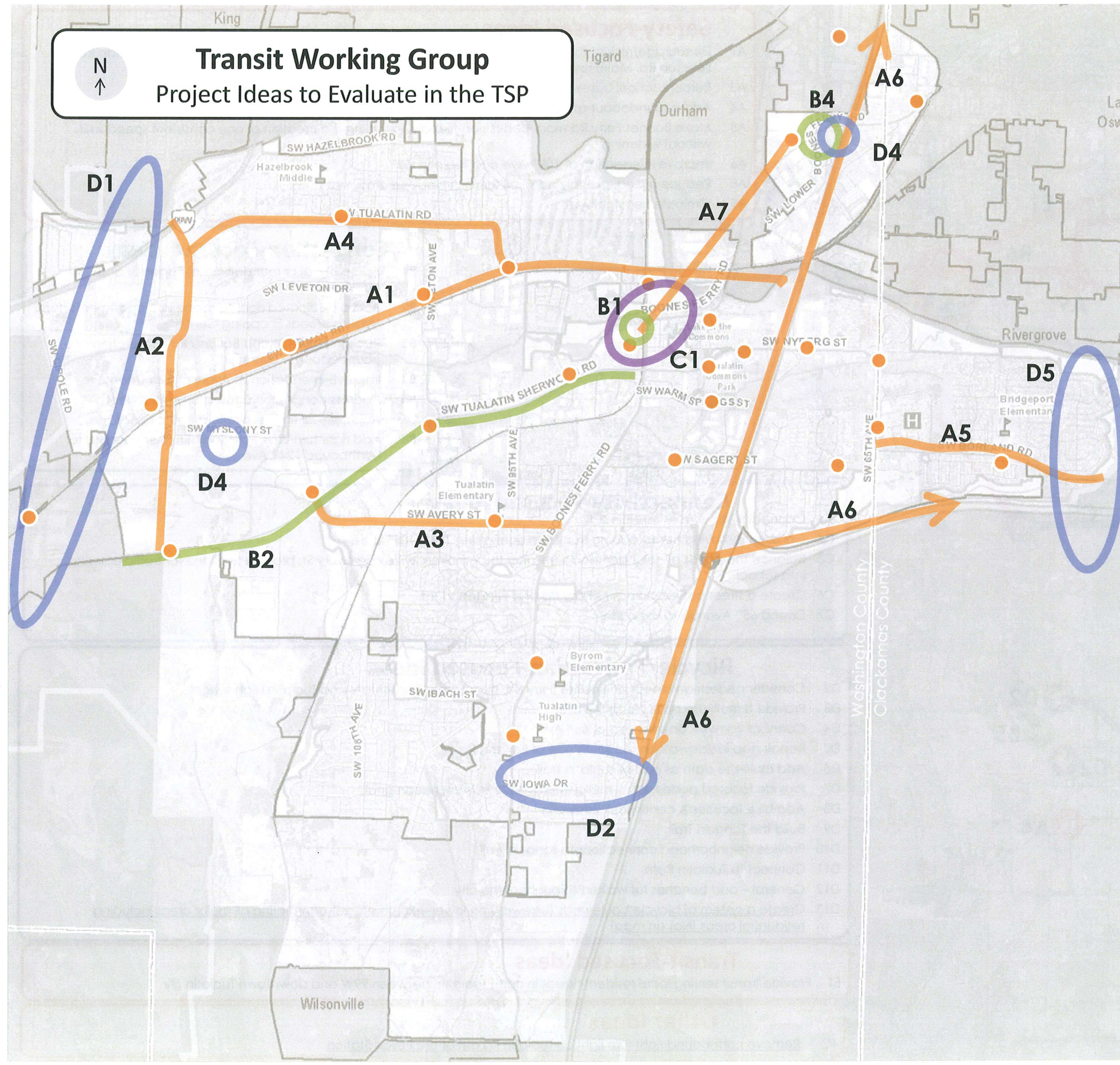
- F2 Remove northbound right turn light on Tualatin Rd out of the Police Station

Existing Plans

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

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 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-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

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 travel times, provide travel time reliability, provide a functional and smooth transportation system, and promote access for all users.	<p>Improve travel time reliability/ provide travel information for all modes including freight and transit</p> <p>Provide efficient and quick travel between point A and B</p> <p>Provide connectivity within the City between popular destinations and residential areas</p> <p>Accommodate future traffic, bicycle, pedestrian, and transit demand</p> <p>Reduce trip length and potential travel times for motor vehicles, freight, transit, bicycles, and walking</p> <p>Improve comfort and convenience of travel for all modes including bicycles, pedestrians, and transit users</p> <p>Increase access to key destinations for all modes</p>
Safety	Improve safety for all users, all modes, all ages, and all abilities within the City of Tualatin.	<p>Address known safety locations, including high crash locations for motor vehicles, bicycles, and pedestrians</p> <p>Address geometric deficiencies that could affect safety including intersection design, location and existence of facilities, and street design</p> <p>Ensure emergency vehicles are able to provide services throughout the City to support a safe community</p> <p>Provide a secure transportation system for all modes</p>
Vibrant Community	<p>Allow for a variety of alternative transportation choices for citizens of and visitors to Tualatin to support a high quality of life and the livability of the community.</p> <p>Produce a plan which respects and preserves neighborhood values and identity.</p>	<p>Create a variety of safe options for transportation needs including bicycling, pedestrians, transit, freight, and motor vehicles</p> <p>Provide complete streets that include universal access through pedestrian facilities, bicycle facilities and transit on some streets</p> <p>Support a livable community with family-friendly neighborhoods</p> <p>Maintain a small town feel</p>
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.	<p>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</p> <p>Consider access to transit for all users</p>

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



STAFF REPORT

CITY OF TUALATIN

TO: Tualatin Planning Commission Members

THROUGH: Alice Rouyer, Community Development Director

FROM: Ben Bryant, Management Analyst

DATE: 06/05/2012

SUBJECT: Basalt Creek Transportation Planning / SW 124th Avenue Alignment

ISSUE BEFORE TPC:

1. Review the Executive Summary of the Basalt Creek Transportation Refinement Evaluation Report
2. Review the SW 124th Avenue extension alignment

EXECUTIVE SUMMARY:

1. BASALT CREEK TRANSPORTATION REFINEMENT EVALUATION REPORT

Background

In an effort to ensure that the extension of SW 124th Avenue functions effectively, the City of Tualatin has been collaborating with the City of Wilsonville, Washington County, Metro, and the Oregon Department of Transportation (ODOT) to solidify a transportation network in the Basalt Creek Planning Area. After a couple of workshops with staff members and elected officials from the partnering agencies, a few concepts were presented to improve transportation between SW 124th Avenue and I-5. In addition to the City Council's review of these concepts on January 9th, they were shared with residents at open houses in December, February, and March.

Since February, the technical staff has incorporated input from the public and conducted a more detailed analysis of the concepts. A draft Executive Summary of the full Basalt Creek Transportation Refinement Evaluation Report is included in Attachment B.

Next Steps

July 9: City Council Presentation of Traffic Modeling Results
Late July: Policy Advisory Group (Recommend Final Decision)

2. SW 124th AVENUE EXTENSION ALIGNMENT

Background

Last April, at the recommendation of the Tualatin Planning Commission, the City Council adopted a set of ordinances to implement the Southwest Tualatin Concept Plan. One of the most significant public infrastructure investments that was identified in this plan is the extension of SW 124th from Tualatin-Sherwood Road to Tonquin Road. The purpose of the extension of SW 124th is to facilitate employment growth in the planning area and help improve transportation connections between Highway 99W, Tualatin-Sherwood Road, and I-5 once road improvements in the Basalt Creek area are also made. As envisioned in the plan, the alignment of SW 124th would follow a north-south straight alignment (Attachment C).

Alignment Constraints

The long-term vision to have SW 124th follow a relatively straight line has significant short-term constraints. Most notably, the southernmost section (approximately half-mile) of the straight alignment is currently an active quarry (Knife River). The timing of the closure and reclamation of this aggregate mineral mining site is unknown at this time. As a result of this site, this section of road presents substantial topographical constraints. In addition, Knife River supports local jobs and produces critical materials for the regional construction industry.

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

Short-Term "Interim" Alignment

Given the alignment constraints, Washington County is moving forward with an interim alignment (Attachment D). This alignment was recommended by the "124th Interested Parties Group" which is comprised of local property owners, businesses, citizens, along with technical staff members from Washington County and the City of Tualatin. The group felt that this alignment minimized the acres of properties that would become undevelopable. Further, this alignment only crosses the power line easement once, thus decreasing cost. This recommendation was further supported by comments received from the Tualatin City Council, residents at two open houses, and a Tualatin CIO 5 meeting.

In the short-term, each concept would be constructed as a two-lane road with eight foot shoulders to allow safe bike and pedestrian travel. An example picture of the future build-out can be found in Attachment E.

In addition to the "interim" alignment, Washington County has proposed improvements to Tonquin Road. Mainly, improvements include straightening out the curve where SW 124th is anticipated to intersect with Tonquin Road.

Long-Term Alignment

Although Washington County is working on a short-term solution, their long range transportation system plan will keep SW 124th as a straight road from Tualatin-Sherwood Road to Tonquin. Once Knife River ceases mining operations and reclaims the site, Washington County and the City of Tualatin can work to construct the remaining southern portion. The southern portion of the "interim" alignment can then be used as part of SW 115th, in an effort to



Basalt Creek Transportation Refinement Report Findings

Tualatin Planning Commission

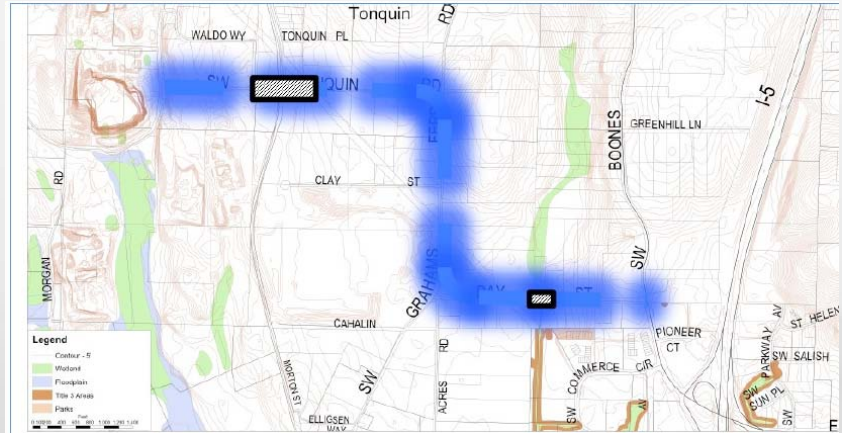
June 5, 2012



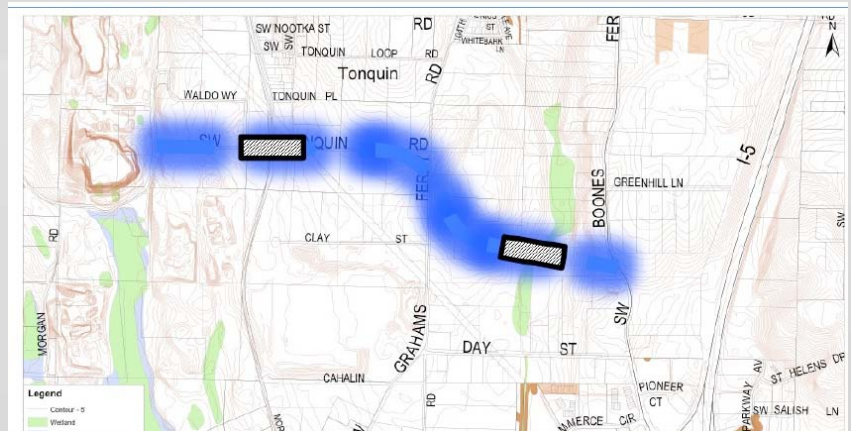
City of Tualatin

Basalt Creek Concepts

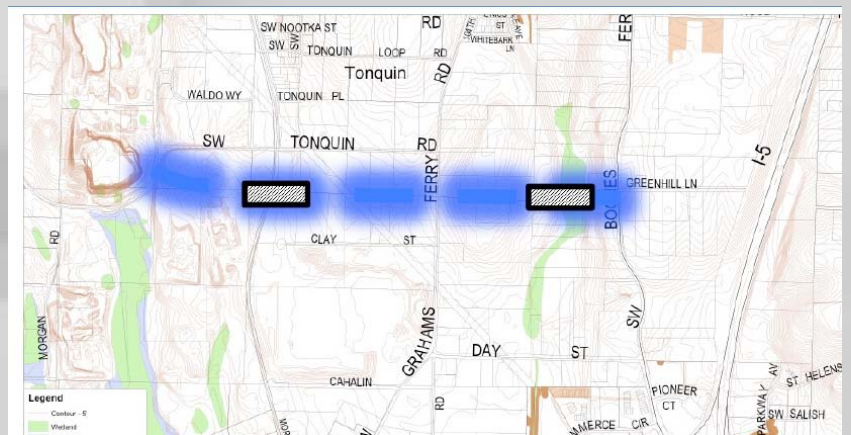
Concept 1:
Improve Existing
Roads



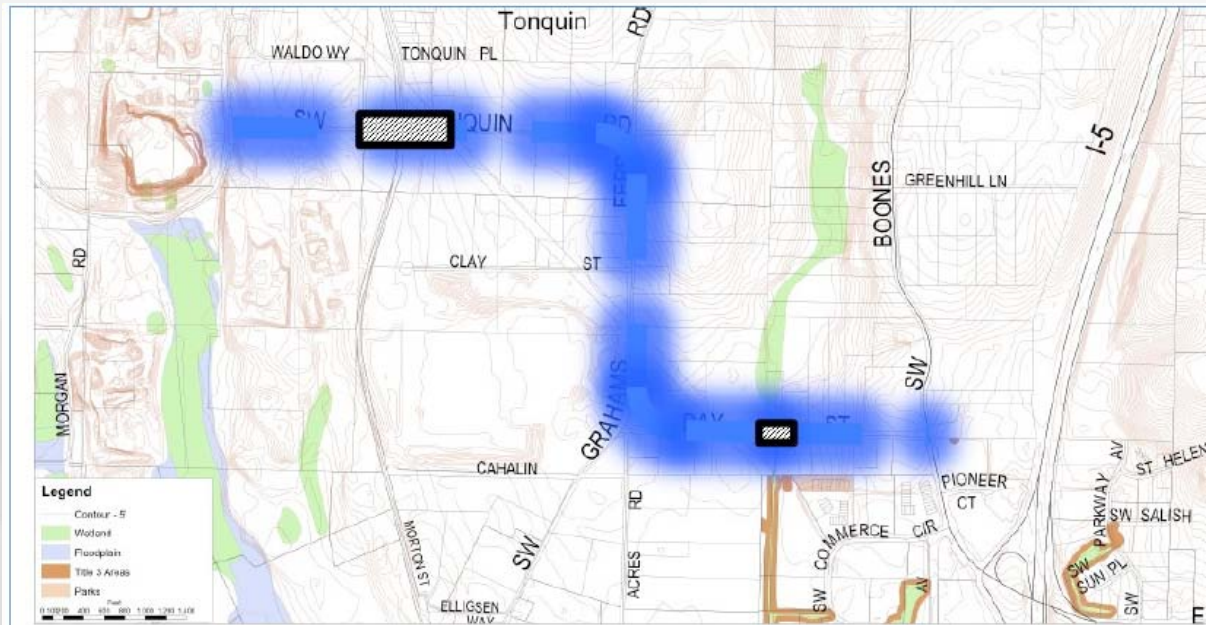
Concept 2:
Diagonal
Alignment



Concept 3:
East-West
Alignment



Concept 1: Improve Existing



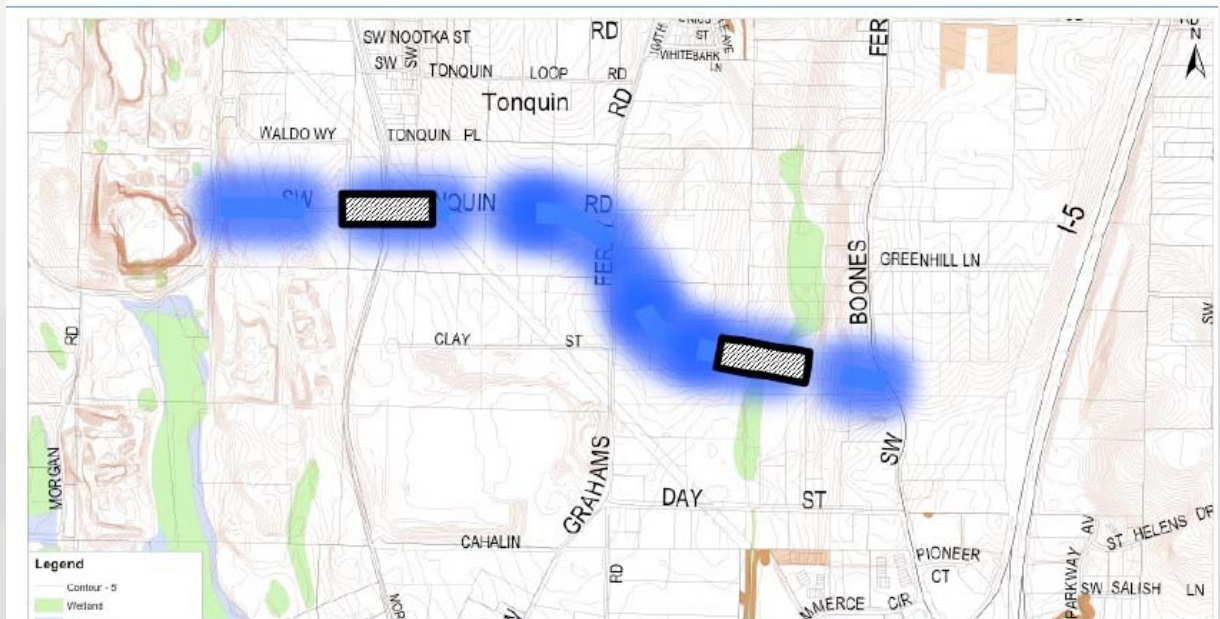
Improvements Include:

- Widening Tonquin, Grahams Ferry, and Day to 5 lanes
- Two new bridges (over railroad tracks & creek)

Findings:

- Provides adequate mobility for next 20 years
- Does not provide adequate mobility for planned growth in the metropolitan region through 2035

Concept 2: Diagonal Alignment



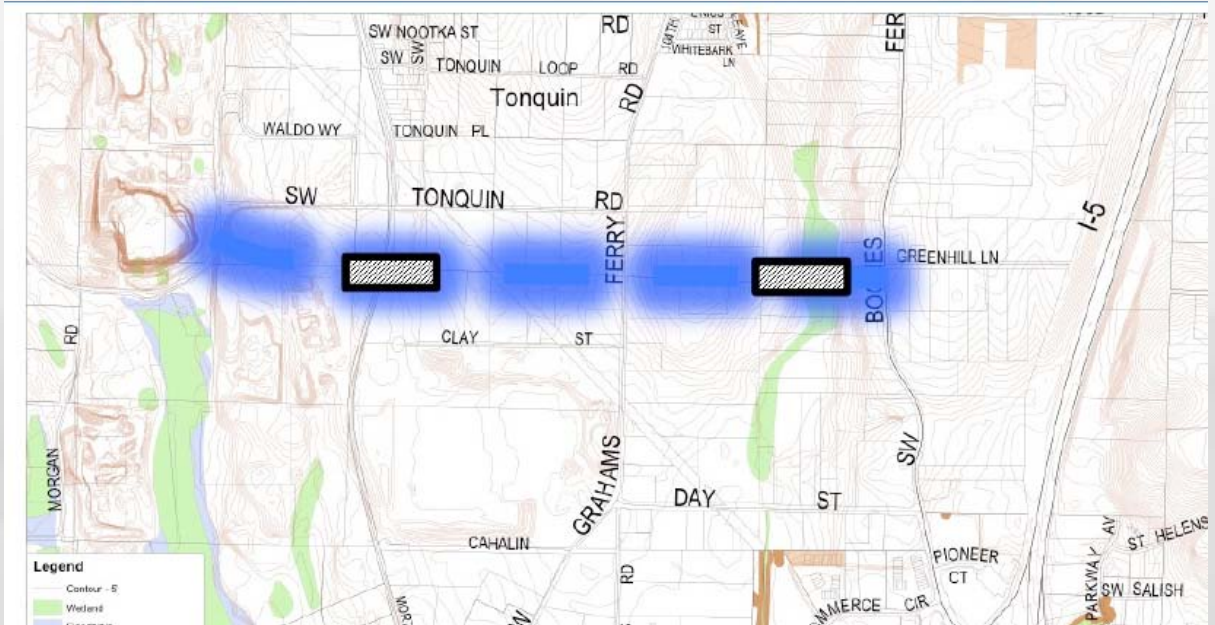
Improvements Include:

- New 5-lane Tonquin extension between Grahams Ferry and Boones Ferry
- Widens Grahams Ferry and Boones Ferry (south of new arterial), Tonquin, and Day to 5 lanes
- Two new bridges (over railroad tracks & creek)

Findings:

- Provides adequate mobility for next 20 years
- Single east-west arterial corridor west of Grahams Ferry does not provide adequate mobility for planned growth in the metropolitan region through 2035

Concept 3: East-West Alignment



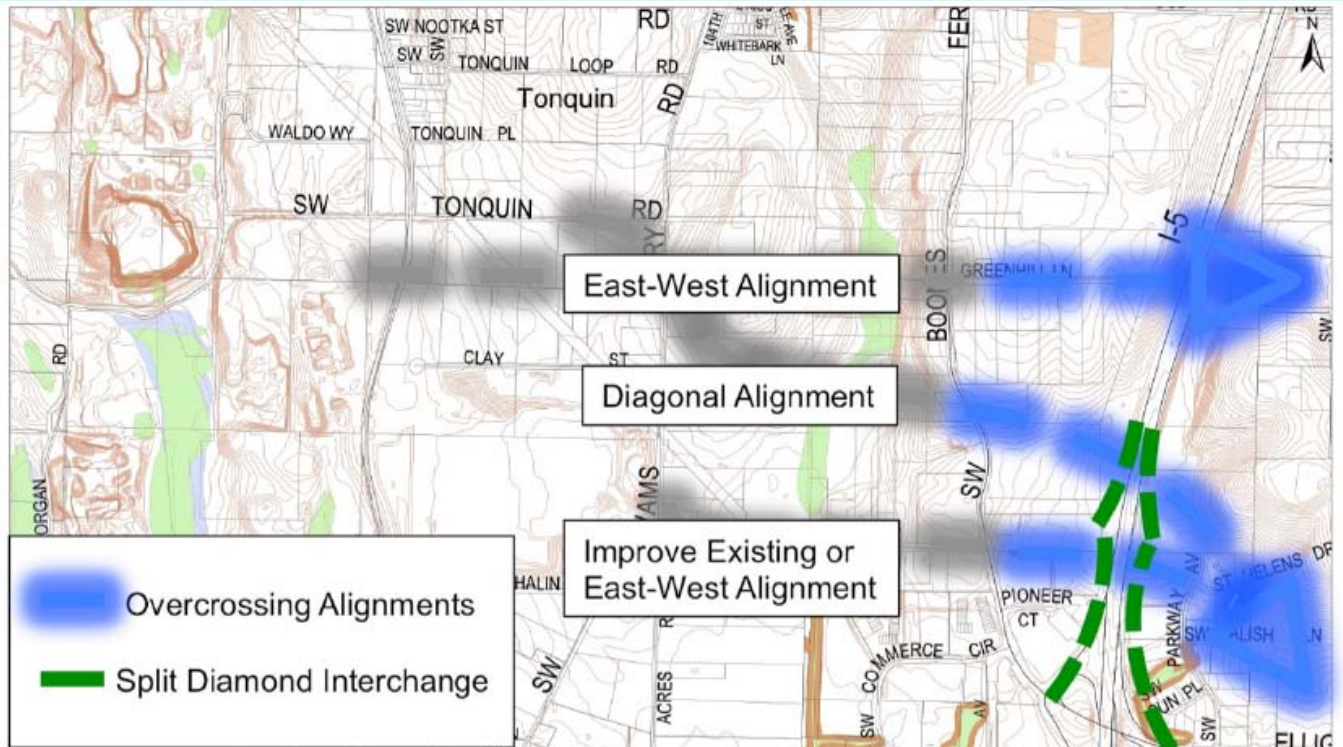
Improvements Include:

- New 5-lane facility between future 124th Avenue and Boones Ferry south of Tonquin Road
- Widens Grahams Ferry and Boones Ferry (south of new arterial), and Day to 5 lanes
- Two new bridges (over railroad tracks & creek)

Findings:

- Provides adequate mobility for next 20 years
- Requires new I-5 overcrossing to provide adequate mobility for planned growth in the metropolitan region through 2035

I – 5 Connection Concepts



All Concepts: Will require improvements along Boones Ferry Road at I-5 to meet interchange mobility standards in the future

Diagonal Concept: With new I-5 overcrossing, still would not meet mobility needs for planned growth in the metropolitan region through 2035

East-West Concept: Requires two new I-5 overcrossings (on east-west alignment and at Day Road) to meet mobility needs for planned growth in the metropolitan region through 2035.

Evaluation Findings

Evaluation Measure	Network Concepts			I-5 Interface Concepts			
	East-West	Diagonal	Improve Existing	Improve Existing Inter-change	Day/Diagonal Over-crossing	Northern Over-crossing	Split Diamond Inter-change
Cost	\$139M	\$130M	\$82M	\$0.5M	\$34-44M	\$38M	\$48M
Ability to Phase	+	+	+	+	+	✓	-
Supportive of Development	+	✓	-	+	✓	+	✓
Environmental Impact	-	--	+	+	+	+	✓
Consistency with RTP	+	+	✓	+	+	✓	✓
Traffic Operations	+	-	--	+	+	+	-
Constructability	+	✓	+	+	✓	+	-

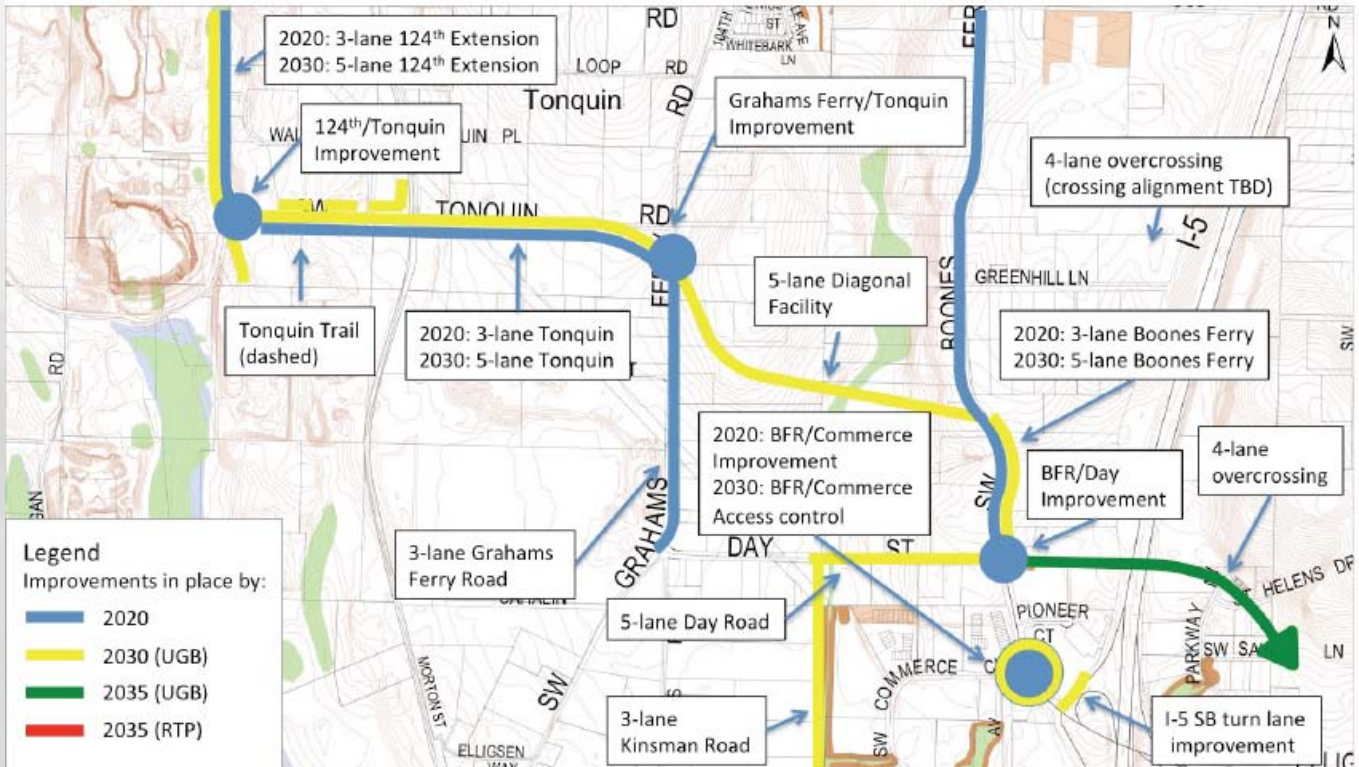
Sources: DKS Associates and Quincy Engineering, 2012

+ Performs well ✓ Performs adequately - Does not perform well -- Performs poorly




Highlights

- Only the East-West Alignment provides acceptable traffic operations under 2035 growth assumptions
- East-West Alignment significantly reduces the number of vehicles in downtown Tualatin, including Tualatin-Sherwood Road
- East-West Alignment increased traffic volumes on Tualatin-Sherwood Road west of 124th Avenue
- Day Road overcrossing is effective mid-term; however, Greenhill overcrossing is needed by 2035

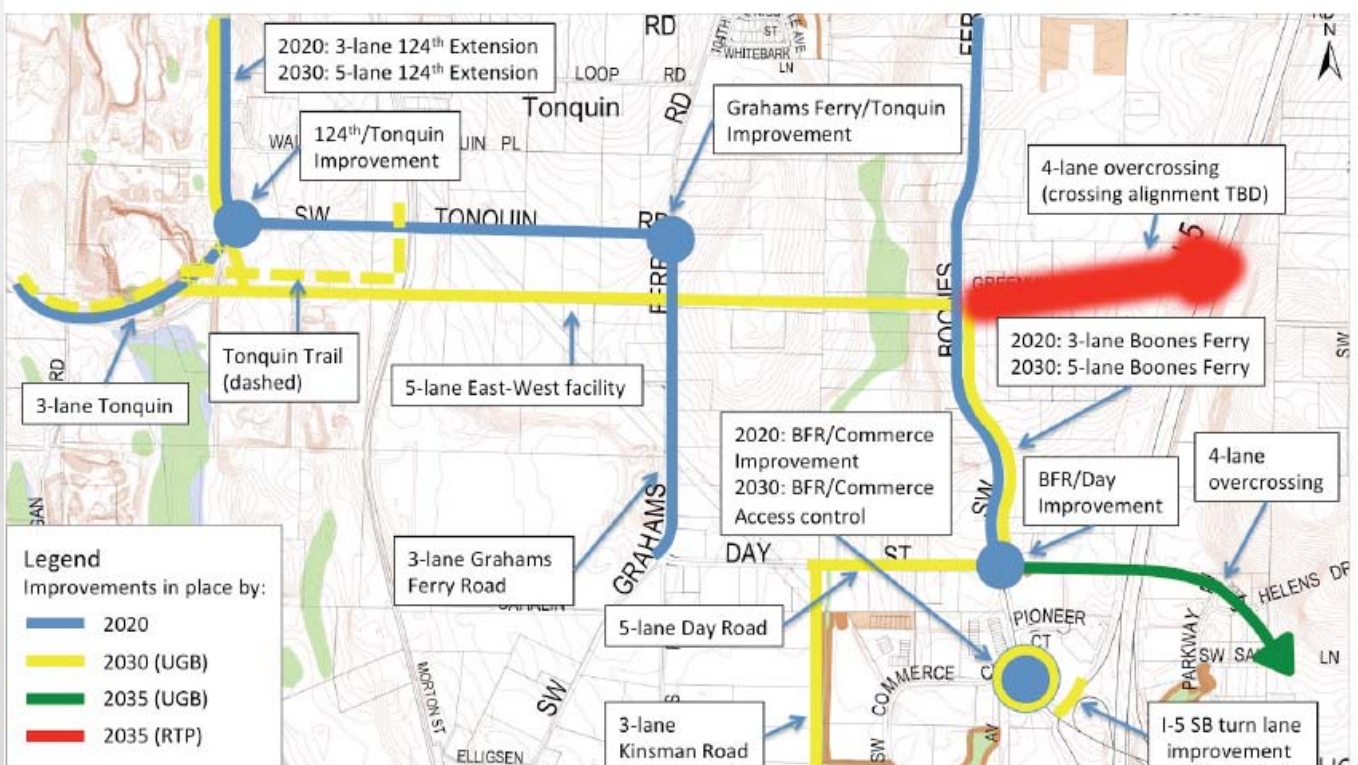
Diagonal Concept Phasing



Cost Estimates

Map Legend	Phasing Year	Diagonal Concept
	2020	\$49.2 Million
	2030	\$80.6 Million
	2035 (UGB Growth)	\$33.7 – \$44.1 Million
	Total	\$165-175 Million

East-West Concept Phasing



Cost Estimates

Map Legend	Phasing Year	East-West Concept
	2020	\$49.2 Million
	2030	\$89.2 Million
	2035 (UGB Growth)	\$33.7 – \$44.1 Million
	2035 (Urban Reserves Growth)	\$38 Million
	Total	\$210-\$220 Million



SW 124th Avenue Extension Alignments

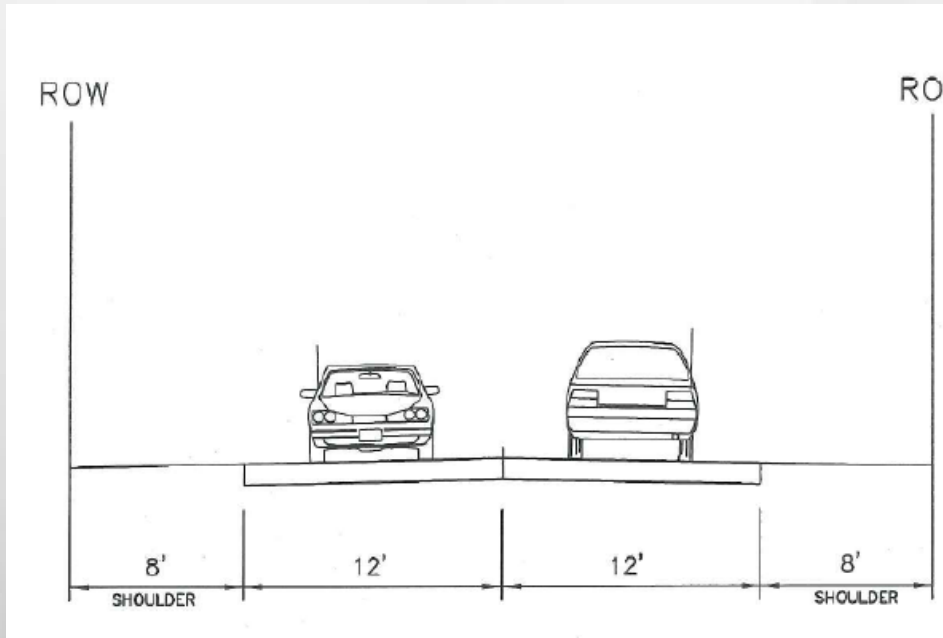
Tualatin Planning Commission

June 5, 2012



City of Tualatin

SW 124th Avenue Concepts



Executive Summary

This report documents the background, purpose, development of alternatives, and findings for the Basalt Creek Transportation Refinement Plan. The refinement planning effort is intended to determine the major transportation system connecting Tualatin-Sherwood Road to I-5 in North Wilsonville through the Basalt Creek Planning Area, which is currently an unincorporated urban area of Washington County lying between the cities of Tualatin to the north, and Wilsonville to the south (see Figure 1 on next page). This refinement will better define recommendations from the I-5/99W Connector Study (see below) and the Regional Transportation Plan, setting the stage for concept planning and comprehensive plan development for the Basalt Creek area.

Project Background and Purpose

The need to plan for the future transportation system in the Basalt Creek area is driven not only by future growth in the Basalt Creek Planning area itself, but by future growth in adjacent areas such as the Southwest Tualatin Concept Planning Area and the Tonquin Employment Planning Area, also shown in Figure 1. Several related planning efforts provide direction and context for the Basalt Creek Transportation Refinement Plan:

- The **I-5/99W Connector Study** recommended an alternative that spreads east-west traffic across three smaller arterials rather than a single expressway. Although a specific alignment was not defined, the eastern end of the southern arterial was generally located within the Basalt Creek Planning Area, south of Tonquin Road. The present planning effort aims to further define the location of the connection from SW 124th Avenue to the I-5/Elligsen interchange in a manner that does not preclude the future Southern Arterial west of SW 124th.
- The **2035 Regional Transportation Plan (RTP)** calls for detailed project planning and near-term construction of an extension of SW 124th Avenue from Tualatin-Sherwood Road to the I-5/Elligsen Road interchange, supporting industrial access from the Tonquin, Southwest Tualatin, and Basalt Creek Planning Areas.
- The **Tonquin Employment Area, Southwest Tualatin Concept Planning Area, and Coffee Creek Planning Area** (all shown in Figure 1) together comprise about 1,000 acres surrounding the Basalt Creek area that are planned for primarily industrial use. These areas are expected to generate growing freight and work-related travel demands on the transportation network that runs through the Basalt Creek area.

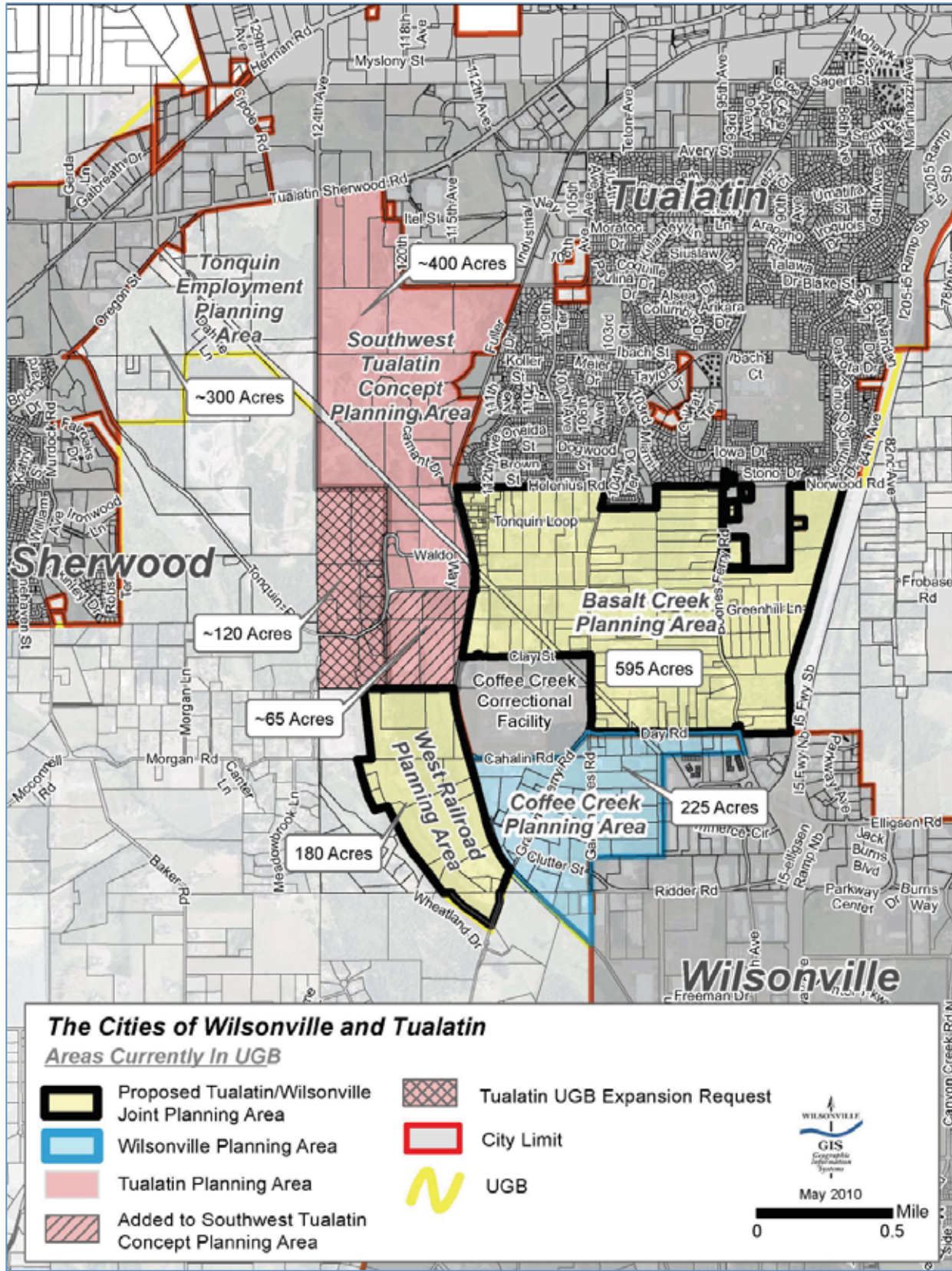


Figure 1: Basalt Creek and other planning areas

- The **SW 124th Avenue Extension** Project, currently underway, is planning and designing the corridor described in the RTP from Tualatin-Sherwood Road to Tonquin Road. The present planning effort aims to extend the corridor to I-5 as envisioned in the RTP and ensure consistency with current SW 124th Avenue project.
- The **Boones Ferry Road** improvement project, also currently underway, provides pedestrian and bicycle improvements and an intermittent center turn lane between Norwood Road and Day Road. It is an assumed improvement for the Basalt Creek area.
- The **Tonquin Trail** master plan identifies an alignment for new bicycle and pedestrian connections between Sherwood, Tualatin, and Wilsonville, with connections to the larger regional trail system. The Tonquin Trail will travel through the Tonquin Employment Concept Plan Area and the Southwest Tualatin Concept Plan Area, and is an assumed improvement within the Basalt Creek Transportation Refinement Plan.

Finally, completion of this transportation refinement plan sets the stage for the Cities of Tualatin and Wilsonville to begin joint concept planning for the Basalt Creek area, including further refinement of the local transportation system.

Guiding Considerations

Prior to developing alternatives, partner agencies articulated a set of considerations to guide selection, and preferred characteristics of the primary east-west facility through the area.

- **Guiding considerations** included: ability to fund and phase improvements, level of impacts (environmental, right-of-way, etc.), support for development, consistency with regional policy, and traffic operations performance.
- **Facility characteristics** included: for the primary arterial connection, a 45 mph prevailing speed and access spacing of one-half mile to one mile to improve capacity.

Alternatives Considered

Using the considerations and preferred characteristics described above, the multi-agency group developed alternatives for the major transportation system in the Basalt Creek area. Three roadway network concepts emerged, each featuring a main east-west arterial:

Improve Existing. This concept (Figure 2) proposed to widen Tonquin Road, Grahams Ferry Road, and Day Road to five lanes, providing a single corridor connecting the 124th Avenue Extension to the I-5/Elligsen Road interchange.

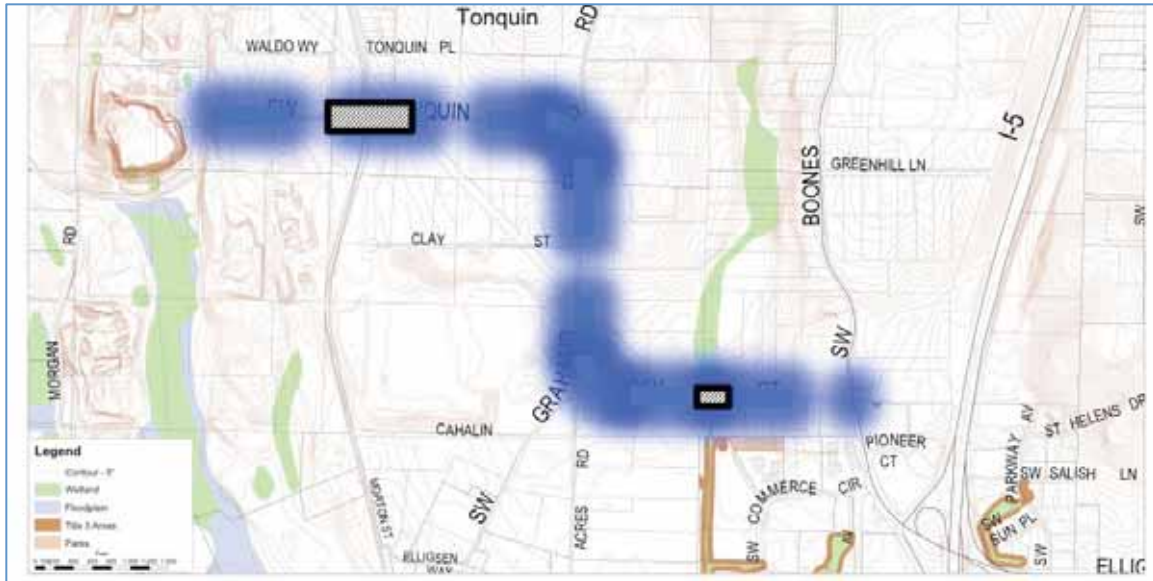


Figure 2: Improve Existing network concept

Diagonal Alignment. This concept (Figure 3) proposed to widen Tonquin Road to five lanes and construct a new, diagonally-aligned facility between the Tonquin/Grahams Ferry intersection and the I-5/Elligsen Road interchange area. Between Grahams Ferry and Boones Ferry, the alignment stays south of a major hill and canyon.¹

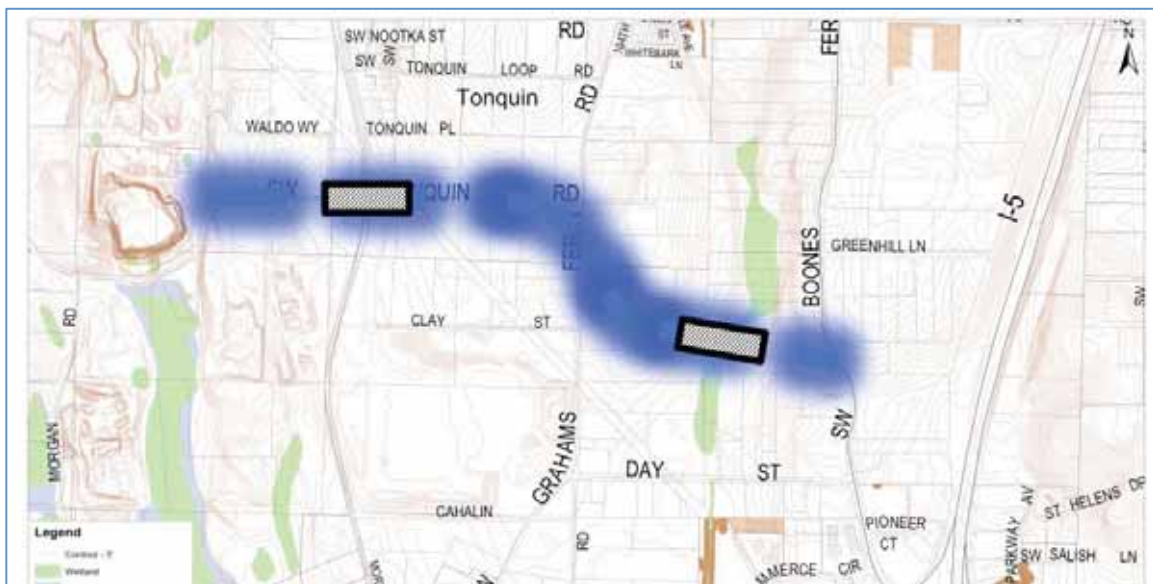


Figure 3: Diagonal Alignment network concept

¹ See Chapter 4 for more detail on topographical considerations.

East-West Alignment. This concept (Figure 4) proposed a new five-lane east-west facility from the 124th Avenue Extension towards I-5, leaving Tonquin Road to develop as a parallel three-lane road for property access. Between Grahams Ferry and Boones Ferry, the alignment crosses over the hill and canyon at an optimal location that minimizes canyon crossing distance.

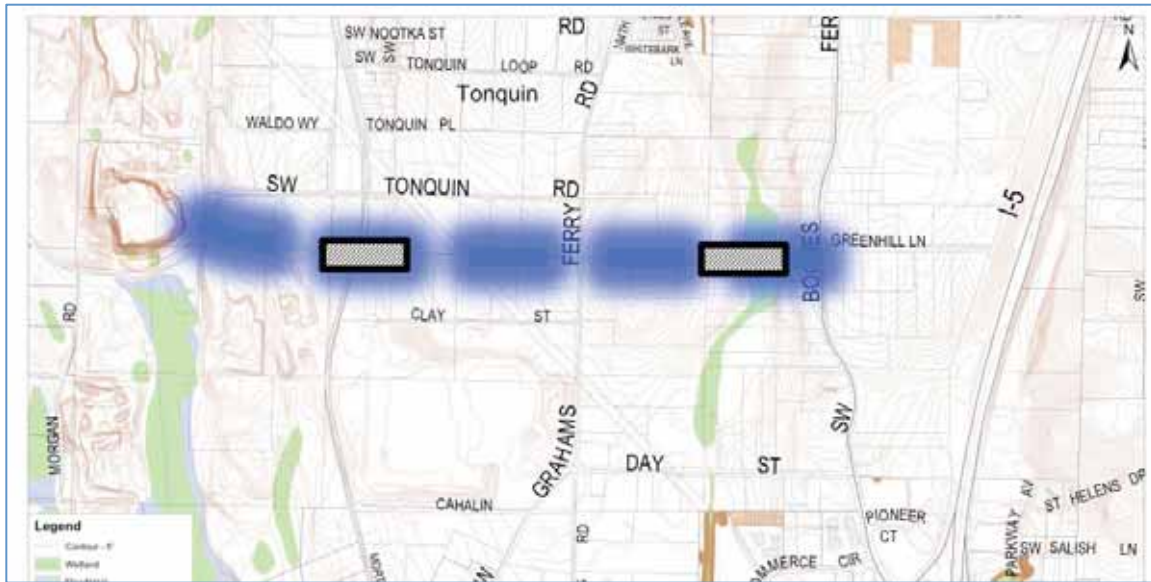


Figure 4: East-West Alignment network concept

Additionally, four I-5 interface concepts were developed:

- **Improve Existing Interchange.** This concept would make incremental improvements to the existing I-5/Elligsen Road interchange configuration, such as widening off-ramps.
- **Overcrossing to Elligsen Road.** This concept would either extend Day Road east over I-5, looping down to Elligsen Road, or extend a new diagonally-aligned facility over I-5 to Elligsen Road.
- **Northern Overcrossing.** This concept would extend a new east-west facility over I-5 in the vicinity of Greenhill Road on the west and Frobase Road on the east, connecting into the Stafford urban reserve area.
- **Split Diamond.** This concept would modify the interchange, moving the I-5 southbound off and I-5 northbound on ramp terminals to a Day Road or Diagonal overcrossing, and provide collector-distributor roads.

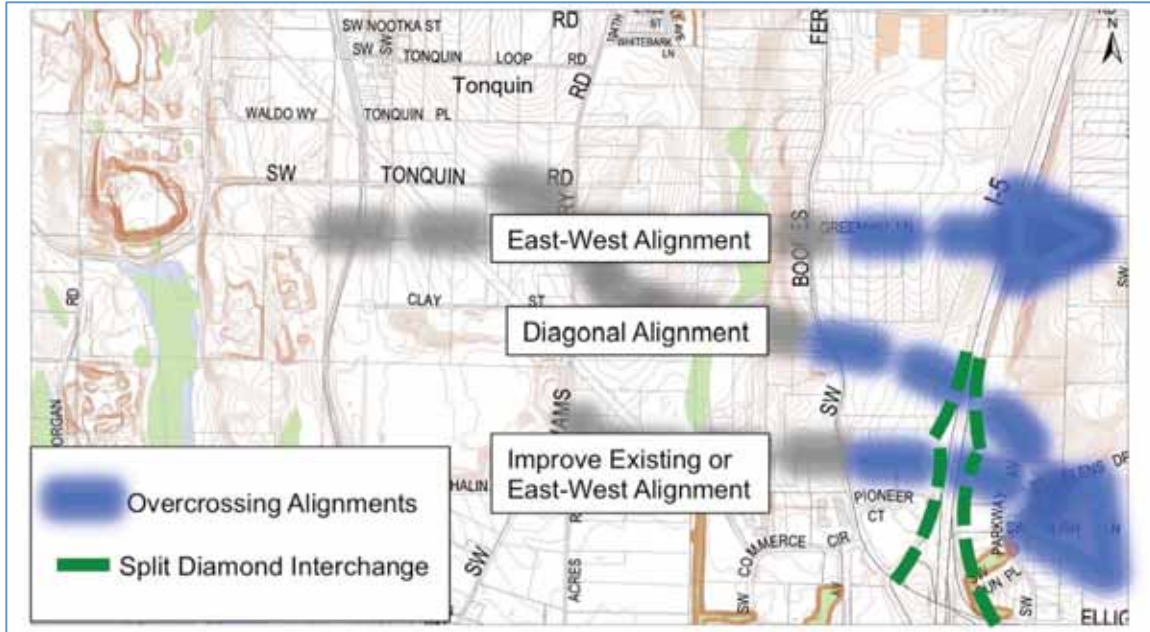


Figure 5: I-5 Interface concepts

Findings

The three network concepts and four I-5 interface concepts were evaluated according to the guiding considerations developed at the beginning of the process. Table 1, below, summarizes how the concepts performed by each evaluation measure. A more detailed evaluation matrix is included at the end of Chapter 4. **Note that the Improve Existing network concept was not evaluated to the same level of detail as the other two concepts**, as initial traffic analysis screening showed that improving existing roads only would not provide acceptable performance in 2035.

Basalt Creek Transportation Refinement Plan Technical Report

Table 1: Evaluation Summary

Evaluation Measure	Network Concepts			I-5 Interface Concepts			
	East-West	Diagonal	Improve Existing	Improve Existing Inter-change	Day/Diagonal Over-crossing	Northern Over-crossing	Split Diamond Inter-change
Cost	\$139M	\$130M	\$82M	\$0.5M	\$34-44M	\$38M	\$48M
Ability to Phase	+	+	+	+	+	✓	-
Supportive of Development	+	✓	-	+	✓	+	✓
Environmental Impact	-	--	+	+	+	+	✓
Consistency with RTP	+	+	✓	+	+	✓	✓
Traffic Operations	+	-	--	+	+	+	-
Constructability	+	✓	+	+	✓	+	-

Sources: DKS Associates and Quincy Engineering, 2012

+ Performs well ✓ Performs adequately - Does not perform well -- Performs poorly

Key findings from the evaluation are:

- Of the network concepts, only the East-West Alignment provides acceptable traffic operations under 2035 conditions, assuming growth in the region's urban reserves areas consistent with Metro's RTP.
- The Improve Existing Interchange concept is a key part of potential improvement phasing, as it improves traffic conditions in north Wilsonville and helps to delay the need for a new I-5 overcrossing, but is insufficient in itself to address needs in 2035.
- All alternatives are compatible with the Tonquin Trail. Roadway cross-sections and right of way purchases for the future roadway network will consider needs for the Tonquin Trail and its connections to the larger regional trail system. This includes incorporating the trail into the design for the railroad overpass for a new east-west roadway, and to provide a potential multi-use path on a future east-west roadway and east-west I-5 overcrossing. The Basalt Creek Transportation Refinement Plan will also meet the needs of bicycle and pedestrian facilities for planned roadways and for crossing of planned roadways.
- The East-West concept, with two overcrossings, creates different traffic patterns in the area in 2035 than the network currently assumed in the RTP (see Chapter 4 of this report for more detail):
 - Compared to the RTP projects, the East-West concept removes a significant number of vehicles from the street network around downtown Tualatin, including Tualatin-Sherwood Road.

- The East-West concept significantly increases vehicle volumes on SW 124th Avenue, and on Tualatin-Sherwood Road west of 124th.
- In north Wilsonville, the East-West concept increases vehicle volumes on Parkway Center Drive, but generally reduces volumes on the west side of the I-5/Elligsen interchange, particularly on Grahams Ferry Road and Ridder Road.
- The Day Road overcrossing to Elligsen Road is effective in drawing traffic off of Boones Ferry Road and Elligsen Road, as well as improving conditions at the I-5/Elligsen Road ramp terminals. This improvement (or the northern overcrossing improvement) would be needed by 2035 regardless of growth in urban reserves areas to provide adequate operation at the I-5/Elligsen Road interchange.
- Assuming the inclusion of urban reserves east of I-5 into the urban growth boundary in 2035, a second overcrossing in the vicinity of Greenhill Road/Frobese Road will be needed to provide new east-west connectivity and to continue to relieve the interchange of through traffic.
- The split diamond interchange concept, as an addition to the two new overcrossings, appears to have no clear traffic operations benefit for the transportation system in the area due to constraints west of I-5. However, any I-5 overcrossing in the vicinity of Day Road should be designed so as not to preclude a future split diamond, with room under the overcrossing for collector-distributor roads.

A complete set of improvements including the primary arterial network, I-5 interface, and the additional projects mentioned above would total up to \$220 million. However, over \$120 million of this total is accounted for by projects already assumed in the financially constrained RTP, and another approximately \$130 million in projects is included in the State RTP (which assumes new revenue sources), such as a five-lane Boones Ferry Road and portions of the I-5 to 99W Southern Arterial (east of 124th Avenue).

Table 2, on the following page, compares cost elements from both the Diagonal and East-West alternatives, as well as the I-5 treatments, to the costs of projects already planned in the RTP. Phasing years shown reflect the year by which a project should be complete in order to maintain acceptable traffic operations in the Basalt Creek area. Full costs for each project are provided by potential phasing year (current dollars), although design and right of way costs could be incurred earlier. The Tonquin Trail is not included, as cost estimates are not yet available, but this project is included in the financially constrained RTP as well. Potential phasing for the Diagonal and East-West alternatives is illustrated in Figures 6 and 7.

Basalt Creek Transportation Refinement Plan Technical Report

Table 2: Cost Estimates for Diagonal and East-West Alignment Alternatives with Potential Improvement Phasing

Improvement	Diagonal Alt Cost (\$M)	East-West Alt Cost (\$M)	Previously Planned?*
2020			
3-lane 124 th Avenue Extension ^a	\$20.0	\$20.0	Federal RTP
Improve Tonquin Road to 3 lanes (124 th Avenue Extension to Grahams Ferry Road) ^b	\$10.5	\$10.5	Federal RTP
Improve Grahams Ferry Road to 3 lanes (Tonquin Road to Day Road) ^b	\$5.4	\$5.4	Federal RTP
Improve Boones Ferry Road to 3 lanes (Norwood Road to Day Road) ^a	\$10.8	\$10.8	In design
Boones Ferry Road/Commerce Circle/95 th Avenue Intersection Improvements ^c	\$2.5	\$2.5	Federal RTP
Construct Tonquin Trail **	-	-	Federal RTP
TOTAL 2020	\$49.2	\$49.2	\$49.2
2030			
Improve 124 th Avenue Extension to 5 lanes ^a	\$14.0	\$14.0	Federal RTP
5-lane East-West facility (124 th Avenue Ext to Boones Ferry Rd) ^b	N/A	\$57.9	State RTP
Improve Tonquin Road to 5 lanes (124 th Avenue Extension to Grahams Ferry Road) ^b	\$6.7	N/A	State RTP
5-lane Diagonal facility (Grahams Ferry Road to Boones Ferry Road) ^b	\$42.9	N/A	State RTP
5-lane Boones Ferry Road (new facility to Day Road) ^b	\$0.8	\$1.1	State RTP
5-lane Day Road (Kinsman Extension to Boones Ferry Road) ^b	\$5.8	\$5.8	Similar to RTP project
3-lane Kinsman Road Extension ^c	\$10.4	\$10.4	Federal RTP
Boones Ferry Road/Commerce Circle/95 th Avenue Access Control	minimal	minimal	No
TOTAL 2030	\$80.6	\$89.2	\$156.2
2035 UGB			
5-lane Overcrossing of I-5 (Day Road/Boones Ferry Road intersection to Elligsen Road) ^b	\$33.7-\$44.1	\$33.7-\$44.1	State RTP
TOTAL 2035 UGB	\$33.7-\$44.1	\$33.7-\$44.1	\$50.0
2035 RTP			
5-lane Overcrossing of I-5 (East-West facility/Boones Ferry Road intersection to Stafford Road) ^b	N/A	\$38.0	State RTP
TOTAL 2035 RTP	\$0	\$38.0	\$0
GRAND TOTAL	\$165-\$175	\$210-220	\$255

Source of cost estimates: ^a Washington County, ^b Quincy Engineering, ^c 2035 Regional Transportation Plan

* Totals for each interim year in this column, as well as grand total, represent total dollar amount either allocated in the RTP or committed for projects already in development. See Chapter 4 for more information on RTP comparison projects.

** Tonquin Trail costs are being estimated outside of this transportation refinement plan process.

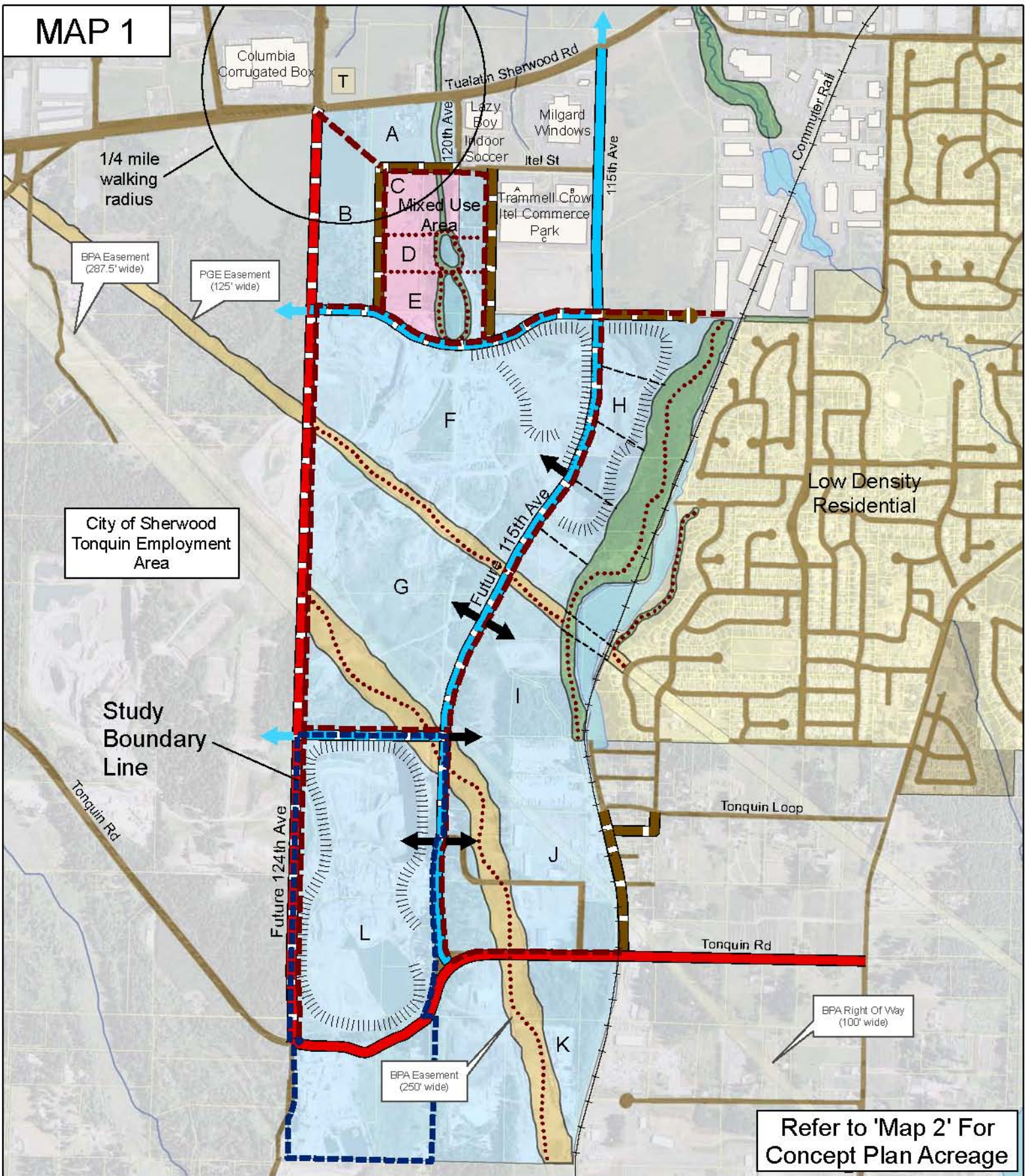


Figure 6: Summary of Potential Phasing (Diagonal Concept)



Figure 7: Summary of Potential Phasing (East-West Concept)

MAP 1



Refer to 'Map 2' For Concept Plan Acreage

ALTERNATIVE IV SW Tualatin Concept Plan

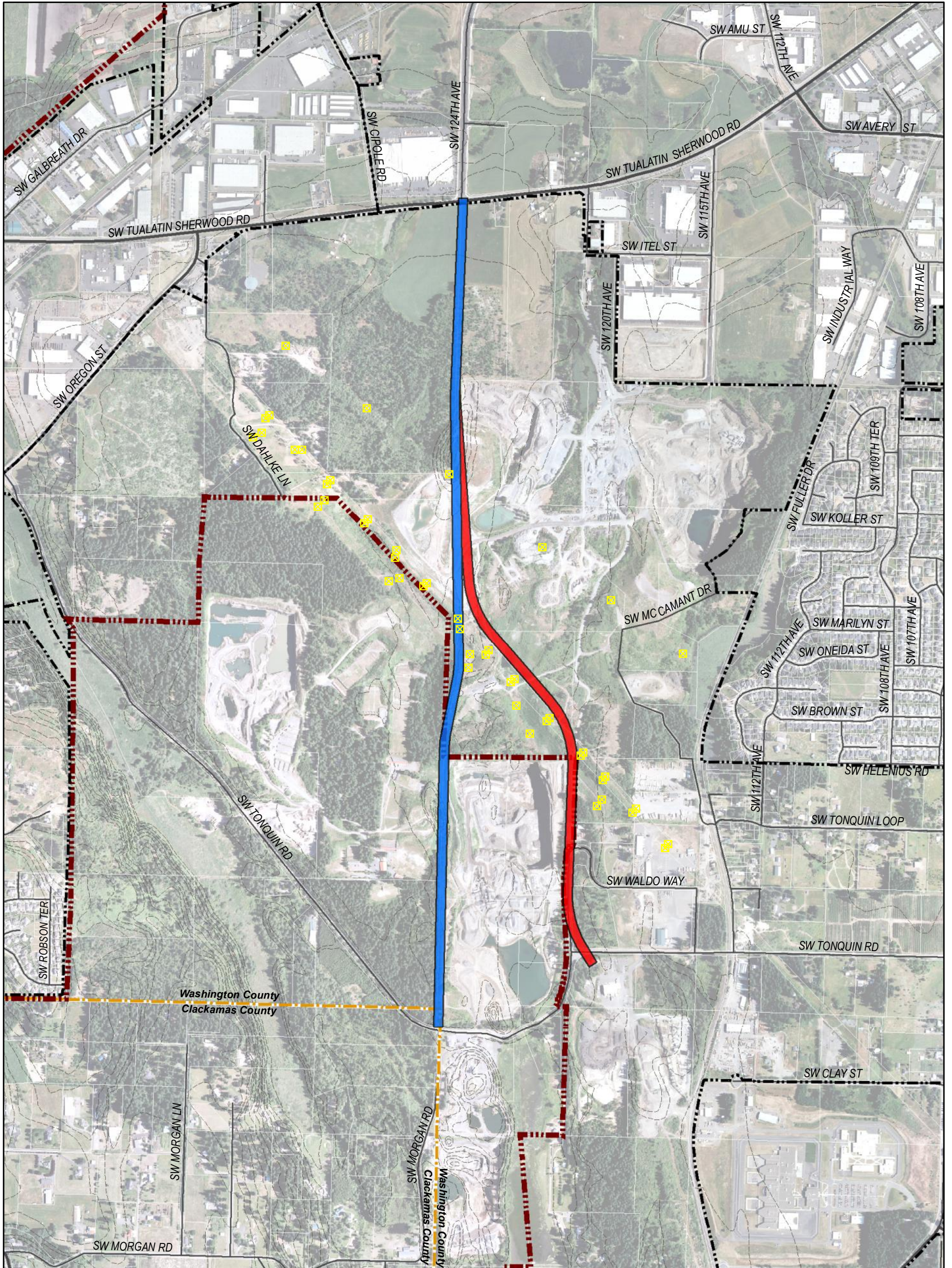


Printed: August 10, 2010

ROAD LEGEND: Solid Lines = existing Dashed Lines = proposed

Local Streets	Transit Hub	Easements and Green Space	Water Body
Arterials	Pedestrian Route-Trails	Future Industrial	Low Density Residential
Collectors	Pedestrian Route-Sidewalk	Future Mixed Use	Medium Low Density Residential

Potential Urban Reserve/UGB Expansion

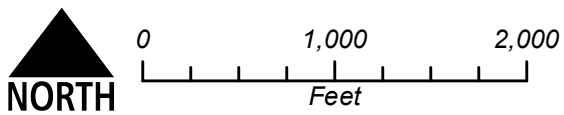


Legend

- Metro Urban Growth Boundary (UGB)
- County Boundary
- City Boundary
- Streets
- Arterial Streets
- 10-foot Contours
- Transmission Line Towers

124th Concept Alignments

- Short-Term Alignment
- Long-Term Alignment



Source Data:
Metro RLIS, 2009-2010
Washington County, Oregon 2009 (Aerial)

SW 124th Avenue Project

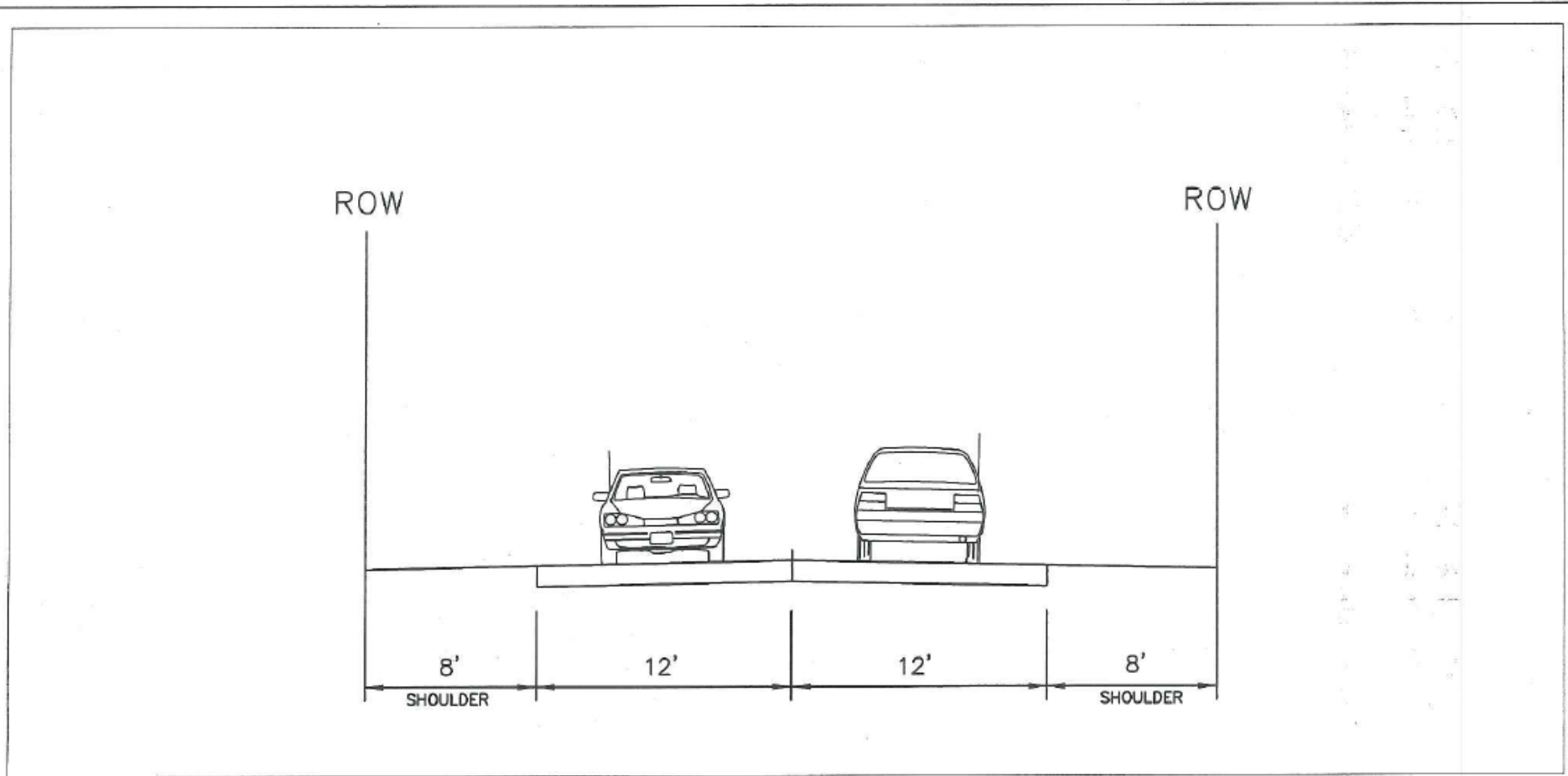
Proposed 124th Avenue Alignments

DRAFT
April 2012



Attachment C

Proposed 124th Avenue Cross Section (Short-term)



124th AVENUE PROJECT

TYPICAL CROSS SECTION - MAY VARY IN SOME LOCATIONS



WASHINGTON COUNTY

DEPT. OF LAND USE
AND TRANSPORTATION

OREGON

Attachment C

Proposed 124th Avenue Cross Section (Short-term)





MEMORANDUM

CITY OF TUALATIN

TO: Tualatin Planning Commission Members

THROUGH: William Harper, Senior Planner

FROM: Cindy Hahn, Associate Planner

DATE: 06/05/2012

SUBJECT: Linking Tualatin Update

ISSUE BEFORE TPC:

This update about the Linking Tualatin project is for information purposes only. No action by the Tualatin Planning Commission is required.

EXECUTIVE SUMMARY:

Community members and City staff have been busy on the Linking Tualatin project since our last update to Planning Commission. The community has refined the focus area boundaries and helped develop transit-oriented place types or future visions for these areas.

Now everyone is invited to attend a Community Workshop on June 4-7, at the Tualatin Library Community Room. Community members will help develop land use alternatives for the focus areas with daily sessions targeted at specific areas of the city. Everyone is invited to stop by during the day to participate in discussions about each focus area, or between 6:00-8:00 pm each night to learn about the day's work and provide feedback on the project. The schedule shows the best times to participate in focus area discussions, and to hear about each day's activities.

Times that may be of particular interest to Planning Commission include:

- Monday, June 4, 1:30-3:00 pm: Meeting with agency partners (Metro, ODOT, Washington County, etc.)
- Monday, June 4, 6:00 and 7:00 pm: Informal presentations about focus areas, place types and evaluation criteria
- Tuesday, June 5, 6:00-8:00 pm: Transit Working Group meeting
- Wednesday, June 6, 6:00-8:00 pm: Check-In to review land use preferred alternatives
- Thursday, June 7, 6:00-8:00 pm: Presentation of workshop results

Throughout the day on June 5 and 6, there will be targeted discussion of each focus area. Time blocks are 1.5 hours each, starting at 8:30-10:00 am and addressing the focus areas in the following order:

- Bridgeport Village



LINKING Tualatin

Community Workshop Open to All

All interested community members are invited to attend a **Community Workshop** on June 4-7, 2012, at the Tualatin Library Community Room for the Linking Tualatin project. Daily sessions will focus on specific areas of the city, and you can stop by between 6-8 pm each night to learn about the day's work and provide feedback on the project.

Multi-day Community Workshop

June 4 through 7, 2012

Tualatin Library Community Room

Daily sessions between 6:00 and 8:00 pm, stop by anytime

Linking Tualatin is a City of Tualatin project that is looking at ways to address concerns raised by people who live or work in Tualatin about local transit not reaching most of the city's employment centers. Through this study, the City is bringing together community members, local business owners, and employees to find ways to help increase transit use, as well as walking and biking to work, in the future.

As part of Linking Tualatin, community members are being asked to help refine and evaluate "focus areas." These are locations in Tualatin with a concentration of workers, residents or visitors, or a mix of housing and businesses, that might be linked to future high capacity transit, such as bus rapid transit, commuter rail, light rail, or enhanced local bus. Targeted work on focus areas and transit-oriented place types or future visions for these areas will occur at the Community Workshop.

Everyone also is invited to attend a **Transit Working Group meeting** on June 5, 2012, from 6-8 pm at the Tualatin Library Community Room to provide even more feedback on this project, as well as to review evaluation results for transit projects related to the Transportation System Plan.

Transit Working Group Meeting

June 5, 2012

Tualatin Library Community Room

6:00 and 8:00 pm, please arrive at 6:00 pm

Learn more about the project

Check the Linking Tualatin project website for more information: www.ci.tualatin.or.us/LinkingTualatin, or contact Cindy Hahn, Associate Planner, at (503) 691-3029, transportation@ci.tualatin.or.us.

Community Workshop

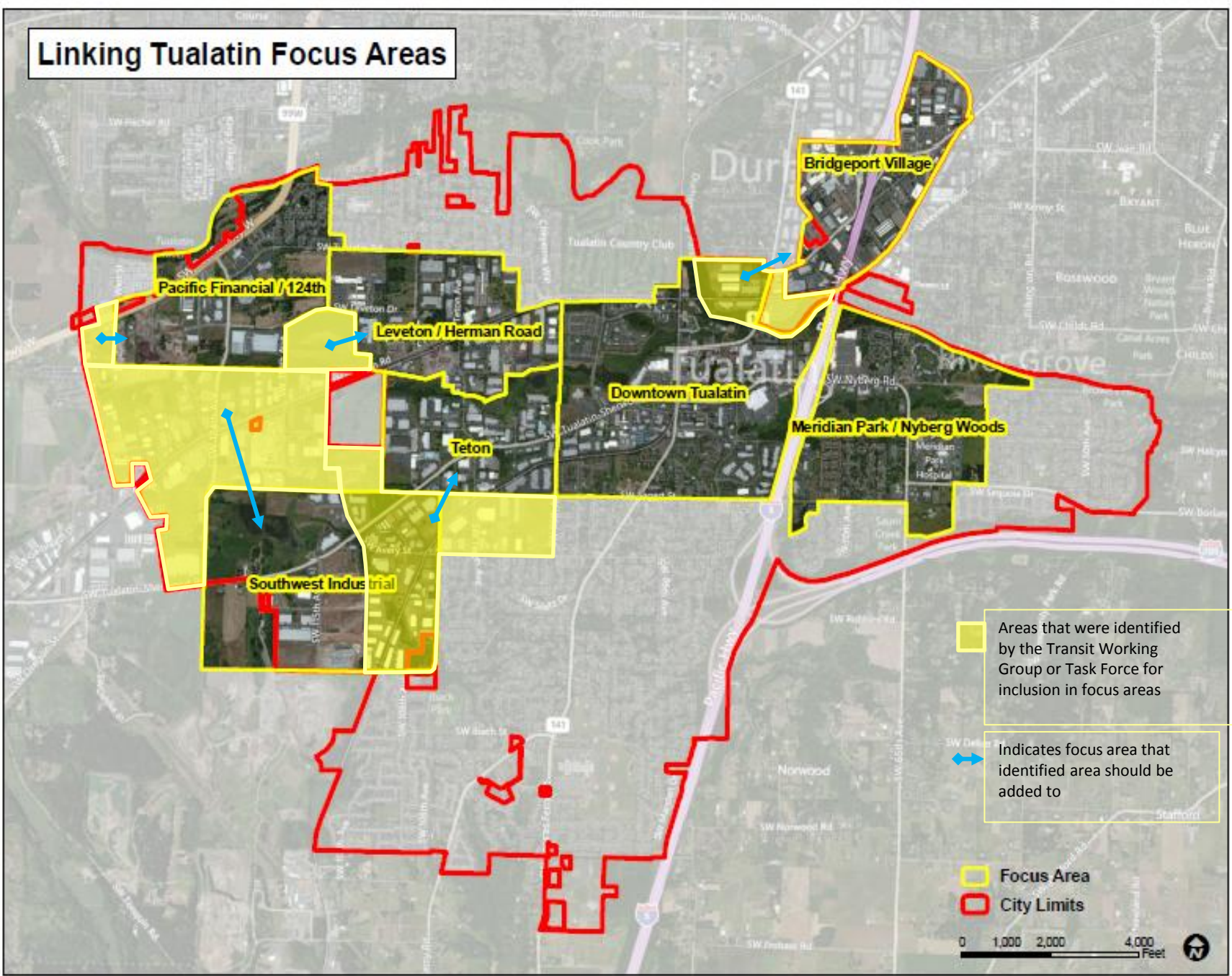


Community members are welcome to attend any of the activities & meetings below.
Best times for general information listed in **blue**. ★

	Monday, June 4 Review Work to Date	Tuesday, June 5 Develop Land Use Alternatives	Wednesday, June 6 Recommend Preferred Alternatives	Thursday, June 7 Document & Present Workshop Results
Morning 8:00 to 8:30 am	Targeted input from interested community members on the areas below, covering land use alternatives identification, ranking, & suggested refinements.		Targeted input from interested community members on the areas below, to create/refine preferred alternatives.	Morning 8:00 to 8:30 am
8:30 to 10:00 am		Focus area 1: Bridgeport Village	Focus area 1: Bridgeport Village	8:30 to 10:00 am
10:00 to 11:30 am		Focus area 2: Downtown	Focus area 2: Downtown	10:00 to 11:30 am
Afternoon 12:00 to 1:30 pm	Agency/Technical Staff Review & discuss focus area boundaries & transit oriented place types with public agency partners . Review & discuss opportunities & constraints, evaluation criteria weighting.	Focus area 3: Leveton/ Herman Road	Focus area 3: Leveton/ Herman Road	Afternoon 12:00 to 1:30 pm
1:30 to 3:00 pm		Focus area 4: Teton	Focus area 4: Teton	1:30 to 3:00 pm
3:00 to 4:30 pm		Focus area 5: Southwest Industrial	Focus area 5: Southwest Industrial	3:00 to 4:30 pm
4:30 to 6:00 pm		Focus area 6: Meridian Park/ Nyberg Woods	Focus area 6: Meridian Park/ Nyberg Woods	4:30 to 6:00 pm
Evening 6:00 to 7:30 pm	★ Open House/ Welcome Workshop Review focus areas, transit oriented place types, & evaluation criteria with CIOs, Task Force, TPC, TPARK, & City Council (6-8 pm). Informal presentations at 6 & 7 pm to review work & answer questions.	★ Transit Working Group Meeting (6-8 pm) to discuss focus area alternatives.	★ Agency/ Technical Staff Review & discuss work on focus areas (6-8 pm).	Evening 6:00 to 7:30 pm
7:30 to 8:00 pm				
			★ Workshop Check In Post results of work on focus areas. (6-8 pm)	★ Workshop Results Presentation of workshop results & next steps to CIOs, Task Force, TPC, TPARK, & City Council (6-8 pm).

Best times for general information listed in **blue**. Public also invited to attend meetings in **green** that are of interest.

Linking Tualatin Focus Areas





STAFF REPORT

CITY OF TUALATIN

TO: Tualatin Planning Commission Members

THROUGH: Will Harper

FROM: Lynette Sanford, Office Coordinator

DATE: 06/05/2012

SUBJECT: Prohibited Activities with Regard to Ballot Measures

ISSUE BEFORE TPC:

Attachments: A. Prohibited Activities Ballot Measures



MEMORANDUM

CITY OF TUALATIN

TO: Tualatin Advisory Committees, Planning Commission and Boards

FROM: Brenda Braden, City Attorney

DATE: May 14, 2012

SUBJECT: Prohibited activities with regard to ballot measures

Now that there is an initiative ballot measure regarding rail transit that is in the process of obtaining signatures, it seems like a good time to remind members of Tualatin's advisory committees, planning commission, and boards of what activities they are allowed to do and not allowed to do. The governing statute is ORS 260.432.

ORS 260.432 sets out the limitations on public employees' activities. **(For purposes of this statute, all appointed committee, board and commission members are considered "public employees.")** As it states in ORS 260.432 (2):

"No public employee shall solicit any money, influence, service or other thing of value or otherwise promote or oppose any political committee or promote or oppose the nomination or election of a candidate, the gathering of signatures on an initiative, referendum or recall petition, the adoption of the measure or the recall of a public office holder while on the job during working hours. However, this section does not restrict the right of a public employee to express personal political views." (Emphasis added.)

This means that while you are sitting in your committee, board or commission meeting, or if you are speaking someplace on behalf of your committee, board, or commission (on your job during your working hours) you may not take a position either in favor or in opposition to the initiative.

If you are not in a committee meeting or not speaking on behalf of the committee, you have the same free speech rights as any other citizen. You may speak for or against a measure, raise or contribute funds to pass or defeat the measure, make phone calls or engage in other political activities.

You may not use city resources to support your political position. You may not have staff work on the issue for you; you may not have staff copy materials to hand out; you may not use the City's telephone, webpage, letterhead, paper, etc., for your ballot measure activities nor may you have an article you've written on the subject published in the City's newsletter or on its website.

If you have any questions, please contact me at 503-691-3015.



STAFF REPORT

CITY OF TUALATIN

TO: Tualatin Planning Commission Members

THROUGH: Will Harper

FROM: Lynette Sanford, Office Coordinator

DATE: 06/05/2012

SUBJECT: TPC Meeting July 5 - Should We Cancel?

ISSUE BEFORE TPC:

Attachments: