



City of Tualatin

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OFFICIAL

TUALATIN PLANNING COMMISSION -

MINUTES OF June 20, 2013

TPC MEMBERS PRESENT:

Alan Aplin
Jeff DeHaan
Cameron Grile
Steve Klingerman (arrived after Agenda Item 2)
Mike Riley

STAFF PRESENT:

Aquilla Hurd-Ravich
Ben Bryant
Lynette Sanford

TPAC MEMBER ABSENT: Bill Beers, Nic Herriges

GUESTS: Kathy Newcomb

1. CALL TO ORDER AND ROLL CALL:

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

2. APPROVAL OF MINUTES:

Mr. Riley asked for review and approval of the April 18, 2013 TPC minutes. MOTION by Aplin SECONDED by DeHaan to approve the April 18, 2013 minutes. MOTION PASSED 4-0

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

Mr. Riley asked Kathy Newcomb, who was in attendance, if she would like to speak. She stated that her comments could wait until after the Southwest Corridor Transit Evaluation Results presentation.

4. ACTION ITEMS:

5. COMMUNICATION FROM CITY STAFF:

A. Southwest Corridor Transit Evaluation Results and Draft Recommendation

Ben Bryant, Management Analyst, presented the Southwest Corridor Plan evaluation results and draft recommendation, which included a PowerPoint presentation.

Mr. Bryant explained the four objectives to this study:

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.

- Accountability and partnership
- Prosperity
- Health
- Access and mobility

This project is being guided by a steering committee and their objective is to focus on our resources and study the options that are the most important. Metro, in partnership with TriMet and the cities within the corridor, has developed a draft recommendation. The recommendation is split into two main sections. The first is a narrowing down of the number of high capacity transit options to move forward through additional study and public outreach. The second section identifies numerous other transportation projects that will support a future high capacity transit line. Mr. Bryant explained that City Council will be meeting on July 8th, to discuss input they will receive from TPARK, Planning Commission, and the Transportation Task Force.

Mr. Bryant stated that the draft recommendation regarding transit was to remove high capacity transit to Sherwood and the “Hub and Spoke” option. The “option to study more” includes the TriMet local bus service enhancement study, Bus-Rapid Transit to Tualatin, via Tigard, and Light-Rail to Tualatin, via Tigard. The exact alignments are to be determined through public process in 2014.

Mr. Klingerman asked if light rail is different from WES. Mr. Bryant responded that these are new light-rail lines. In October, the steering committee looked at improvements to WES, but the conclusion was that improvements to WES are needed and deserve its own study. WES will eventually connect to the new system.

Mr. Bryant explained that the draft recommendation also includes many projects identified during Tualatin’s Transportation System Plan update that will support corridor-wide goals and high capacity transit alignment. These projects include:

- Tualatin-Sherwood Road Widening
- Boones Ferry Road Bridge Widening
- Cipole Road Widening
- Herman Road Improvements
- Tualatin River Greenway
- Nyberg Creek Greenway
- North/South I-5 Parallel Path
- Westside Trail

Mr. Bryant continued to discuss the slides which detailed the capital costs, annual operating costs, transit ridership through 2035, and travel times for each light rail and bus rapid transit option. Mr. Klingerman asked if the prices listed are in today’s prices or based on when these options are built. Mr. Bryant responded that it’s based on current prices and past projects. Mr. Klingerman asked if the prices include land acquisition. Mr. Bryant responded affirmatively.

When discussing the BRT to Tualatin slide, Mr. Bryant noted that this scenario is not intended to replace the 96 bus. If the end goal is to reach Portland, the 96 bus is the fastest option because it goes straight through. Mr. Bryant explained that the business community in Tigard was not in favor of parking or lanes being changed along 99W. Mr. Riley noted that a lot of the congested traffic in Tualatin, especially along Tualatin-Sherwood Road, is the result of through traffic; people making the trip from 99W to I-5.

As Mr. Bryant was discussing the Hub and Spoke option slide, Kathy Newcomb asked why this option is being recommended to be removed. Mr. Bryant stated the technical team looked at this option and realized that the cost was too substantial.

Mr. Bryant then went on to discuss the SW Service Enhancement Plan. This plan will study the demand for transit service to connect people with jobs and educational opportunities. It will also look at near-term and long-term enhancements and explore public-private partnerships.

Key findings include: strong future transit demand in the corridor, high capacity transit "trunkline" can improve local service, and all destinations need better transit service. Mr. Klingerman stated that the reason most people think high-capacity transit is needed and wanted is for clean air, less pollution, and resource of gasoline prices. He acknowledged that if the electric car community grows, what will happen to rapid transit. Mr. Bryant responded that without any improvements, this region is expecting a great deal of growth in employment and housing which will result in serious congestion. The assumption is that high capacity transit in this corridor is to help the community obtain the growth they need without the congestion. Ms. Hurd-Ravich added there is the extra factor of getting people to their jobs, especially if they do not own a car. In the Linking Tualatin studies, businesses stated that they are unable to hire people who live in Portland because those citizens are used to having transit available and are dependent on it. Mr. Riley added that the older population is also dependent on transit.

Mr. Bryant stated that TPARK was unanimous in their support of this draft recommendation, but wanted to make sure the Ice Age Tonquin Trail was on the list. The Transportation Task Force meeting will be held June 25, and it will go to City Council on July 8.

Mr. Dehaan stated that he was in support of light rail and wanted to make a motion to recommend. MOTION BY DeHaan SECONDED BY Grile to make a draft recommendation in support of the Southwest Corridor Transit Evaluation Results. MOTION PASSED 5-0.

Kathy Newcomb, commented that we need quick and convenient routes for commuters. Tualatin-Sherwood Road is very congested and businesses are suffering. She is in support of a hub from Tigard Transit Center to Tualatin and she is in support of a park and ride on 99W. Chair Riley and Ms. Newcomb engaged in further discussion.

Mr. Klingerman commented that he thinks light rail is the solution for the long term. He

would urge the planners to make use of interim property that will not be available in 20 years, since property values will likely increase.

6. FUTURE ACTION ITEMS

Ms. Hurd-Ravich acknowledged that there are currently no action items planned for the July and August TPC meetings and asked the Commission members if they would like to cancel the meetings. The next action item will be the chicken ordinance in October. It was decided that the July meeting will be canceled and a decision about the August meeting will come at a later date.

7. ANNOUNCEMENTS/PLANNING COMMISSION COMMUNICATION

Mr. Klingerman stated that the traffic signal at the Tualatin-Sherwood/Boones Ferry Rd. intersection needs to be adjusted. Ms. Hurd-Ravich responded that she will mention this to Kaaren Hofmann, the Engineering Manager, but the light cycles are timed by Washington County.

Mr. Klingerman asked if a right turn lane will be constructed at the Marquis project. Ms. Hurd-Ravich said she will check into it and get back to him.

8. ADJOURNMENT

MOTION BY Grile SECONDED by DeHaan to adjourn the meeting at 8:14 pm.
MOTION PASSED 5-0.

_____ Lynette Sanford, Office Coordinator