

Linking Tualatin

Final Plan

June 2013



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Introduction and Background

Project Overview

The Linking Tualatin project began as a land use planning process to explore ways to make the city more transit ready over a 20-year planning horizon or longer. The need for transit readiness originated with the Southwest Corridor Plan and its focus on transit use in a corridor that includes a large area of Tualatin from Bridgeport Village and Meridian Park Hospital on the east, west along the Tualatin River and SW Tualatin-Sherwood Road to OR 99W and SW Cipole Road. The Southwest Corridor Plan integrates multiple efforts by cities in the corridor, including preparation of local land use plans such as Linking Tualatin; actions and investments that support livable communities; a corridor refinement plan to identify transportation improvements; and a transit alternatives analysis to define the best mode and alignment of high capacity transit to serve the corridor. Future high capacity transit options include bus rapid transit, commuter rail, light rail, and enhanced local bus, as well as parking and congestion management strategies.

Tualatin residents, workers, and visitors have few options to travel by bus or other transit services to the places they live, work, shop, and play. Over 11,000 workers and over 5,000 residents lack regular transit service within one-quarter mile of where they live and work. Of particular concern are east-west connections for residents and workers, travel options during more hours of the day and night, and improved transit connections to the rest of the Portland Metropolitan region. Because the Southwest Corridor Plan study area includes the majority of the city's

employment areas and several thousand workers lack regular transit service, Linking Tualatin focused on seven key areas in an effort to make them more transit ready. These "Transit Ready Places" include:

- ▶ Downtown Tualatin
- ▶ Bridgeport Village
- ▶ Meridian Park/Nyberg Woods
- ▶ Leveton/Herman Road
- ▶ Teton
- ▶ Pacific Financial/124th Avenue
- ▶ Southwest Industrial

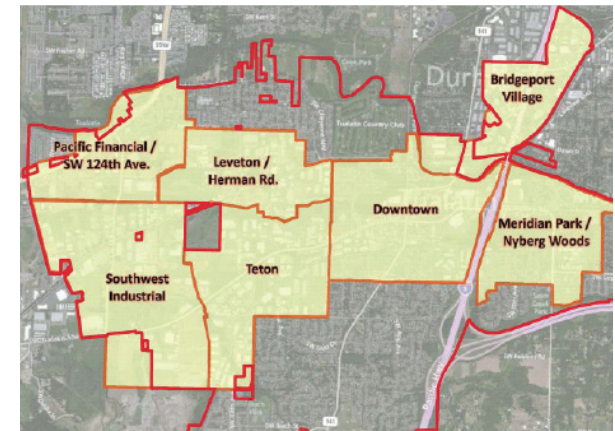


Figure 1. Transit Ready Places

As the Linking Tualatin process evolved it became a project both about land use change that would result in increased transit readiness throughout the city's employment areas and public investments to help better link people to the places they need to go via transit, particularly linking employees to their jobs, and creating linkages between Tualatin and the rest of the region. In parallel, through partnerships developed as part of the Linking Tualatin planning process, the Transportation System Plan (TSP) Update process, and the Southwest Corridor Plan process, a transit strategy for the city began to emerge focused on innovative transit

solutions. This Linking Tualatin Final Plan tells the story of this evolution and provides recommendations for next steps in the implementation process.

This Introduction and Background section of the Final Plan provides more discussion of transit conditions in Tualatin, project goals and objectives, and a more detailed overview of the planning process. Subsequent sections discuss refinement and implementation actions, innovative transit solutions, and next steps.

Linking Tualatin Acceptance

The planning process will be complete when the City Council adopts a resolution accepting this Linking Tualatin Final Plan, including acknowledging completion of key documents included in the process. Acceptance of this Final Plan will not result in any immediate changes to the Tualatin Development Code (TDC) or additions to the Capital Improvements Plan (CIP). However, it will enable future actions to implement some of the ideas formulated in the Linking Tualatin Community Involvement Ideas Report and refined in the second phase of planning discussed in this Final Plan. Such implementation is envisioned to occur both in the next 1-2 years and in the longer term as the Southwest Corridor Plan analysis and implementation proceeds over the next 2-5 years. Specific actions are outlined in the Conclusions and Next Steps section of this Final Plan.

Acceptance of this plan by the Tualatin City Council will allow the City to move forward with the following actions:

- ▶ Draft Plan Text Amendments to implement specific land use planning implementation strategies identified in the Final Plan. The amendments will be adopted at a later date in combination with additional public and stakeholder outreach and review.
- ▶ Incorporate selected street connections or improvements identified in the Implementation section of this Final Plan into the Transportation System Plan (TSP) and City's Capital Improvement Plan (CIP).
- ▶ Conduct additional master planning for parks, trails and bicycle/pedestrian connections identified in the Final Plan. This will be conducted as part of future master planning effort

Additional planning processes are expected to include:

- ▶ Refinement planning for specific locations, including the Downtown.

- ▶ TriMet Service Enhancement Study planning and implementation.
- ▶ Southwest Corridor Planning efforts by Metro, including continued coordination between the City, Metro and other regional partners.

Transit Conditions in Tualatin

Tualatin has very limited transit service today. It is particularly lacking in local transit service and east-west transit connections, which would help residents and workers get to and from their homes and jobs, as well as to and from other parts of Tualatin to meet daily shopping, service or other needs. Current service within Tualatin includes:

- ▶ TriMet bus lines that serve the Tualatin and Mohawk Park & Ride facilities and bus lines along SW Boones Ferry Road and to Meridian Park Hospital.
- ▶ Westside Express Service (WES) commuter rail line, with one stop in Tualatin, providing connections to Tigard, Beaverton and Wilsonville during peak commuting times.
- ▶ The Tualatin Shuttle, funded by TriMet and operated by the Tualatin Chamber of Commerce, which provides weekday service intended primarily for employment purposes and serves about 85 riders per day.
- ▶ A vanpool from the Gateway transit center in Portland to Bridgeport Village. The vanpool is run by Enterprise Rideshare and includes one morning and one evening trip with an intermediate stop at Clackamas Town Center.
- ▶ South Metro Area Regional Transit (SMART) provides daily bus service to the Tualatin Park and Ride adjacent to Bridgeport Village.
- ▶ Paratransit services are provided by TriMet's LIFT services, an on-call service for people with disabilities.

There is minimal or no service to much of the Linking Tualatin study area. There is no transit service available on SW Tualatin-Sherwood Road, for example, and most residents in the western part of the city live over a mile from the nearest transit stop. Because of the limitations of service during non-commuting hours, non-commuting trips may be more difficult to complete using transit in Tualatin. As Figures 2 and 3 illustrate, large sections of Tualatin are not served by regular transit service (with the

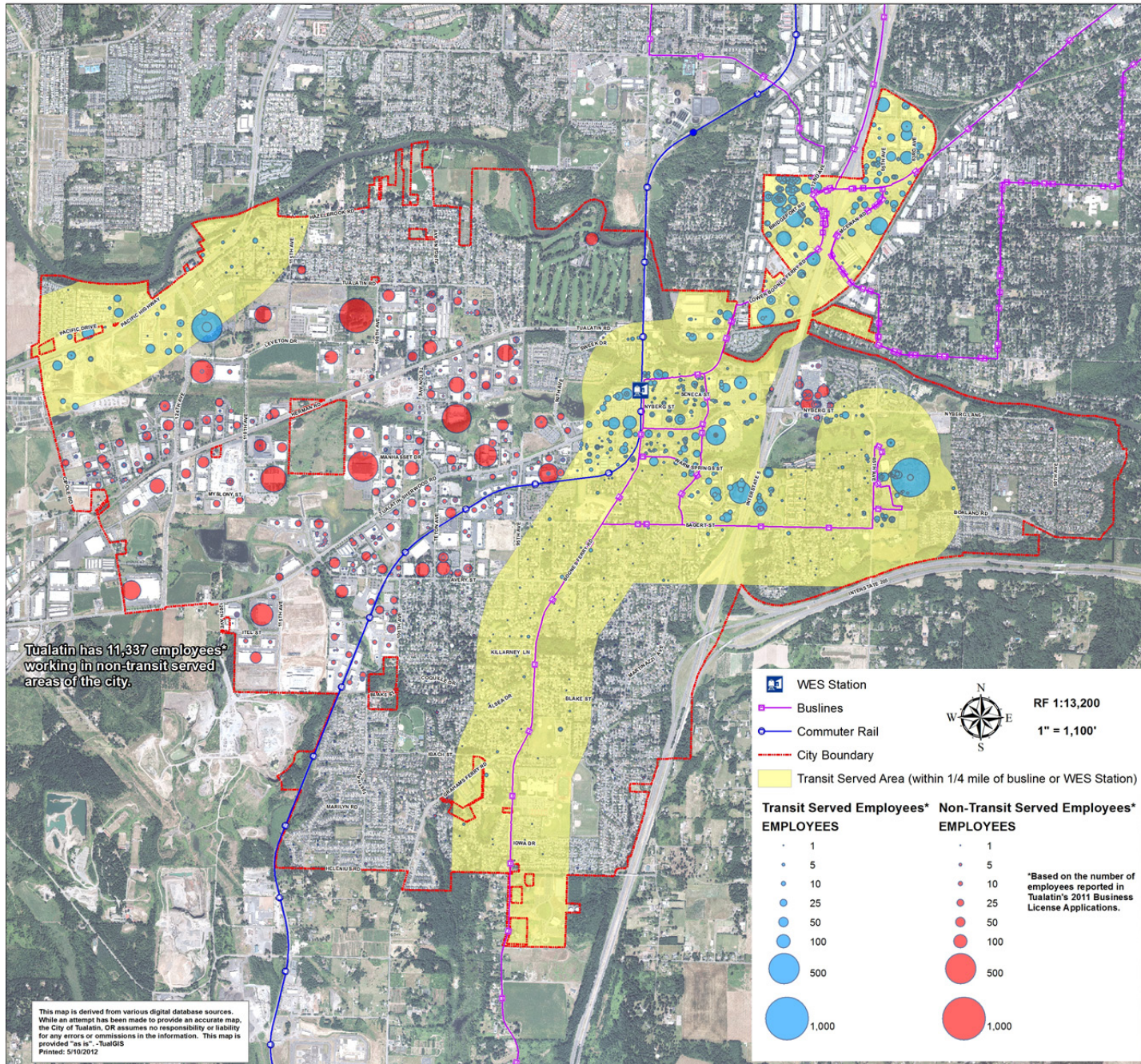


Figure 2. Employment and Transit Within Tualatin

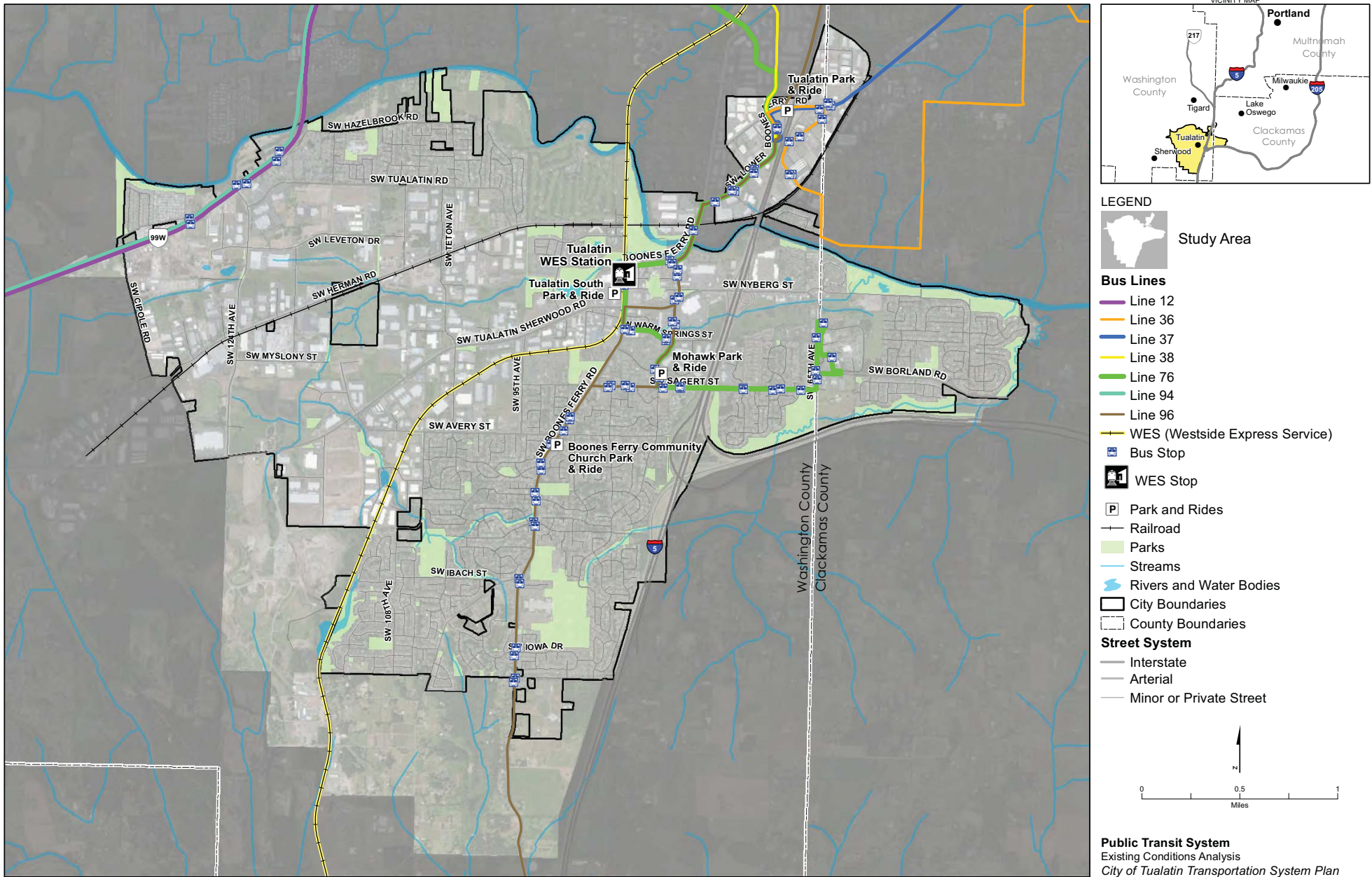


Figure 3. TriMet Service Map in the City of Tualatin

exception of the Tualatin Shuttle). Over 11,000 workers and over 5,000 households (over half of the people living and working in the city) lack regular transit service within a quarter mile of where they live or work. Providing or improving transit service to these areas, including connections to high capacity transit when it is provided in the future, is a priority for the city.

Project Purpose

The purpose of Linking Tualatin is to create “Transit Ready Places” – areas and neighborhoods that will benefit from and support future transit use. People need a number of things to allow them to effectively use transit services including the following:

- ▶ Relatively short distances from where they live or work to a nearby transit stop.
- ▶ Adequate, safe and well-maintained pedestrian and bicycle facilities and connectivity.
- ▶ Areas where people can live and also can easily walk, bicycle or use transit to shop and get other services that they need on a daily basis.
- ▶ Nearby services in employment areas that can be accessed during the workday by walking or bicycling to avoid needing to drive to work.
- ▶ Relatively fast, direct and convenient transit service to or from their home and place of work.

In addition, for transit service to be economically viable in a given area from a transit provider’s perspective, there needs to be a market for a certain level of transit use. This generally translates into creating a certain level of density or concentration of residential development or employment.

The Linking Tualatin Plan includes a number of approaches aimed at achieving these goals for transit readiness. They are related to land use and development, transportation improvements and transit programs and strategies.

The innovative transit solutions aspect of Linking Tualatin focuses on near- and long-term transit strategies and partnerships to improve travel options in Tualatin. Both aspects of Linking Tualatin’s purpose are consistent with the goals and objectives developed early in the planning process.

Project Goals and Objectives

One of the first steps in the Linking Tualatin process was to identify project goals and objectives to guide the process and provide a basis for the evaluation criteria. Project goals are listed below. Some of these goals are more product-oriented (e.g., land use, economy and transportation) and were more directly incorporated in evaluation criteria. Others are more process-oriented and helped guide the process for preparing the plan (e.g., community involvement, consistency and coordination, and implementation).

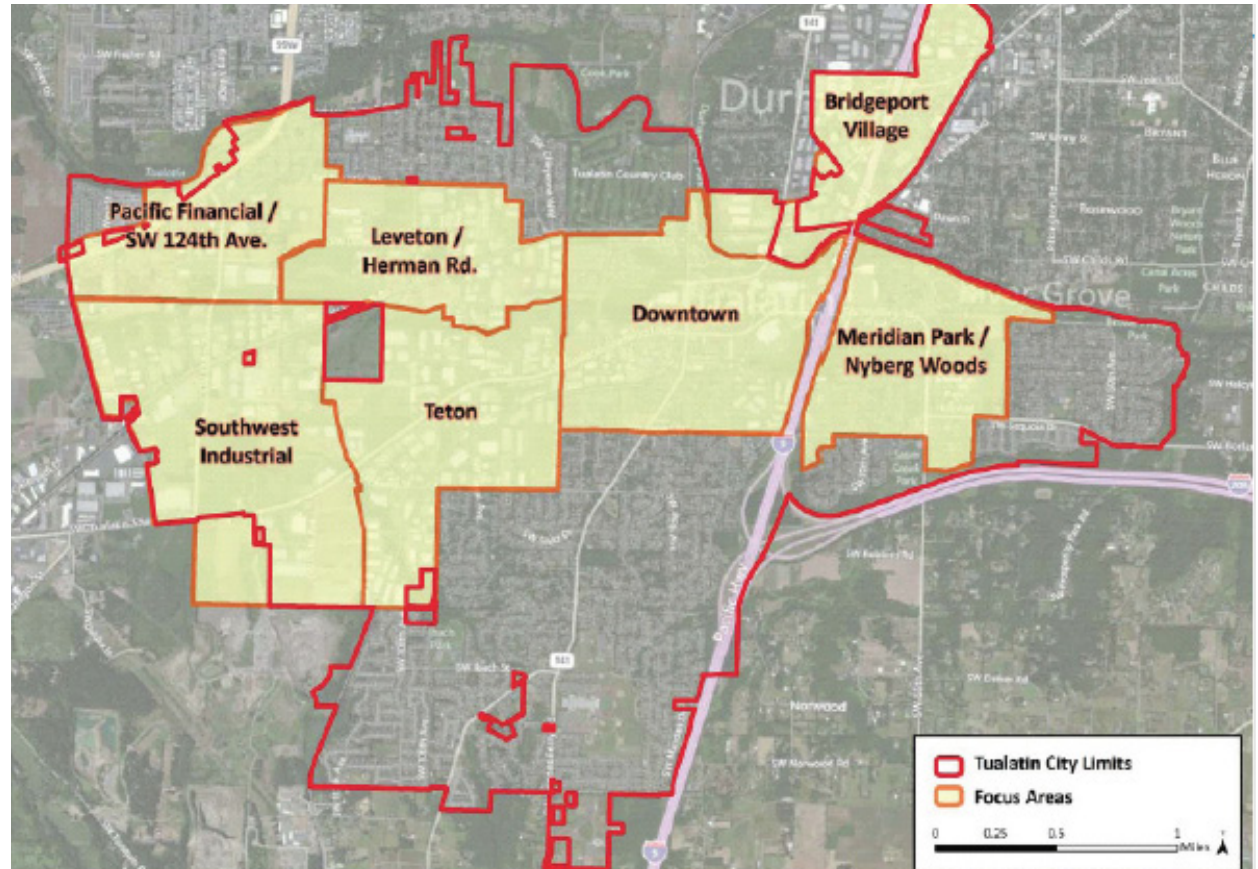


Figure 4. Transit Ready Places

Goal 1 – Community Involvement. Provide meaningful opportunities for citizens to be involved in the Linking Tualatin planning process, including those most directly affected by the outcomes, as well as the community at large.

Objectives

- ▶ Involve major employers, other business owners, institutions and business groups that will benefit from enhanced transit linkages to employment areas.
- ▶ Inform and involve the city’s Citizen Involvement Organizations and other established community groups.
- ▶ Provide a variety of tools to allow all citizens of Tualatin the opportunity to learn about and participate in the planning process, including at events or locations they already attend and through the project Task Force and Transit Working Group.
- ▶ Reach out to people and groups that have not traditionally been involved in local planning processes.

Goal 2 – Economy. Enhance transit connections for employers and employees to strengthen Tualatin’s economy.

Objectives

- ▶ Identify transit-related improvements that enhance services to Tualatin’s businesses, build the local economy, and save businesses, employees and residents’ time and money.
- ▶ Create transit connections that provide linkages to and support for other employers in the region and the regional economy.
- ▶ Recommend land use patterns that will result in higher levels of employment and efficiency for local businesses.

Goal 3 – Land Use. Develop land use plans for Transit Ready Places that support future use of transit as part of a multi-modal, convenient, safe, and well-connected transportation system and enhance community vitality and livability.

Objectives

- ▶ Create plans that support existing and planned future industrial/manufacturing, commercial, retail, institutional and other employment uses, including schools and medical facilities.
- ▶ Build on and incorporate objectives from existing community or neighborhood plans, including providing access to commercial and retail services and adequate community facilities and services for residents and workers.

- ▶ Create opportunities for a complementary or supportive mix of land uses in Transit Ready Places, where appropriate, while minimizing conflicts between uses.
- ▶ Preserve the identity and values of single-family neighborhoods while enhancing local transit service to them.
- ▶ Foster types and patterns of development that are conducive to bicycling and walking and will support future high capacity and other transit use and help create healthy, livable employment areas and neighborhoods.
- ▶ Incorporate sustainable development and design practices in proposed land use planning recommendations for Transit Ready Places.

Goal 4 – Transportation Choice and Mobility. Provide a full range of safe, efficient transportation options within and between Transit Ready Places, and to other parts of the city and region, particularly linkages between transit and other modes of transportation, including bicycling, walking and driving.

Objectives

- ▶ Implement transportation projects identified in the city’s Transportation System Plan, particularly those that increase transit use and reduce travel times.
- ▶ Improve transit connections and services between residential neighborhoods and Transit Ready Places, including east-west connections.
- ▶ Strengthen Tualatin’s linkages with the regional transit system (bus, rail, etc.), creating safe, reliable transit service and connections within the city and to other parts of the region for residents, workers and visitors.
- ▶ Improve the ability to access transit services by people walking, bicycling and driving.

Goal 5 – Consistency and Coordination. Coordinate with regional partners to leverage regional resources, while building on and furthering local planning and other community objectives.

Objectives

- ▶ Assess consistency with state and regional policies, goals and objectives, including those for the Southwest Corridor Plan, in Linking Tualatin.
- ▶ Ensure consistency between Linking Tualatin and other local plans and planning processes, including citywide and local area plans.

- ▶ Protect natural resources and promote sustainability, livability and social equity.

Goal 6 – Implementation. Develop common sense, cost-effective and efficient tools and strategies to ensure implementation of project recommendations.

Objectives

- ▶ Identify and prioritize needed public and private investments that will help enhance transit facilities and services and stimulate transit ridership in Transit Ready Places.
- ▶ Develop a phasing plan that provides for a realistic and timely approach to improving transit and related facilities and services.
- ▶ Revise or establish city plans, policies or regulations needed to allow for or encourage transit use and investment.



Public Involvement and Planning Process

The Linking Tualatin public involvement and planning process included several key components:

- ▶ Linking Tualatin Community Involvement Ideas Report
- ▶ Southwest Corridor Planning Process Coordination
- ▶ Transportation Project Implementation
- ▶ Land Use Implementation

The following sections discuss each component in more detail

Linking Tualatin Community Involvement Report. The project team prepared a report which will serve as a toolbox of ideas for future planning activities. The process incorporated the following:

- ▶ **Community Outreach and Involvement.** The project team worked closely with community members throughout the process of creating the Linking Tualatin Community Involvement Ideas Report and Final Plan. Activities included meetings of a Transportation Task Force and Transit Working Group, public open houses, a four-day community workshop, briefings with city boards and commissions, including the Tualatin Parks Advisory Committee (TPARK), the Tualatin Planning Commission and City Council, briefings with citizen involvement organizations (CIOs), the Chamber of Commerce and other organizations, meetings with local business and property owners and distribution of a variety of information via the city's Web site, the Tualatin Today newsletter, Facebook and Twitter accounts, and coordination with local media and other means.
- ▶ **Plan & Policy Review.** The project team reviewed and summarized state, regional and local policies and regulations that are relevant to Linking Tualatin and identified areas where coordination is needed to ensure consistency between documents and planning processes.
- ▶ **Key Transit Connections.** The project team worked with community members to identify key transit connections between the Transit Ready Places and beyond (regional linkages), as well as needed connections to and between other neighborhoods in Tualatin.
- ▶ **Existing Conditions, Constraints & Opportunities Analysis.** The team reviewed and summarized existing conditions, opportunities and

constraints related to land use, transit, transportation, infrastructure, development considerations and natural resources for the Tualatin community as a whole and for the specific Transit Ready Places. The summary provided a starting point that informed subsequent Linking Tualatin analysis.

- ▶ **Transit Ready Place Types.** The team described the character, role and function of Transit Ready Places. The Transit Ready Place Types were developed to help visualize the possibilities for each area, including mix of land uses and activities, transit service and function, type and scale of development, and approach toward the design of public spaces and transportation facilities.
- ▶ **INDEX Analysis.** The INDEX software program was used to assess the Transit Ready Places in terms of their current ability to achieve the project's goals and objectives. The INDEX program uses a combination of mapping and calculations to determine how well an area does in providing opportunities for employment, use of transit, ability to walk and bicycle, access to parks and open space and other measures associated with the project goals and objectives.
- ▶ **Transit Ready Place Ideas and Linking Tualatin Community Involvement Ideas Report.** The project team facilitated a four-day community workshop to identify land use, transit and other transportation options for each Transit Ready Place. These will serve as a menu of ideas for future planning activities.

Southwest Corridor Planning Process Coordination. City staff and consultants coordinated closely with the this process, including through the following activities:

- ▶ **Participated in Southwest Corridor meetings.** City representatives attended Southwest Corridor coordinating meetings. The Southwest Corridor Project Team Leaders ultimately will recommend one or more proposed alignments and modes of transit for the Southwest Corridor area. Metro also conducted several community meetings in Tualatin and other communities to obtain feedback on Southwest Corridor ideas and concepts. City staff and other community members regularly attended these meetings.
- ▶ **Refined Focus Areas/Transit Ready Place Boundaries.** In the initial stages of the Southwest Corridor process, city staff worked closely

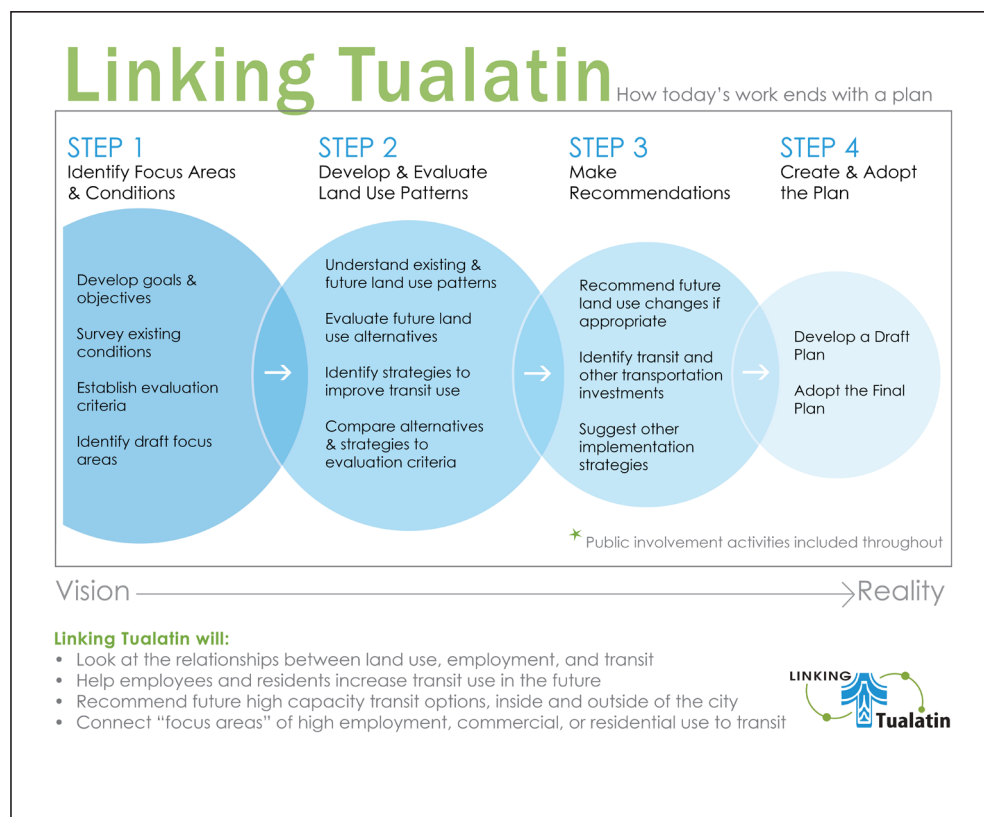


Figure 5. Linking Tualatin Process Diagram

with Metro to identify and refine the boundaries of Transit Ready Places to reflect the results of the Linking Tualatin project.

- ▶ **Included Southwest Corridor Transportation Staff in Linking Tualatin Meetings.** Staff from Metro participated in Tualatin Task Force meetings and the Linking Tualatin multi-day community workshop. City staff also provided regular briefings to Metro regarding progress on the Linking Tualatin project.
- ▶ **Provided INDEX Evaluation Results to Metro.** The city provided this information to Metro for use in mapping and analyzing the Southwest Corridor using the Envision software program. Metro staff used this information in evaluating different alignments and options for implementing high capacity transit and other infrastructure investments in the Southwest Corridor planning area.

Transportation Project Implementation. The project team conducted the following activities to guide future implementation of transportation projects.

▶ **Integrated Linking Tualatin transportation projects into the city's Transportation System Plan (TSP).** Concurrently with the Linking Tualatin process, the city updated its TSP. The updated TSP was adopted by City Council in February 2013. The TSP identifies proposed transit facility and service improvements for the entire community, both within and outside the Linking Tualatin Transit Ready Place areas. These recommendations, along with similar proposals for future improvements related to freight, major transportation corridors, bicycle and pedestrian facilities and Tualatin's downtown area were considered and incorporated in Linking Tualatin. Conversely, the TSP includes several proposed future transportation projects identified during the Linking Tualatin process. Specifically, key short-term priority projects (within 5 years) include:

- ▶ Provide bus transit service on SW Tualatin Road between downtown and OR 99W
- ▶ Look for potential park-and-ride locations in west Tualatin
- ▶ Expand the shuttle for industrial and manufacturing workers during the day
- ▶ Extend service hours for all transit, especially the No. 96 bus line

These projects provide a solid basis for implementing key elements of Linking Tualatin. Medium-term priority projects (within 5-10 years) also reflect elements of Linking Tualatin:

- ▶ Provide bus transit service on SW 124th Avenue
- ▶ Extend bus service to east Tualatin
- ▶ Provide bus transit service on SW Herman Road
- ▶ Add parking capacity at the Tualatin park-and-ride (by Bridgeport Village)

The long-term project in the TSP, which would make the WES station a central focus of downtown and the main transit center, also would implement an aspect of Linking Tualatin.

In addition, public and private projects that focus on improved bicycle and pedestrian connections and road crossings, new local street connections, and new transit service or facilities unique to Linking

Tualatin, which will be studied further through the planning process, are included in the TSP Update.

The TSP update process also provided an opportunity to evaluate the impact of land use changes proposed as part of Linking Tualatin on the city's overall transportation system.

▶ **Identified Tualatin Goals for the Southwest Corridor Plan.** A second component of transportation project implementation for the Linking Tualatin project was developing a message about the Southwest Corridor Plan process and high capacity transit options that the Transportation Task Force, TPARK, and the Tualatin Planning Commission wanted to send to regional leaders. Key themes, which were conveyed to the Southwest Corridor Steering Committee in September 2012, included the following:

- ▶ Tualatin needs better transit connections; not all travel is to and from Portland
- ▶ Respect riders' time; make transit convenient and reliable
- ▶ It is imperative to Tualatin's economy and livability to improve transit in Tualatin
- ▶ Define a transit hub in Tualatin that connects the City
- ▶ Improve WES, consider rail where appropriate, but focus on providing bus service
- ▶ Improve accessibility to and from transit for bicyclists and pedestrians throughout Tualatin
- ▶ Keep in mind that people take transit to other destinations than local employment, such as parks, entertainment, local events

In addition, the Linking Tualatin Final Plan includes information, recommendations and implementation strategies intended to help



guide the Southwest Corridor Planning process in terms of how high capacity transit could help serve the City of Tualatin in the future.

Land Use Implementation. This component of the Linking Tualatin process consisted of three areas:

- ▶ Refine transit ready place ideas
- ▶ Conduct business and property owner outreach
- ▶ Coordinate with local and regional partners

▶ **Refine Transit Ready Place Ideas.** The project team translated specific land use, transportation and other ideas for Transit Ready Places from the Linking Tualatin Community Involvement Ideas Report into a broader set of concepts. These “broad concepts” have been grouped into two categories: land use code changes, and land use public investments.

Code changes would enable new or expanded land uses, while public investments are capital improvement projects that would occur within specific Transit Ready Places. These broad concepts are discussed in more detail in the Refinement and Implementation Actions section.

▶ **Business and Property Owner Outreach.** As part of land use implementation, the project team conducted extensive outreach efforts to encourage business and property owners to review and discuss ideas for Transit Ready Places. These efforts included:

- ▶ Contacted over 130 property and business owners with potential direct impacts by mail, phone and e-mail to further inform them about the planning process and encourage them to attend a series of property and business owner meetings.
- ▶ Conducted four small group meetings with business and property owners to talk about the impacts of and potential support for specific land use and public investment ideas.
- ▶ Followed up the small group meetings with additional phone, e-mail and other contacts with individual property owners.
- ▶ Worked with Tualatin Citizen Involvement Organizations (CIO) to provide additional information to business and property owners and others via CIO newsletters and meetings.

These meetings resulted in affirmation of Transit Ready Place ideas.

▶ **Local and Regional Coordination.** Land use implementation also included coordination with local and regional partners in two processes.

▶ **Job Access Mobility Institute (JAMI).** This study, which is discussed in detail in the Innovative Transit Solutions section, grew from partnerships developed during the Linking Tualatin and TSP Update processes and has resulted in specific strategies for programs that will help achieve Linking Tualatin goals and objectives.

▶ **Southwest Corridor Plan.** Coordination with the Southwest Corridor Plan process is ongoing. As the high capacity transit alternatives are narrowed for additional study, Tualatin is well positioned to react, adapt and further refine the Transit Ready Place strategies in the Linking Tualatin Final Plan accordingly. More discussion of this process is included in the Innovative Transit Solutions section.

Refinement and Implementation Actions

The city went through an iterative, multi-step process to identify and then refine ideas for Transit Ready Places. Steps included initial meetings with city staff and stakeholders, refinement by the Transportation Task Force and Transit Working Group, development of alternatives through a community workshop process, and continued refinement through discussion with business and property owners.

Refinement and Broad Concepts

Ideas contained in the Linking Tualatin Community Involvement Ideas Report were refined into broad concepts in the second phase of the planning process. The broad concepts were divided into three categories: land use code changes, land use public investments, and trails and pathways.

These concepts are aimed at creating mixed use development opportunities (areas that combine housing, shopping, service and recreational opportunities); increasing the density of future employment; allowing a more diverse set of businesses in Tualatin's employment area; providing the opportunity for small shopping or service uses in employment areas; and improving local street, bicycle and pedestrian facilities and connections.

These concepts are consistent with the overall goal of Linking Tualatin, which is to explore ways to increase transit use, improve transit connections to the rest of the region, and make Tualatin more "transit ready" over the 20-year planning horizon or longer.

Land Use. Specific concepts and Transit Ready Places where they could apply include:

- ▶ **Mixed use development.** This type of development would meet a number of objectives of the Linking Tualatin process, including intensifying land uses in certain areas, improving opportunities for people to live or work close to where they shop and meet other day-to-day needs and improve opportunities to walk and bicycle. Potential mixed use development opportunity areas are found in Bridgeport Village, Meridian Park/Nyberg Woods and Pacific Financial/124th Avenue.
- ▶ **Office use.** The portion of the Bridgeport Village area to the east of Interstate 5 is identified as an opportunity area for transition to office use. Transition to this type of use over time would help improve opportunities for transit use or service.
- ▶ **Personal services.** Allowing for development of personal service uses in Tualatin's industrial areas will improve opportunities for workers to meet their day-to-day needs without driving, increasing their ability to use transit to commute to work. This concept has potential in the Teton, Herman Road, Southwest Industrial and Pacific Financial/124th Avenue areas.
- ▶ **Business employment.** Allowing for more intensive employment uses in Tualatin's major employment areas will provide landowners with flexibility and increase the potential market for and provision of transit services in these areas. This concept has potential in the

Teton, Herman Road, Southwest Industrial and Pacific Financial/124th Avenue areas.

Public Investments. Specific concepts and Transit Ready Places where they could apply include:

- ▶ **Community and open space facilities.** There is potential for new or upgraded park or recreational facilities in the Teton and Pacific Financial/124th Avenue areas to improve opportunities for workers and residents to access amenities and meet daily needs without driving.
- ▶ **Local street connections.** New local street connections are suggested in various Transit Ready Places to improve local access and connectivity, including providing better access to future potential fixed route transit lines and/or supporting personal service businesses. Specific improvements are suggested in Herman Road, Southwest Industrial and Pacific Financial/124th Avenue areas.

- ▶ **Park and ride facilities.** A parking structure is suggested to be built at the existing Tualatin Park and Ride site in the Bridgeport Village area to expand the capacity of this facility. A new park and ride or “transit hub” facility has potential in West Tualatin. This facility would facilitate connections to future shuttle or fixed route transit service from Highway 99 to other areas within Tualatin. The region will be considering different High Capacity Transit (HCT) options and investments between 2013-2015. These decisions will influence the location for a suitable park and ride facility in West Tualatin.
- ▶ **Parkway Treatment.** A “parkway” design is suggested for future improvements to Tualatin-Sherwood Road in the Southwest Industrial area. The road could include a planted median and improved bicycle and pedestrian facilities. The design would improve the appearance and function of the road particularly for walking and bicycling. The

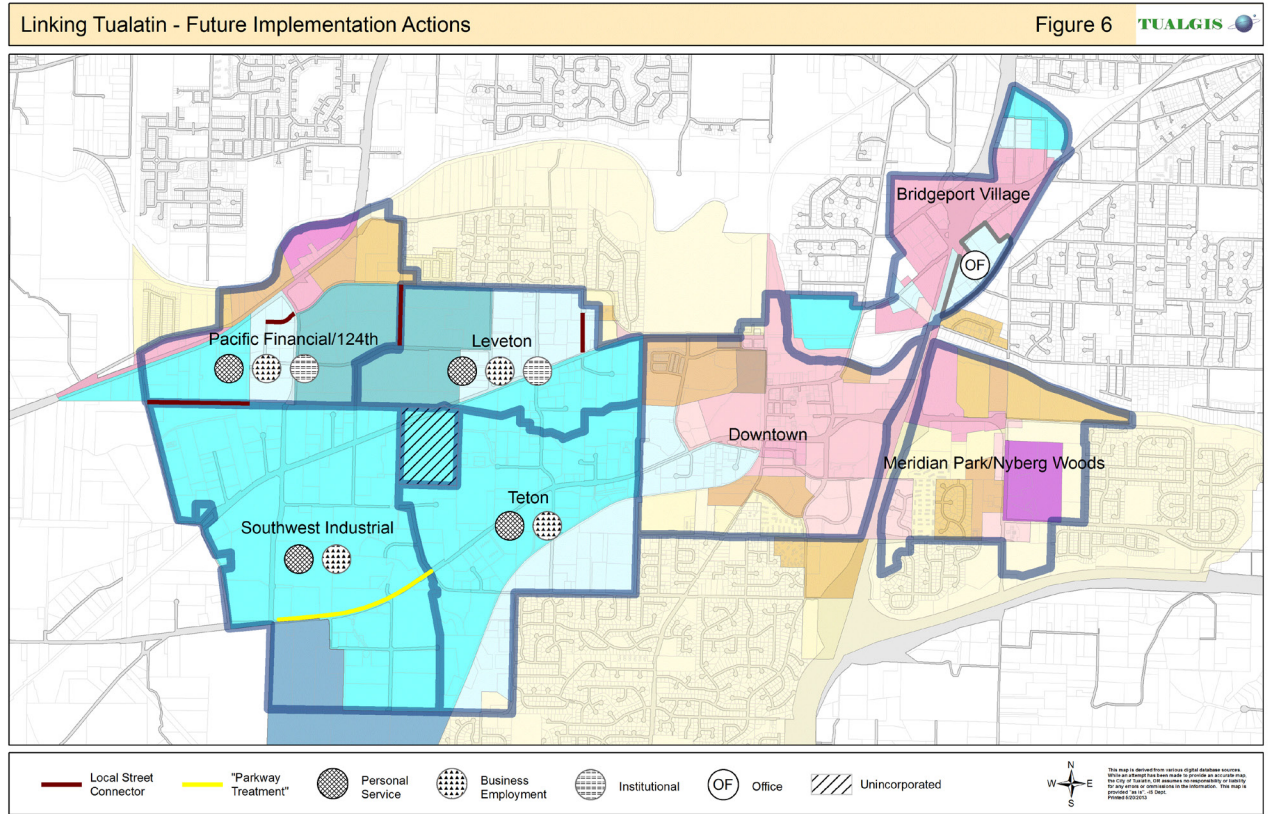


Figure 6. Future Implementation Actions

parkway would need to balance the objectives with mobility and access requirements for property and business owners along the road and the community as a whole.

Trails and Pathways. Trails and/or paths are identified in all Transit Ready Places maps in the Linking Tualatin Community Involvement Ideas Report, with the majority in the western industrial area. Some of these walking and bicycling connections are unique to Linking Tualatin, creating new walking and bicycling connections in many locations and providing access to the future Ice Age Tonquin Trail (see Figure 7 and Community Involvement Ideas Report Figure 23).

These trails and/or paths reflect the community’s desire for better bicycling and walking connections for commuting, recreation, and overall public

health. They also are consistent with several policies in the Transportation System Plan Update including:

- ▶ **Bicycle and Pedestrian Policy 7.** Implement bicycle and pedestrian projects to provide pedestrian and bicycle access to transit and essential destinations for all mobility levels, including direct, comfortable, and safe pedestrian and bicycle routes
- ▶ **Bicycle and Pedestrian Policy 8.** Ensure that there are bicycle and pedestrian facilities at transit stations
- ▶ **Bicycle and Pedestrian Policy 9.** Create on- and off-street bicycle and pedestrian facilities connecting residential, commercial, industrial, and public facilities such as parks, the library, and schools
- ▶ **Bicycle and Pedestrian Policy 10.** Create obvious and easy to use connections between on- and off-street bicycle and pedestrian facilities, and integrate off-street paths with on-street facilities.

Because these connections would, in most cases, be accomplished through easements or possibly accessway agreements with private property owners when redevelopment occurs, they were not discussed in the broad concepts phase of the project. However, these connections are shown on Figure 7 of this Linking Tualatin Final Plan and will be addressed during the Parks and Recreation Master Plan Update process.

Implementation Actions

Some of the broad concepts for land use code changes, public investments, and trails and pathways will be translated into implementation strategies to be accomplished through such actions as text amendments to the Tualatin Development Code (TDC), inclusion in the Capital Improvement Plan

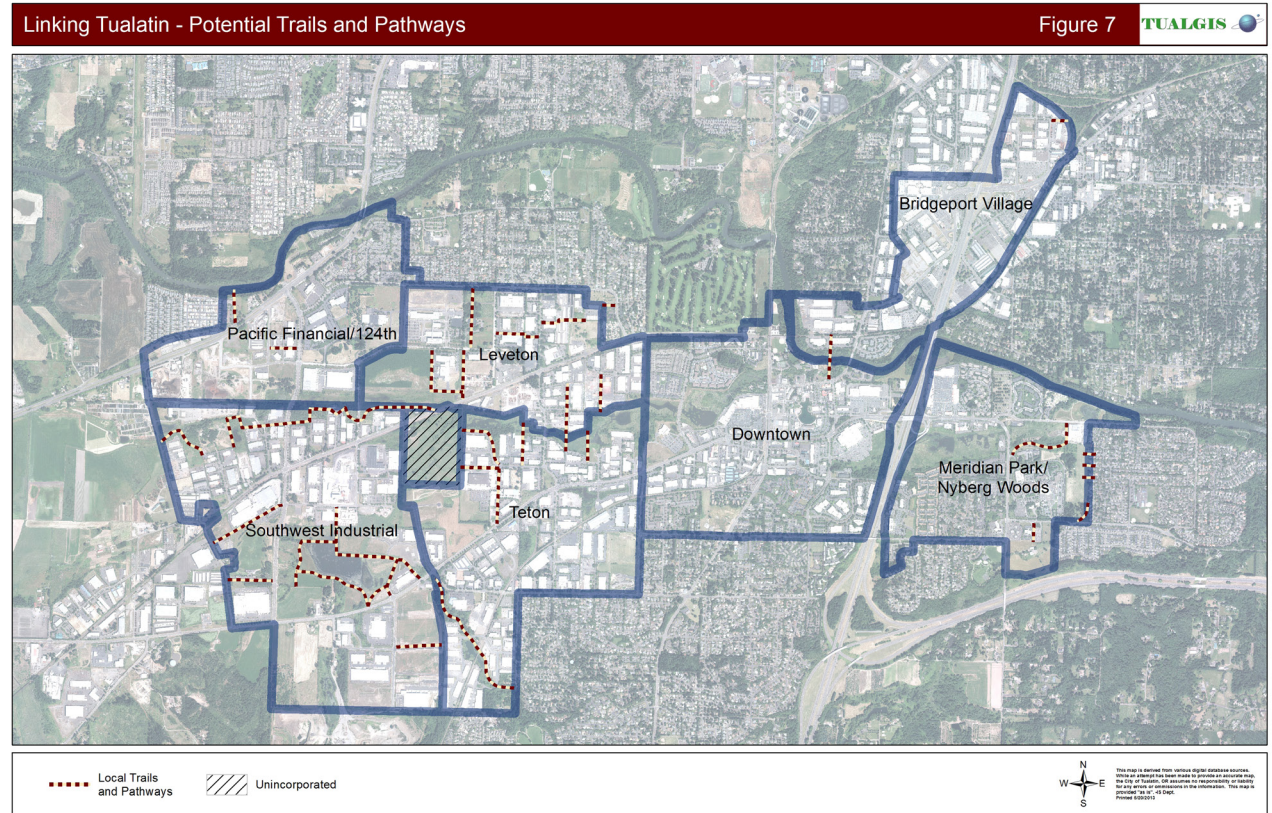


Figure 7. Potential Trails and Pathways

(CIP), and consideration in the Parks and Recreation Master Plan Update. These actions have been categorized as near-term and long-term actions and include the following.

Near-term Actions. Specific recommendations as shown on Figure 6 and Figure 7 include:

- ▶ **Land Use.** The primary near-term actions are to update the TDC to allow for a broader set of uses in the western industrial areas of the City and to emphasize a transition to office use in the light manufacturing area north of the Tualatin River east of I-5 (Figure 6). In the western industrial area this would allow personal service or small-scale retail uses, as well as uses with a greater number of workers such as tech/flex space, research and development or business industrial park. In the area east of I-5 this would encourage a transition to more compact

development with a mixture of tenants. Both of these land use changes likely can be accomplished through modifications to the existing Industrial Business Park Overlay District.

- ▶ **Public Investments.** In the near-term, selected local street improvements that would provide a combination of benefits for local businesses and property owners, as well as a larger surrounding area, (Figure 6) will be incorporated into the City's 2013 TSP and ultimately will be included in the City's CIP and prioritized as funds become available.
- ▶ **Trails and Pathways.** Many of the improvements identified in Linking Tualatin Transit Ready Places are already incorporated and identified in a variety of local and regional trails and other bicycle and pedestrian plans. These improvements are consistent with the bicycle and pedestrian element of the City's TSP. Connections unique to Linking Tualatin (Figure 7) will be directed to the Community Services department to review as part of the Parks and Recreation Master Plan Update.

Long-term Strategy. Specific recommendations include:

- ▶ **Land use, public investments, and trails and pathways.**
 - ▶ Conduct refinement planning processes in selected Transit Ready Places as needed to more specifically define land use changes, public investments, and walking and bicycle connections based on outcomes of the Southwest Corridor Planning process
 - ▶ Look at using site-specific redevelopment proposals to achieve land use changes identified in Linking Tualatin, including areas proposed for mixed use development or business industrial development. New or redevelopment proposals also could incorporate or help achieve public investments, particularly local street connections, as well as walking and bicycling improvements.

Innovative Transit Solutions

A key outcome of the Linking Tualatin process is a community-based transit strategy. This transit strategy focuses on the developing innovative transit solutions through partnerships with business and property owners, residents, other community members, agencies at all levels, and interested stakeholders. Key elements include:

- ▶ Near-term Transit Strategy with projected implementation within the next 1-2 years.
- ▶ Long-term Transit Strategy projected to occur as the Southwest Corridor Plan analysis proceeds over the next 2-5 years.

Near-term Transit Strategy

There are four main components to Tualatin's near-term transit strategy:

- ▶ Improve the Tualatin Shuttle to provide fixed route service in the western industrial area of the City
- ▶ Advocate for a new local bus service on SW 72nd Avenue between downtown Tualatin and the Tigard Transit Center
- ▶ Identify new park-and-ride locations and partner to enhance existing facilities in Tualatin
- ▶ Actively participate in TriMet's Southwest Service Enhancement Study.

Each element is discussed in more detail in the following sections.

Fixed Route Shuttle Service. The Tualatin Chamber of Commerce has operated the Tualatin Shuttle since 1997 as an on-demand, weekday service transporting employees between public transit and employment centers in the city. Both the Linking Tualatin planning process as well as the TSP Update determined that expansion of the Tualatin Shuttle service and establishment of a new "pilot" fixed route service would improve access to employment in the western industrial area and make the service more reliable and convenient for riders.

- ▶ **Job Access Mobility Institute (JAMI).** In large part because residents and others during the Linking Tualatin and TSP processes expressed a need for better transit service in Tualatin, the City was selected to participate in the 2012-2013 Job Access Mobility Institute (JAMI) for designing job connection solutions. This program was sponsored by the Joblinks Employment Transportation Center of the Community Transportation Association of America (CTAA).

Led by the Tualatin Chamber of Commerce, Tualatin's eight-member team included representatives of the Westside Transportation Alliance, TriMet, Ride Connection and Portland Community College Worksource Portland Metro-Tualatin, community volunteers, and the City's Community Development Department. The team focused on creating transit options for residents, employees, and employers in the western industrial area of Tualatin. This area includes over 3,000 employees and has the highest percentage of people over age 50 in the city.

The primary focus of this pilot project is a fixed route transit program which would ultimately replace the existing on-demand Tualatin



Shuttle service, and would serve the western industrial area of the city. The fixed route will be developed and refined using statistical data collected by the team, input from the Tualatin business community, and professional expertise from TriMet. In many ways, it will be similar to the existing Shuttle service. However, the enhanced service is expected to use larger vehicles such as a 23-person mini-bus with lift and a 10-person van with center aisle and will be operated by a third party.

In the longer-term, the City envisions TriMet extending local bus service between Tualatin and Sherwood and eventually replacing the Shuttle service with local fixed route transit service. Through the pilot program, the Tualatin Chamber of Commerce and City intend to demonstrate a potential new service model that could be administered by TriMet in the future.

- ▶ **Job Access Reverse Commute (JARC).** The Job Access Reverse Commute (JARC) program was established nationally to address the unique transportation challenges faced by low-income persons seeking employment. Many entry-level jobs are in suburban areas and these individuals find it difficult to access jobs from their inner city, urban, or rural neighborhoods. In addition, many entry level-jobs require working late at night, early in the morning, on weekends, or during long shifts when conventional transit services are limited or non-existent. Many employment-related trips are complex and involve multiple destinations, including reaching childcare facilities and other services.

TriMet identifies the western industrial area of Tualatin as a “Target Employment Area” for JARC funded projects. To receive funding, applicants are required to demonstrate consistency with JARC’s seven guiding principles of program planning and development, as well as address five criteria related to service improvement, transportation gaps, access to job-related social services and educational/vocational programs, coordination and partnerships, and long-term funding.

The Tualatin Chamber of Commerce in partnership with the City of Tualatin were awarded a \$157,000 grant for Fiscal Year 2014 to fund operation of the fixed route transit program as envisioned by JAMI.

- ▶ **Regional Travel Options (RTO).** To be successful, the fixed route transit program as envisioned in the JAMI pilot project would benefit from a marketing and outreach program to provide information about and promote awareness of all available travel options in the City as well as to enhance provider coordination. With this goal in mind, the Tualatin Chamber of Commerce also applied for a 2013-2015 Metro Regional Travel Options (RTO) Grant. Although the Chamber was not awarded this grant, it continues to look for sources of funding to implement this program and may pursue a RTO grant in the next funding cycle.
- ▶ **Transportation System Plan (TSP) Update.** The Transit Modal Plan in the Tualatin TSP Update also includes a project (T9), to expand the Tualatin Shuttle and consider a deviated fixed route service. The route suggested in the Transit Modal Plan (Figure 8) is more ambitious than that being considered by the JAMI team in that it would include the Bridgeport Village area as well as the Meridian Park Hospital area and it would expand over time as demand increases, with a long-term (10-20 year) goal of providing service to all the City’s major employment districts.

Bus Route on SW 72nd Avenue. Numerous local planning and transportation documents identify SW 72nd Avenue as a transit priority including the 1997 Lake Oswego Transportation System Plan, which identifies increased service on SW Bonita Road and SW 72nd Avenue connecting to a future planned Kruse Woods Transit Center. In the 2004 TriMet Transit Investment Priorities (TIP) Update, Tigard proposed a new route along SW 72nd Avenue between Tigard Transit Center and Tualatin to connect businesses on SW 72nd with commuter rail. In the same plan, Lake Oswego recommended an extension of Line 44 along Lower Boones Ferry Road to Tualatin, with a priority of servicing the Lake Grove Town Center. In addition, the 2009 Coordinated Human Services Transportation

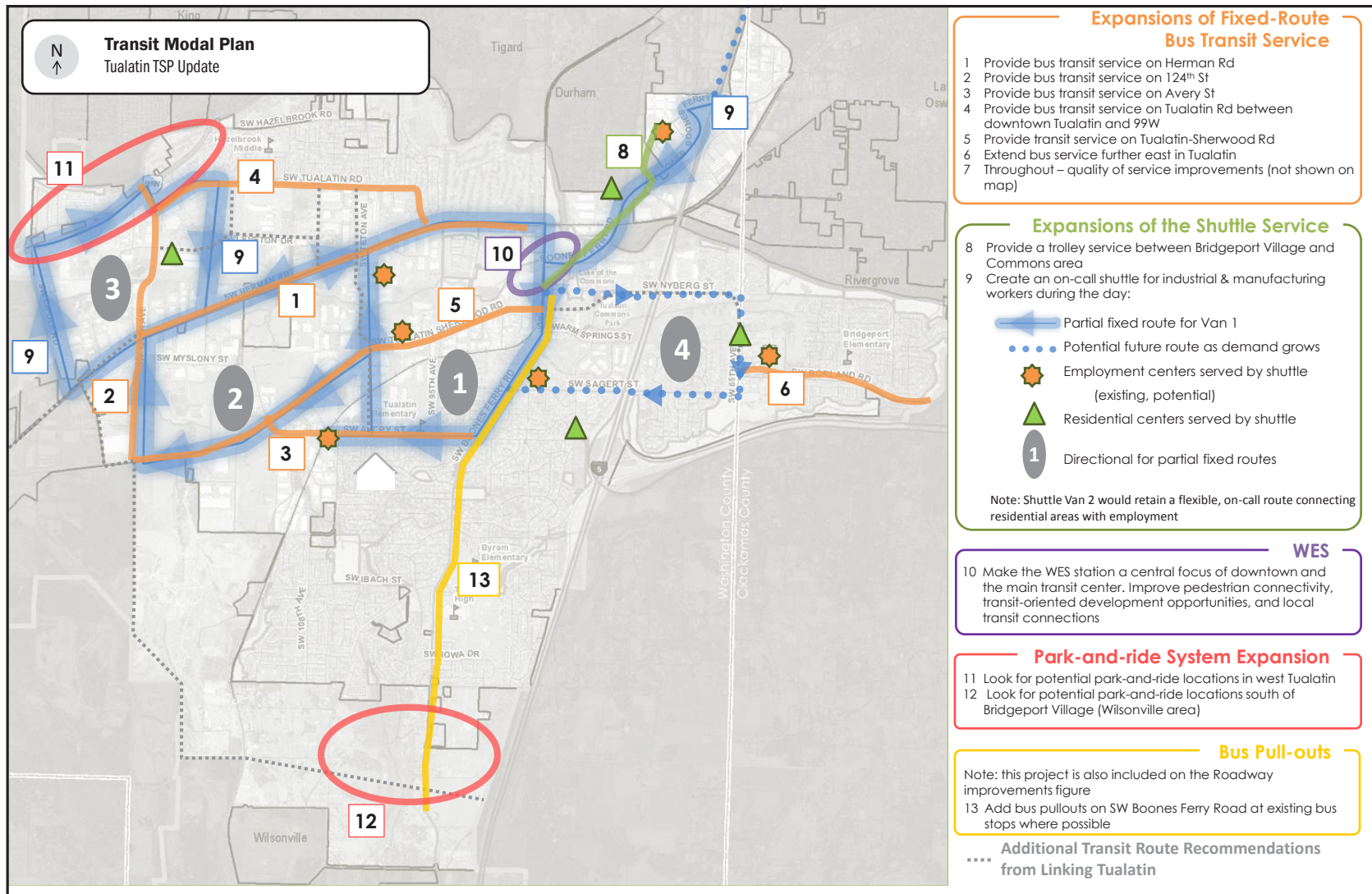


Figure 8. Transit Modal Plan

Plan (CHSTP) features a detailed analysis of Tigard/North Tualatin, which is ranked as the largest employment area in the region with significant needs for improved transit service.

The City of Tigard in partnership with TriMet was awarded a grant for Fiscal Year 2014 to fund operation of fixed route transit service on SW 72nd Avenue via SW Dartmouth Street between Tigard Transit Center and downtown Tualatin.

Park-and-Ride Locations. There are very limited park-and-ride options in West Tualatin for residents or others from outlying areas wanting to access alternative transportation options with connections in the city. The closest park-and-rides to Tualatin on OR 99W are in Sherwood to the south and in Tigard to the north. In addition, the TriMet Route 12 bus discontinued service in 2012 to Sherwood and now terminates at the Tigard Transit Center to the north. The one route along OR 99W through Tualatin is TriMet Route 94, which does not stop between Sherwood and Tigard.

This limits the ability of Tualatin workers and residents to access transit along OR 99W. The Linking Tualatin study identified the potential need for a park-and-ride coupled with a transit center in West Tualatin to serve as a western transit hub that would complement the central hub at the WES station in downtown Tualatin and an eastern hub at the Tualatin Park-and-Ride in the Bridgeport Village area.

The Transit Modal Plan in the TSP Update also includes two projects to enhance or expand the park-and-ride system in Tualatin. Both are considered medium-term projects, which means that their priority for funding is within the next 5-10 years. The first project (T11), would add a transit stop near SW Tualatin Road and OR 99W for the TriMet Route 94 bus and future fixed route transit, and look for potential shared use park-and-ride locations in this vicinity. The second project in the TSP (T12) would look for potential shared use park-and-ride locations in south Tualatin near the terminus of the TriMet Route 96 bus to improve access to transit for workers and residents of that area.

Southwest Service Enhancement Study. TriMet's Service Enhancement Studies are a multi-year effort to plan for new and improved transit service in the Portland metropolitan region. In 2013, TriMet will conduct the Southwest Service Enhancement Study, which will focus on southwest Portland and cities of Washington County. The process will involve local communities in determining where new transit service should be located, how to improve existing services to support future growth, help guide and outline TriMet's priorities for where to make future transit investments, and identify for Tualatin and other cities where pedestrian and bicycle improvements will best support access to transit.

The Southwest Service Enhancement Study will consider current plans and programs, new data including the most recent Census, plans for residential and commercial growth, infrastructure improvements, and demographic changes and equity considerations. The planning process will include a series of conversations with cities, employers, institutions, and neighborhood and community groups. Additional opportunities to provide input will occur at outreach meetings and via online channels.

These initiatives will result in a new long-term service plan that will inform TriMet's Transit Investment Priorities (TIP) program, identifying areas for future service and opportunities to partner with cities and the private sector for access to transit improvements. The process will identify:

- ▶ Near-term bus service improvements that can be made with limited or no additional cost.
- ▶ Longer-term improvements with expanded service in all areas of the region.
- ▶ Immediate and future partnership opportunities with the private sector and with ODOT, cities and counties to improve access to transit (including walking and biking to bus stops, WES, and MAX stations).

The JAMI project identified several near-term local bus service and WES improvements that would increase availability and convenience for workers, residents, and visitors in Tualatin. These ideas will be considered in the Southwest Service Enhancement Study and include:

- ▶ Adjust bus and WES service so that it arrives in Tualatin one hour earlier in the morning (at 5:15 a.m. rather than 6:15 a.m.) so that earlier work shifts in the industrial area that start at 5:30 a.m. and 6:00 a.m. can be served by the Tualatin Shuttle service.
- ▶ Expand TriMet Route 154 from the West Linn Veterans Administration Clinic to terminate in King City and travel via SW Borland Road, Legacy Meridian Park Hospital, the WES station, and SW Tualatin Road.
- ▶ Expand TriMet Route 76 to include a loop through east Tualatin in the vicinity of Browns Ferry Park, SW 50th Avenue, and SW Borland Road.

Long-term Transit Strategy

Tualatin's long-term transit strategy is comprised of four main components:

- ▶ Continue to actively participate in the Southwest Corridor Plan process.
- ▶ Advocate for expanded local bus service offered by TriMet, including the Tualatin Shuttle, in the Tualatin area.
- ▶ Partner with Ride Connection to provide local "RideAbout" service for older and disabled residents.
- ▶ Collaborate with neighboring jurisdictions and interested agencies (such as Wilsonville SMART, Yamhill County Transit, and Portland Community College Shuttle) to provide transit choices for Tualatin residents, workers and visitors.

Each element is discussed in more detail in the following sections.

Southwest Corridor Plan Process. In February 2010, the Metro Council selected the corridor connecting Portland, Tigard, and Sherwood for a study of potential transportation improvements. Partners in the Southwest Corridor Plan include the cities and counties in the corridor, Oregon Department of Transportation (ODOT) and TriMet.

In Phase One of the Southwest Corridor Plan study, the focus was on broad evaluation of and planning for housing, employment and land use as well as auto, freight, local bus, high capacity transit, bicycle and pedestrian access and facilities. In Tualatin this effort is being accomplished through Linking Tualatin and the TSP Update.

Based on extensive analysis and input from project partners as well as citizens in the corridor in Phase One, the Southwest Corridor Steering Committee, in January 2013, recommended the study and evaluation of five potential high-capacity transit alignments coupled with supporting transportation projects called preliminary project “bundles.”

Phase Two of the Southwest Corridor Plan study will focus on developing high capacity transit improvements in the corridor. These will be supported by the housing, employment, and land use plans prepared by the project partners and will be completed in concert with other transportation plans and improvements. Much work is still needed to determine the type of high capacity transit (i.e. light rail or bus rapid transit) that would best meet the needs of the corridor.

The two-phase approach will identify potential land use and transportation improvements that could lead to further study of environmental, community and transportation costs, benefits and trade-offs. Only after the project partners identify alternatives, study benefits and trade-offs, and gather input from residents in the corridor, will decision-makers determine the final recommended project or projects and the final mode and route for high capacity transit. These decisions could potentially happen in 2014-2017, laying the foundation for project development and construction as early as 2017-2023.

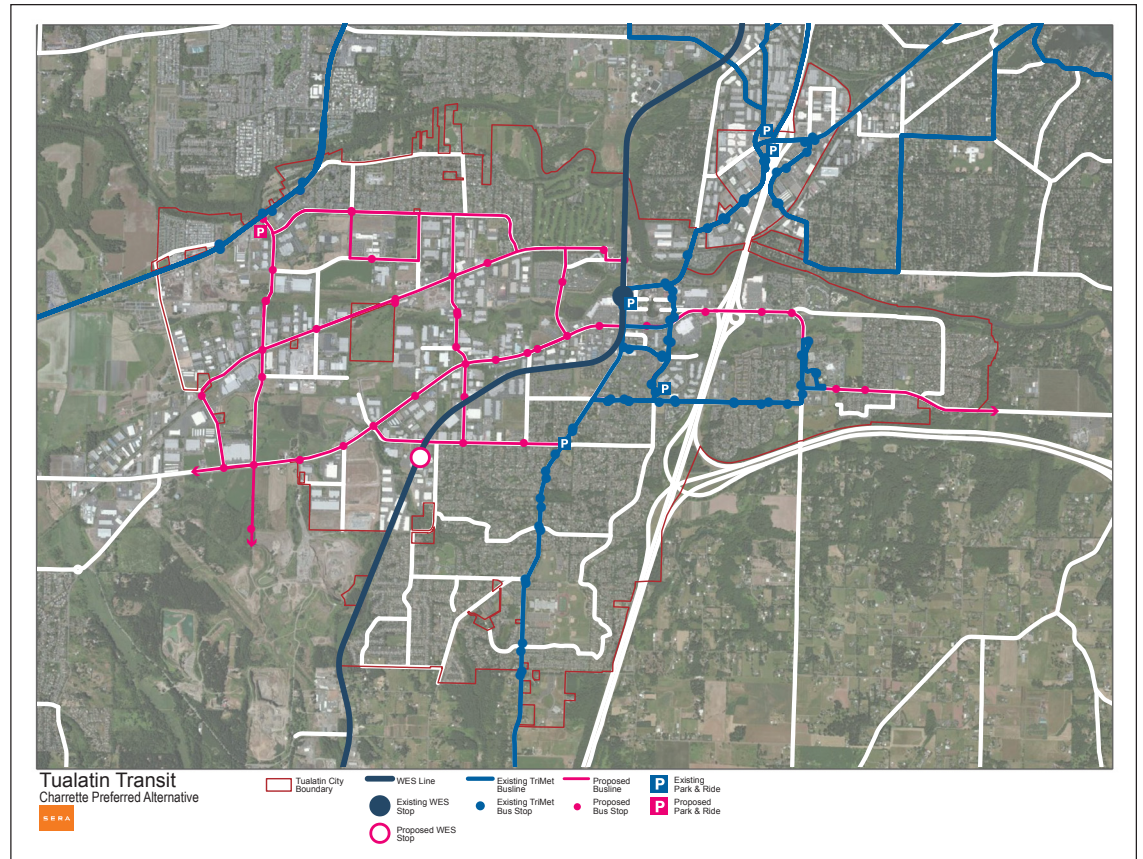


Figure 9. Transit Route Map

Local Bus Service. Part of Tualatin’s long-term transit strategy is to advocate for expanded local bus service from TriMet. The Transit Modal Plan in the Tualatin TSP Update includes several projects that reflect this desire. All are considered medium-term projects which means that their priority is within the next five to ten years. The projects include:

- ▶ T1: Provide transit service on SW Herman Road.
- ▶ T2: Provide transit service on SW 124th Avenue.
- ▶ T3: Provide transit service on SW Avery Street.
- ▶ T5: Provide transit service on SW Tualatin-Sherwood Road.
- ▶ T6: Extend transit service to east Tualatin (east of Meridian Park Hospital).

- ▶ T7: Extend service hours for all transit, with a focus on the No. 96 bus line.
- ▶ T8: Trolley service between Bridgeport Village and the Tualatin Commons.

These projects would implement parts of the transit component of Linking Tualatin. They will likely be discussed as part of the Southwest Service Enhancement Study.

Ride Connection. Ride Connection is a non-profit organization that works with community partners to provide and coordinate transportation options primarily for older adults and people with disabilities in Clackamas, Multnomah, and Washington counties. Ride Connection provides direct service and also coordinates the transportation services of over 30 community service partners. This network includes over 600 drivers, two-thirds of whom are volunteers. Some examples of partners in the Ride Connection network are American Red Cross, Metropolitan Family Service's Project Linkage Program, American Cancer Society, and Transportation Reaching People.

RideAbout is a Ride Connection program. This is a free service for older adults (age 60+) and people with disabilities who need a little extra help getting around. Each RideAbout is unique and designed with feedback from local neighbors and the community. The RideAbout service makes regular visits to grocery stores and local neighborhood centers in the community served. RideAbout drivers and concierges also are available to assist riders with carrying their shopping bags. The regular King City RideAbout route service is open to the public.

Tualatin is collaborating with Ride Connection to look for funding for a RideAbout program in the city.

Other Collaborations and Partnerships. In an effort to provide transit choices for Tualatin residents, workers and visitors the City is exploring opportunities to collaborate with neighboring jurisdictions and interested agencies such as Wilsonville SMART, the Yamhill County Transit Area, and Portland Community College Shuttle.

- ▶ **South Metro Area Regional Transit (SMART).** SMART is operated by the City of Wilsonville and is funded primarily by local businesses and grants. SMART's fleet includes over 35 vehicles ranging from 40-foot buses to minivans and a trolley-bus. Services are free within Wilsonville,

but SMART charges a fee for intercity services. Over time, SMART has evolved into a full service, alternative transit system, offering a convenient and easy way to travel within Wilsonville and outlying areas, including Charbonneau/Canby, Salem and the south end of Portland. SMART operates most services Monday through Friday from 5:30 a.m. to 8:30 p.m., with Routes 4 and 2X operating on Saturday as well. No SMART buses run on Sunday.

As previously noted in this Final Plan, the JAMI project identified some near-term local bus service improvements that would increase availability and convenience for workers, residents, and visitors in Tualatin. These ideas will be examined in the Southwest Service Enhancement Study and might involve SMART. In addition, the JAMI study found that a high percentage of Tualatin workers live in cities along the I-5 and I-205 corridor, such as Woodburn, Salem, Oregon City and Clackamas. Because these areas either already are served or potentially could be served by SMART in the future, it would be in Tualatin's interest to collaborate with this service provider to explore options for providing more transit choices for these workers.

- ▶ **Yamhill County Transit.** The Yamhill County Transit Area (YCTA) is a public transit network, contracting with First Transit to provide bus service for riders throughout Yamhill County. It also offers Link Routes to Hillsboro/MAX, Sherwood/TriMet, and Salem/SAMT. Dial-a-Ride curb-to-curb transportation service is available for anyone unable to access YCTA's fixed route service. YCTA Route 44, McMinnville – 99W, provides fixed route service on weekdays (express) and Saturdays (regular) between McMinnville and the Tigard Transit Center via Lafayette, Dayton, Dundee, Newberg, Sherwood, and King City.

The JAMI study found that a high percentage of Tualatin workers live in cities along the corridor served by TriMet Route 44, such as McMinnville, Newberg and Sherwood. Because these areas already are served by the YCTA, it would be in Tualatin's interest to collaborate with this service provider to explore options for providing more transit choices for these workers within Tualatin. For example, this could include service similar to the Route 44 that would stop at SW 124th Avenue/OR 99W, the WES station in downtown Tualatin, and the Tualatin Park-and-Ride in Bridgeport Village, rather than or in addition to the Tigard Transit Center.

- ▶ **Portland Community College (PCC) Shuttle.** As discussed earlier in this Final Plan, the 2004 TriMet TIP Update Lake Oswego identified an

extension of TriMet Route 44 along SW Lower Boones Ferry Road to Tualatin servicing the Lake Grove Town Center as a priority. Route 44 provides service from Pier Park in north Portland through downtown Portland to the PCC Sylvania Campus in northeast Tigard. An extension of Route 44 from the PCC Sylvania Campus through Lake Grove Town Center to the Tualatin Park-and-Ride and continuing to the WES station in downtown Tualatin would be beneficial for Tualatin residents and workers attending classes at PCC as well as traveling to Lake Grove and downtown Portland. PCC is interested in this extension to complement its campus shuttle program and to provide transportation options for students.

In summary, Linking Tualatin has spurred significant progress in partnering with local and regional transit providers and other community organizations to improve transit service to and within Tualatin and meet key goals of the project. These partnerships to identify and implement innovative and cost-effective transit service improvements, coupled with long-term land use and public investment strategies, are helping move the city down the path towards making Linking Tualatin a reality.

Conclusion and Next Steps

This Final Plan reflects the evolution of Linking Tualatin from a long-term land use plan centered on making Tualatin more transit ready, to a set of action-oriented land use and public investment strategies, as well as innovative transit solutions that will improve transit service and transit-readiness in the short and long-term.

Ideas formulated in a multi-day community workshop to develop the Linking Tualatin Community Involvement Ideas Report will serve as a source of ideas, to be referred to and built upon in future planning efforts within specific Transit Ready Places.

This Final Plan identifies broad concepts for land use changes that would result in increased transit readiness throughout the city's employment areas and public investments to help better link people to the places they need to go via transit, particularly linking employees to their jobs, and creating linkages between Tualatin and the rest of the region. Some of the broad concepts, vetted through meetings and discussion with affected business and property owners, are translated into implementation strategies to be accomplished through such actions as amendments to the Tualatin Development Code (TDC), inclusion in the Capital Improvement Plan, and consideration in the City's Parks and Recreation Master Plan Update.

This Final Plan also outlines innovative transit solutions comprised of near-term and long-term transit strategies that reflect partnerships developed as part of the Linking Tualatin, TSP Update, and Southwest Corridor Plan processes. Some components of the overall transit strategy

can be implemented immediately in the next 1-2 years, while longer-term elements can occur as the Southwest Corridor Plan analysis and implementation proceeds over the next 2-5 years.

Next steps in the Linking Tualatin planning process are envisioned to include:

- ▶ Complete the Linking Tualatin planning process with City Council adoption of a resolution accepting the Linking Tualatin Final Plan, including acknowledging completion of key documents included in that process, such as the Linking Tualatin Community Involvement Ideas Report.
- ▶ Prepare a Plan Text Amendment (PTA) to the Tualatin Development Code (TDC) with proposed code changes that will allow for greater flexibility and support transit use.
- ▶ Review local street connections and recommend those to be included in a future Capital Improvement Plan (CIP) as funding becomes available.
- ▶ Review paths and trails unique to the Linking Tualatin Final Plan as part of the Parks and Recreation Master Plan Update process.
- ▶ Continue to provide input reflecting the Linking Tualatin Final Plan to the Southwest Corridor Plan and the TriMet Southwest Service Enhancement Study processes.
- ▶ Conduct refinement planning for specific Transit Ready Places as needed based on outcomes of the Southwest Corridor Plan process and future high capacity transit (HCT) in Tualatin or adjacent communities.

