



MEMORANDUM CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

FROM: Sherilyn Lombos, City Manager

DATE: August 13, 2012

SUBJECT: Work Session for August 13, 2012

- 1) **5:00 p.m. (40 min) – Transportation System Plan Update:** Attached is a memo along with a PowerPoint presentation that will be used in discussing this item.
- 2) **5:40 p.m. (60 min) – Linking Tualatin Update:** Attached is a memo along with a power point presentation that will be used in discussing this item.
- 3) **6:40 p.m. (10 min) - Council Meeting Agenda Review, Communications & Roundtable.** This is an opportunity for the Council to review the agenda for the August 13, 2012 Council meeting and take the opportunity to brief the rest of the Council on any issues of mutual interest.



MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Kaaren Hofmann, Engineering Manager
Alice Rouyer, Community Development Director

DATE: 08/13/2012

SUBJECT: Update to the Transportation System Plan - Refinement Areas #1

ISSUE BEFORE THE COUNCIL:

Does the City Council agree with the Task Force, Planning Commission, and Park Advisory Committee recommendations on the refinement areas? Are there other questions on the refinement areas that need to be addressed?

EXECUTIVE SUMMARY:

The Transportation System Plan (TSP) is in the preliminary recommendation stage. In June, the Task Force, Planning Commission, and Park Advisory Committee okayed a list of projects to go forward for more public comment through the online forum.

There were seven refinement areas that needed more information prior to approving projects in those areas to move forward. Those areas are:

1. Nyberg Interchange
2. 65th Avenue
3. North to south Connectivity
4. Herman Road and Tualatin Road
5. Tualatin-Sherwood Road
6. Boones Ferry Road
7. Tualatin's Downtown Circulation

At their July 19th meeting, the Task Force discussed the first three refinement areas. For some of the areas they made recommendations and some they requested more information. Their conclusions were:

• Nyberg Interchange

- Option #1 - move forward to the Summit after removing F
- Option #2 - requested additional information on costs and impacts to the adjacent property

• 65th Avenue

- Move Option #3 forward to the Summit
- **North to South Connectivity**
 - Requested additional information on costs and impacts
 - A hybrid option was proposed for further investigation by the Technical Team.

The final four refinement areas will be discussed and any additional information requested will be provided at the August Task Force meetings.

The Planning Commission and the Park Advisory Committee discussed the three refinement areas at their August 9th meetings. Their conclusions will be presented at the Council meeting.

There will be several more opportunities to comment on the proposed plan. The full schedule is attached.

RECOMMENDATION:

Staff recommends that the City Council weigh in on forwarding options within the Refinement Areas to the Summit for further public discussion.

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- Attachments:** A. Refinement Areas
 B. Task Force Meeting Summary
 C. Schedule of Future Meetings
 D. Powerpoint

Refinement Area #1: Nyberg Interchange

Concept Package #1: Safety-Focused Solutions

Problem Statement

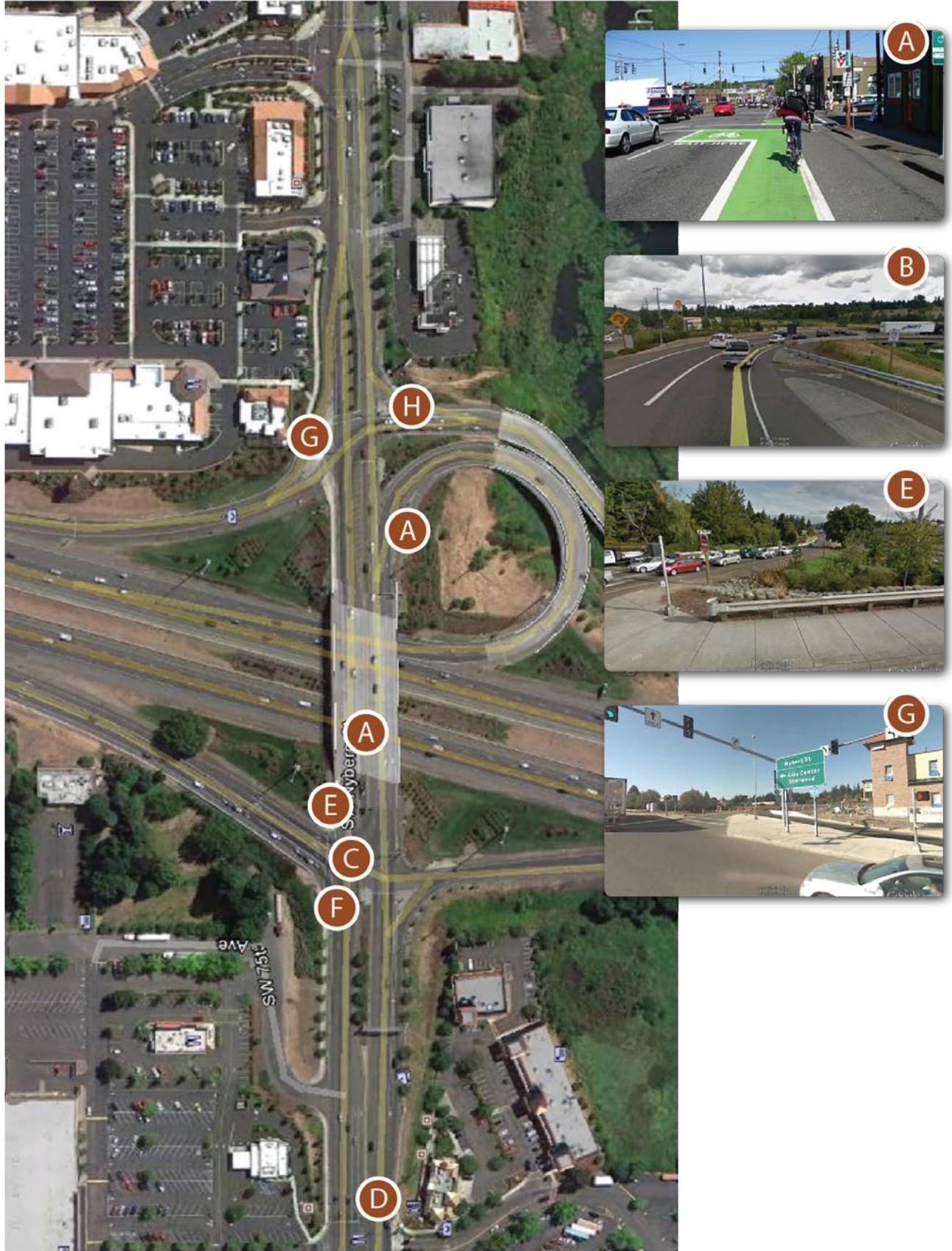
The main concerns at the Nyberg interchange relate to safety, for all modes. The interchange serves as the main connection between Tualatin and the I-5 freeway, but also via Nyberg Road provides a main connection between downtown and east Tualatin. The interchange ramps have the highest crash rates in Tualatin, and include several reported bicycle- and pedestrian-related crashes.

Possible Solution

The following solutions are put forth as one package at the Nyberg interchange area:

- A. Paint the pavement through the interchange area to make the bicycle lane more visible and distinct from travel lanes
- B. Redesign location of bicycle lane at the east end of interchange
- C. Bring bicycle lane across and over at west end of interchange with skip striping
- D. Improve lane signage west of the interchange to help vehicles be in the correct lane before entering interchange area
- E. Move guardrail on southbound off ramp to improve sight distance
- F. Disallow right turns on red from southbound off ramp
- G. Redesign westbound-northbound movement to enhance safety
- H. Redesign northbound off ramp to discourage traffic getting off and then right back onto I-5

| Consideration Area | Comments | Score |
|---|--|-------|
| How would this solution effect traffic and safety near the interchange? | <ul style="list-style-type: none"> • Minor effects on motor vehicle traffic • Moderate safety benefits from visible separation between bicycle and motor vehicle traffic | ● |
| How would this solution effect traffic city-wide? | <ul style="list-style-type: none"> • Minimal effect on city-wide traffic | ◐ |
| Design Constraints / Considerations | <ul style="list-style-type: none"> • Striping revisions can be incorporated with minor impacts • Provides better delineation for traffic and bicyclists • Redesigns the northbound on ramp terminal to allow double rights • Discourages the northbound through traffic with minor impacts | ● |
| Environmental / Policy Considerations | <ul style="list-style-type: none"> • Painted pavement would require ODOT review/approval • Recent precedent for painted bike lanes on ODOT facility • Minor changes to the interchange configuration will not impact the wetlands preservation district | ◐ |

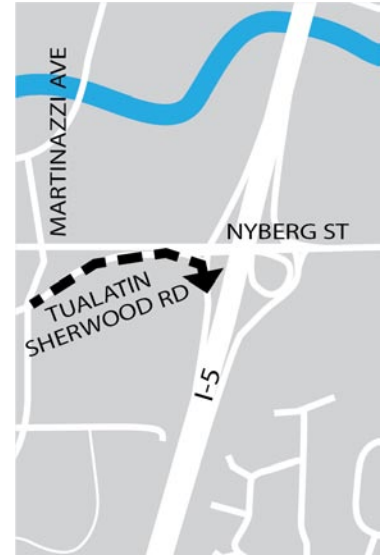


Refinement Area #1: Nyberg Interchange

Concept Package #2: Adding lane to Tualatin-Sherwood Road from Martinazzi to I-5 (eastbound direction)

Problem Statement

The Nyberg interchange area does not show tremendous congestion concerns either now (2012 traffic volumes) or in the future (2035 traffic volumes). The southbound on-ramps with I-5 operate at a Level of Service (LOS) D now and anticipated in the future, and the northbound on-ramps with I-5 operate at LOS B now and anticipated LOS C in the future. Traffic backups have been reported at the southbound on ramps which have been verified through field visits.



Potential Solution

Add a new lane on Tualatin-Sherwood Road in the eastbound direction from Martinazzi to I-5.

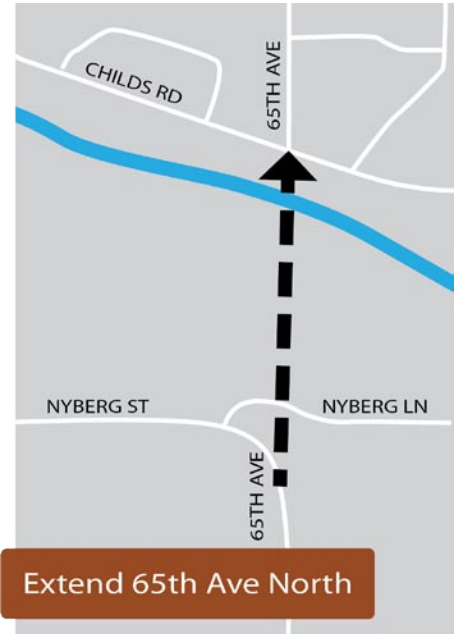
| Consideration Area | Comments | Score |
|--|--|-------|
| How would this solution effect traffic near the interchange? | <ul style="list-style-type: none"> • Minor increase in eastbound traffic accessing the freeway (50-100 vehicles during the PM peak hour) • Operations stay relatively consistent • Could detract from bicycle and pedestrian safety | |
| How would this solution effect traffic city-wide? | <ul style="list-style-type: none"> • This potential solution has minimal effect on city-wide traffic | |
| Design Constraints / Considerations | <ul style="list-style-type: none"> • Width of Tualatin-Sherwood Road/Nyberg Street from Martinazzi to the east is tight • Potential impacts to the truck delivery yard for the Fred Meyer site • Requires removal of mature street trees • Possible solution would be to shift lanes and widen to the median • Past the Fred Meyer intersection, widening would likely require walls, structure widening and impacts to sensitive areas | |
| Environmental / Permitting Considerations | <ul style="list-style-type: none"> • The area is already built • Only impacts are to the landscaping strip between the roadway and Fred Meyer | |

Refinement Area #2: 65th Avenue

Option 1: Extending North into River Grove Only

Problem Statement

The 65th Avenue corridor serves as a major north-south route east of I-5. It serves residents and major medical facilities located east and west of 65th Avenue, notably the Legacy Meridian Park hospital. 65th Avenue is jointly owned and maintained by Washington County and Clackamas County. Although current traffic levels are within accepted County and City standards, future congestion is of concern due to expected residential and business growth. 65th Avenue has sidewalk gaps and lacks bicycle lanes.



Potential Solution

Extend 65th Avenue north of its current terminus near Nyberg Road to 65th Avenue across the Tualatin River in River Grove. At its crossing over the Tualatin River, the bridge could be a narrower cross section as a turn lane would not be needed. Reconstruct intersection of 65th Avenue and Nyberg Street as a roundabout.

| Consideration Area | Comments | Score |
|---|--|-------|
| How would this solution effect traffic locally? | <ul style="list-style-type: none"> • New connection has the potential for 1,000 to 1,200 motor vehicles during the PM peak hour • Allows for connectivity to the north • Slight increase in traffic on Sagert Street and Borland Road | |
| How would this solution effect traffic city-wide? | <ul style="list-style-type: none"> • Reduces traffic on I-5 and Boones Ferry Road • Slight increase in traffic on Tualatin Sherwood Road eastbound over the Nyberg interchange • Traffic would be impacted in River Grove and Lake Oswego | |
| Design Constraints / Considerations | <ul style="list-style-type: none"> • Available ROW, 40' ± available from river to SW Childs St • Alignment could be designed to avoid impacts to recently constructed lift station east/north of the bridge • Connection to the local roadway network north of the river | |
| Environmental Constraints / Considerations | <ul style="list-style-type: none"> • Solution requires multi-jurisdictional coordination • Adjacent to land zoned high density residential where transportation facilities are an allowed use • Impacts to Metro Riparian class Habitats I-III • Bridge over the Tualatin River may require a City-wide vote | |

Refinement Area #2: 65th Avenue

Option 2: Widening to Existing Sections of 65th Avenue Only




Problem Statement


The 65th Avenue corridor serves as the major north-south route east of I-5. It serves residents and major medical facilities located east and west of 65th Avenue, notably the Legacy Meridian Park hospital. 65th Avenue is jointly owned and maintained by Washington County and Clackamas County. Although current traffic levels are within accepted County and City standards, future traffic is problematic due to expected residential and business growth. This facility has some sidewalk gaps and lacks bicycle lanes.

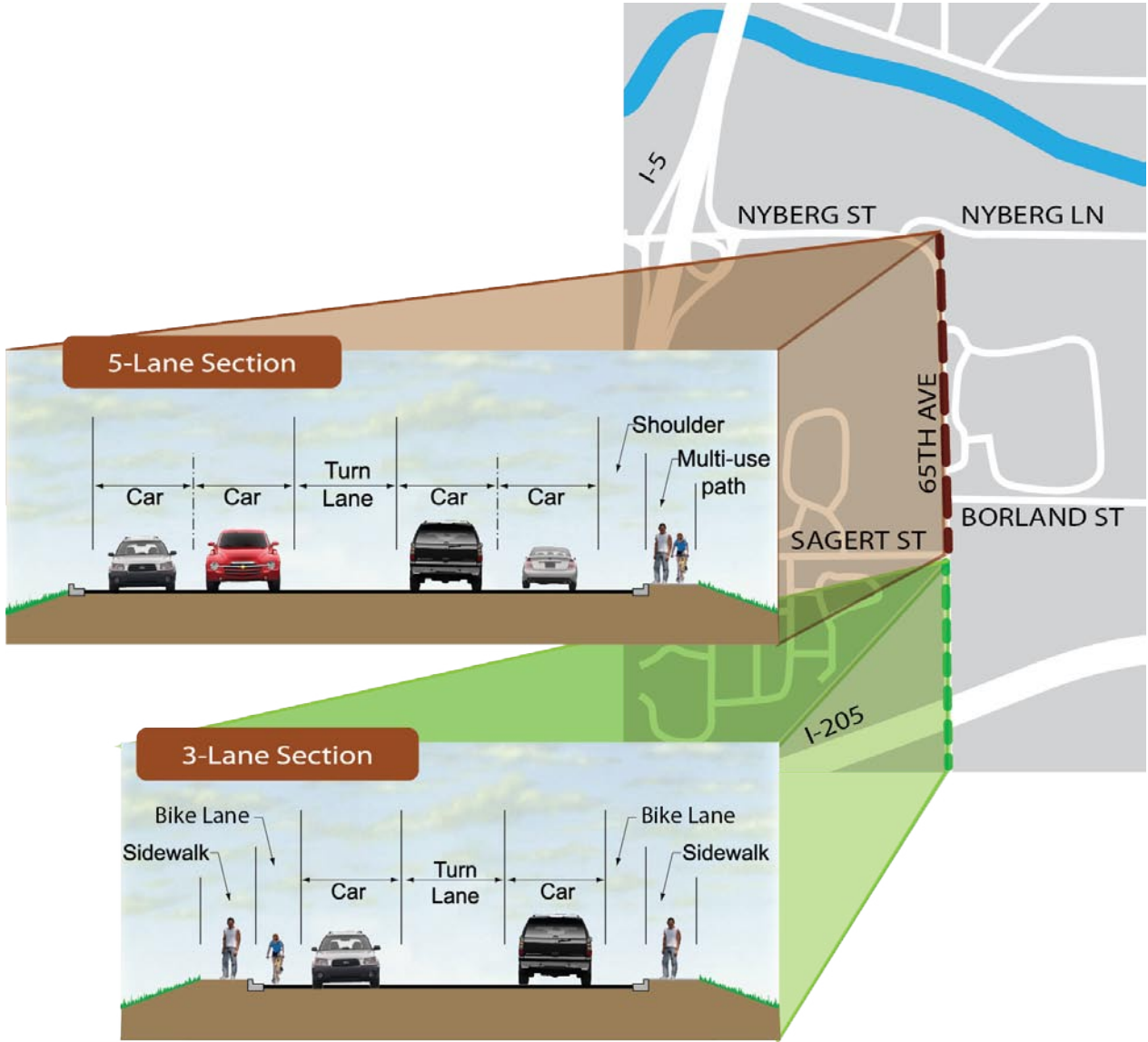
Potential Solution

This potential solution consists of the following:

- Widen 65th Avenue to 4 or 5 lanes between Nyberg Road and Sagert Street
- Widen the road to 3 lanes south of Sagert Street across I-205
- Address the dips in the existing road
- Bicyclists and pedestrians would be accommodated via:
 - o A separated bicycle and pedestrian multi-use path located near 65th Avenue, or
 - o Via continuous bicycle lanes and sidewalks on 65th Avenue
- New traffic signal at Sagert Street and 65th Avenue would operate in conjunction with the existing signal at 65th Avenue and Borland (traffic progresses through both intersections in one signal cycle) OR
- Realign intersections at Sagert Street/65th and 65th/Borland into one intersection

| Consideration Area | Comments | Score |
|---|---|---|
| How would this solution effect traffic locally? | <ul style="list-style-type: none"> • Helps meet demand of motor vehicles along the roadway in the future • Little new vehicle activity attracted to the roadway (150-200 new PM peak hour vehicles) over what is expected without widening |  |
| How would this solution effect traffic city-wide? | <ul style="list-style-type: none"> • Little effect realized city-wide |  |
| Design Constraints / Considerations | <ul style="list-style-type: none"> • Widening north of Borland to Nyberg street to accommodate bicyclists or a multi-use path likely possible with minor impacts until the structure crossing Nyberg Creek and the wetlands area • Widening for lane/capacity likely to involve more significant ROW and utility impacts • Realignment of Borland/Sagert intersection to one location, likely the current location of Sagert/65th • Alignment dictates the extent of impacts, but could include the utility substation, or private structure |  |

| Consideration Area | Comments | Score |
|--|--|---|
| Environmental Constraints / Considerations | <ul style="list-style-type: none"> • Realigning the Sagert and Borland intersections would have right-of-way impacts • Widening the roadway would require some easements • Replacing the bridge over Nyberg Creek Greenway to accommodate bicyclists and pedestrians on the structure |  |







Refinement Area #2: 65th Avenue

Option 3: Extending North into River Grove AND Widening Existing Section

Problem Statement The 65th Avenue corridor serves as the major north-south route east of I-5. It serves residents and major medical facilities located east and west of 65th Avenue, notably the Legacy Meridian Park hospital. 65th Avenue is jointly owned and maintained by Washington County and Clackamas County. Although current traffic levels are within accepted County and City standards, future traffic is problematic due to expected residential and business growth. This facility has some sidewalk gaps and lacks bicycle lanes.

- Potential Solution**
- Extend 65th Avenue to the north as described in Option 1
 - Widen the existing sections of 65th Avenue as described in Option 2

| Consideration Area | Comments | Score |
|---|--|---|
| How would this solution effect traffic locally? | <ul style="list-style-type: none"> • Combination of extending 65th Avenue and widening the roadway is similar to the extension alone • Widening allows capacity to service the future demand on the roadway and at intersections |  |
| How would this solution effect traffic city-wide? | <ul style="list-style-type: none"> • Similar effects as the 65th Avenue extension |  |
| Design Constraints / Considerations | <ul style="list-style-type: none"> • See constraints/considerations from the two previous options |  |
| Environmental Constraints / Considerations | <ul style="list-style-type: none"> • Solution requires multi-jurisdictional coordination • Bridge over the Tualatin River may require a City-wide vote • Adjacent to land zoned high density residential where transportation facilities are an allowed use • Impacts to Metro Riparian class Habitats I-III • The City of Rivergrove does not have a TSP |  |

Refinement Area #3: North/South Connectivity

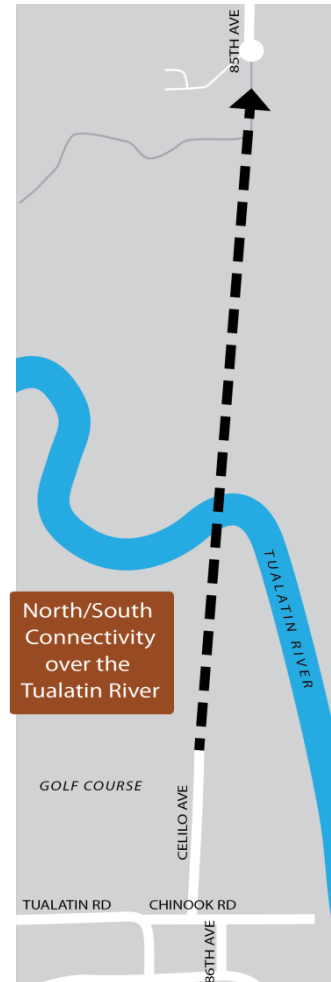
Option 1: Extension East of Country Club and West of Railroad Track

Problem Statement

Connections in Tualatin west of I-5 are limited to Boones Ferry Road and 99W in the north-south direction, and Tualatin Road and Herman Road in the east-west direction. In the 2001 Tualatin TSP, there was a project to extend Tualatin Road to connect with Boones Ferry Road, and an extension to the north to connect with Hall Boulevard in Tigard. The extension of Tualatin Road project would have impacted Tualatin Community Park. After a robust community conversation the City decided not to pursue this project, and an amendment was voted in March 2011 to amend the City Charter (Chapter XI) to prevent the transfer, sale, vacation or major change in use of city parks without a public vote.

Potential Solution

- An extension of Tualatin Road north from Tualatin Community Park, east of the railroad tracks would be infeasible
- An extension west of the railroad tracks, in the general vicinity of SW 86th Avenue east of the Country Club appears to be feasible
- Road would extend northward in the vicinity of SW Celilo Road and connect with SW 85th Avenue north of the Tualatin River



| Consideration Area | Comments | Score |
|---|--|-------|
| How would this solution effect traffic locally? | <ul style="list-style-type: none"> • New extension allows connectivity north/south across the Tualatin River • New roadway has the potential to carry up to 1,000 – 1,200 vehicles in each direction during PM peak hour | |

| Consideration Area | Comments | Score |
|---|---|-------|
| How would this solution effect traffic city-wide? | <ul style="list-style-type: none"> • Tualatin, Herman, 99W, and Boones Ferry Road (north of the Tualatin River) experience a moderate decrease in traffic • Boones Ferry Road immediately south of Celilo Road has an increase in traffic leading up to the extension | ● |
| Design Constraints / Considerations | <ul style="list-style-type: none"> • Does not impact Tualatin Community Park • At least one, if not two railroad crossings would be upgraded and require crossing orders from ODOT Rail • North improvements to alignment would extend along the west edge of the tracks and tie into 85th Ave on the north side of the river | ◐ |
| Environmental Constraints / Considerations | <ul style="list-style-type: none"> • Building a bridge over the Tualatin River may require a City-wide vote • An extension of Hall Boulevard into Tualatin is included in the Tigard TSP (long-term not fiscally constrained project list) | ○ |

Refinement Area #3: North/South Connectivity




Option 2: Widen Boones Ferry Road

Problem Statement

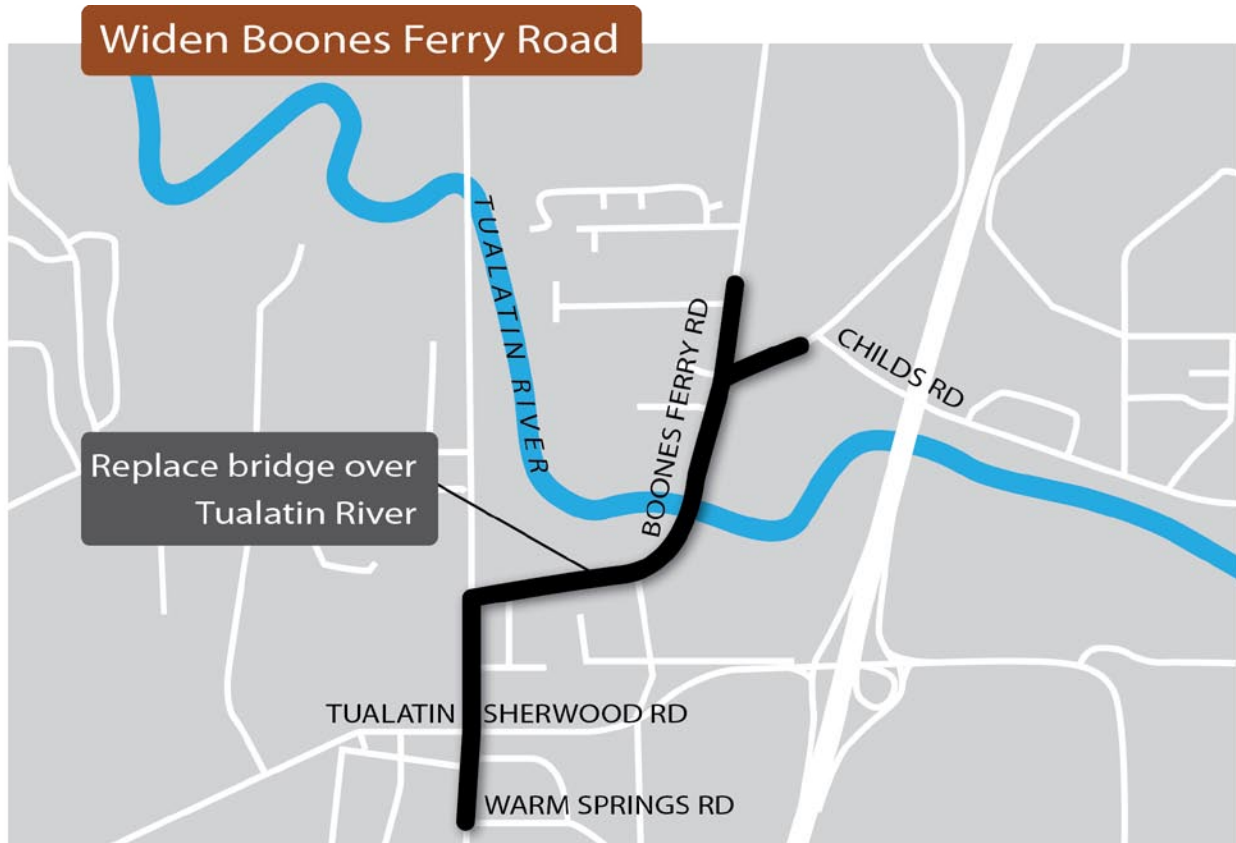
Connections in Tualatin west of I-5 are limited to Boones Ferry Road and 99W in the north-south direction, and Tualatin Road and Herman Road in the east-west direction. In the 2001 Tualatin TSP, there was a project to extend Tualatin Road to connect with Boones Ferry Road, and an extension to the north to connect with Hall Boulevard in Tigard. The extension of Tualatin Road project would have impacted Tualatin Community Park. After a robust community conversation the City decided not to pursue this project, and an amendment was voted in March 2011 to amend the City Charter (Chapter XI) to prevent the transfer, sale, vacation or major change in use of city parks without a public vote.

Potential Solution

- Widening Boones Ferry Road between the intersection of Lower Boones Ferry Road to the north and Warm Springs to the south
- Widening explored through:
 - o Retaining a three-lane section with intersection improvements and coordinated signal timing
 - o Widening to four lanes, limiting turning pockets to intersections
 - o Widening to five lanes, with two travel lanes in each direction and a center-turn lane transitioning to a turn pocket at intersections
- All options assume replacement of the Tualatin River bridge

| Consideration Area | Comments | Score |
|---|--|---|
| How would this solution effect traffic locally? | <ul style="list-style-type: none"> • Potential to shift traffic from Tualatin-Sherwood Road (east of Boones Ferry Road) and away from the Nyberg interchange |  |
| How would this solution effect traffic city-wide? | <ul style="list-style-type: none"> • Effects of this project seen through a shifting of traffic from Hwy 99W/Durham Road • Effects realized from I-5 between the Boones Ferry Road and Nyberg interchanges |  |
| Design Constraints / Considerations | <ul style="list-style-type: none"> • 4 lane and 5 lane options have significant impacts to ROW/access • All options likely require coordination and improvements to the railroad crossing north of the bridge • Widening at Boones Ferry Road and Tualatin-Sherwood Road south of the intersection is problematic • Constraints are railroad to the west and McDonald's drive thru to the east |  |

| Consideration Area | Comments | Score |
|--|--|-------|
| Environmental Constraints / Considerations | <ul style="list-style-type: none"> • ODOT is interested in a jurisdictional transfer from ODOT to the City if bridge is replaced • The City or ODOT could initiate the transfer process • The City would then be responsible for maintenance and upkeep on the new or modified bridge • The County would be required to approve the transfer • The existing bridge is within the Tualatin River Greenway • Replacing the bridge may require a City-wide vote | ○ |



Refinement Area #3: North/South Connectivity

Other Options Considered but Dismissed

Extension west of Country Club

The team considered placing the northerly extension west of the Country Club, but dismissed this for the following reasons:

1. Traffic flows on the new arterial lessened traffic on 99w, but did not address congestion on Tualatin arterials, including Boones Ferry Road.
2. Disruption to the community in the Hazelbrook area, and especially for residents at its eastern edge including SW Shawnee Trail, and SW Cheyenne Way, was thought to be too great.
3. Geometrically, it was deemed difficult to place an arterial in this vicinity without creating an additional 90 degree turn. This in turn would create safety concerns associated with driver expectation, speed, and sight visibility.
4. This general location is aligned with a northward bend in the Tualatin River, which could make construction of a new river crossing difficult.
5. Connections with the roadway network in Tigard would be difficult. SW 92nd Avenue is the nearest roadway north of the river but connections to it are problematic, and it does not continue northward beyond SW Durham Road.

Extension north of SW 90th Avenue

The team explored extending SW 90th Avenue northward, but dismissed this concept for the following reasons:

1. It would bisect the Tualatin Country Club, a regional destination.
The Tualatin Country Club serves patrons from throughout the south Metro area and is a major employer in Tualatin. Bisecting the club would make it difficult for it to continue its current operations as a golf course.
2. Connections with the roadway network in Tigard would be difficult. Extending SW 90th Avenue north across the Tualatin River connects with Cook Park in Tigard. It would be difficult to design an alignment that avoided impacts to this park, though it could be possible to align the river crossing so that it touched down east of the park's boundary.

This alignment could be reconsidered in the future if this property were to redevelop to another use.

Herman Road and Tualatin Road

Problem Statement

Herman Road and Tualatin Road run parallel to each other in north Tualatin. Both provide connections to downtown at the east and to 99W at the west. Herman Road is located in Tualatin’s industrial center, and Tualatin Road features some industrial and manufacturing to the south, but residential to the north. The refinements along these two corridors aim to encourage some through traffic to move onto Herman Road, and off of Tualatin Road, as a way to improve safety and livability for residents north of Tualatin Road. A suite of project concepts have been put forward which the team is evaluating, looking for a balanced set of projects that meet the needs of residents and businesses.

Potential Solution

The following projects have been explored as a package:

- A. Reclassify Herman Road as a Minor Arterial, and retain Tualatin Road’s classification as a Major Collector
- B. Upgrade the remaining section of Herman Road as a 3-lane cross section between Tualatin Road and Teton Road
- C. Lowering speeds on Tualatin Road
- D. Eliminate the free right turn at Tualatin Road at the intersection with Herman Road, and consider a roundabout at this location
- E. Add signals at the east and west ends of Tualatin Road, such as in the vicinity of 115th Avenue and Jurgens Avenue
- F. Remove trees at intersection of Tualatin Road and 108th Avenue to improve sight distance at this location
- G. Modify channelization of 124th Avenue and Tualatin Road to encourage traffic to proceed along 124th to the intersection with Herman Road. Consider a roundabout at this location
- H. Signage that indicates that Tualatin Road is for local traffic

| Consideration Area | Comments | Score |
|---|---|-------|
| How would this solution effect traffic locally? | <ul style="list-style-type: none"> • Major effect is shifting of traffic from Tualatin Road to Herman Road • On the west end traffic is diverted to 124th Avenue • On the east end traffic is diverted to Herman Road • Small amount of traffic shifted to Tualatin-Sherwood Road • Some traffic diverted along Hwy 99W up to Durham Road | ● |
| How would this solution effect traffic city-wide? | <ul style="list-style-type: none"> • Minimal effects to city-wide traffic • Majority of effects are local | ● |

| Consideration Area | Comments | Score |
|--|--|-------|
| Design Constraints / Considerations | <ul style="list-style-type: none"> • Traffic calming projects can be installed with minor impacts • Projects could be chicane type improvements (lane weave) or speed tables • Coordination with Tualatin Valley Fire and Rescue and Tualatin Police likely needed • Improvements to Herman Road and the intersection of Tualatin/Herman Road would require ROW but are straight forward with likely impacts to some access • Signal improvements at the intersection of Tualatin Rd/108th Ave were not met as recently as the last 5 years • New locations for signals recommended at Jurgens and 115th have not been analyzed for warrants • Removal of tree(s) at Teton, at the SW quadrant improve sight distance but have impacts to natural resources | ● |
| Environmental Constraints / Considerations | <ul style="list-style-type: none"> • Some adjacent land would be required north of Herman to widen to three lanes • Potential impact some landscaping and parking • Planter circles and speed table design standards would need to be added to the City's code | ◐ |





City of Tualatin

Tualatin Transportation Task Force
DRAFT Meeting #12 Summary
July 19, 2012, 5:00-8:00pm
Tualatin Police Department
8650 SW Tualatin Road
Tualatin, OR 97062

Committee Members Present

Alan Aplin – *TPAC Rep.*
Bethany Wurtz – *Tualatin Tomorrow Rep.*
Bill Beers – *TPAC Rep.*
Brian Barker – *TVF&R*
Bruce Andrus-Hughes – *Parks Advisory*
Charlie Benson – *Citizen Rep.*
Cheryl Dorman – *Tualatin Chamber of Commerce*
Deena Platman – *Metro*
Judith Gray – *City of Tigard*
Julia Hajduk – *City of Sherwood*
John Howorth – *Alt. Citizen Rep.*
Lidwien Rahman – *ODOT*
Jan Guinta – *CIO Rep.*
Nancy Kraushaar – *Citizen Rep.*

Travis Evans – *Citizen Rep.*
Steve L. Kelley – *Washington County*
Wade Brooksby – *City Councilor*
Ed Truax – *City Councilor*
Nancy Grimes – *City Councilor*

Committee Members Absent

Allen Goodall – *Business Rep.*
Candice Kelly – *Alt. Tualatin Tomorrow Rep.*
Joelle Davis – *City Councilor*
Gail Hardinger – *Alt. Business Rep.*
Kelly Betteridge – *TriMet*

Karen Buehrig – *Clackamas County*
Monique Beikman – *City Councilor*
Nic Herriges – *Alt. Citizen Rep.*
Mike Riley – *CIO Rep.*
Ryan Boyle – *Citizen Rep.*

Public in Attendance

Bob Newcomb
Cathy Holland
Connie Ledbetter
Dolores Hurtado
Kathy Newcomb
Joe Lipscomb
June Bennett

Staff, Project Team and Special Guests

Alice Rouyer – *City of Tualatin*
Ben Bryant – *City of Tualatin*
Cindy Hahn – *City of Tualatin*
Dayna Webb – *City of Tualatin*
Kaaren Hofmann – *City of Tualatin*

Terra Lingley – *CH2M Hill*
Theresa Carr – *CH2M Hill*
Alan Snook – *DKS Associates*
Eryn Kehe – *JLA Public Involvement*
Sam Beresky – *JLA Public Involvement*

WELCOME AND CALL TO ORDER

Eryn Kehe from JLA Public Involvement welcomed the group and thanked them for their attendance. She explained that the focus of this meeting was the Transportation System Plan and would include an overview and discussion of four of the seven Refinement Areas.

COMMUNICATION FROM THE PUBLIC

Cathy Holland mentioned that she has an issue with the North/South connection over the Tualatin River. She said that she had participated in every Working Group meeting and that the connection had been voted down due to the concerns of increased traffic of people using an alternative to I-5. In addition, she cited issues with railroad crossings and potential impacts to Tualatin Community Park as reasons the connection should not be considered. She suggested that two pedestrian bridges at the community park should be included in the report.

Kathy Newcomb spoke about the recent meeting of the Transit Working Group. She indicated that having 25 minutes to respond to 18 items was not nearly enough time. She also said that the relationship between Linking Tualatin and the SW Corridor Plan was not adequately explained. There is a mix up between local transit and High Capacity Transit, which should be the focus of transit on 99W. She mentioned that someone at the Working Group meeting said that Sherwood is not interested in High Capacity Transit. She was later assured by a Sherwood employee and by Alice from the City of Tualatin that Sherwood is interested and has one full-time employee dedicated to the SW Corridor project. Cathy thanked Alice for her response and thanked Cindy Hahn and Cathy Holland for completing the survey of bus riders.

Eryn thanked the members of the public for their comments. She mentioned that the results of the July 17th Transit Working Group will be shared with the Task Force at the August 16th meeting. She also let Kathy Newcomb know that Julia Hajduk from Sherwood is a member of the Task Force and could help answer any other questions about Linking Tualatin that she has.

GENERAL ITEMS

Accept Meeting #11 Summary

There were no questions or comments about the meeting summary, members accepted the meeting summary by consensus of those members that were present at Meeting #11.

Announcements

Ben Bryant from the City of Tualatin let the group know that the 124th Avenue project has been included in a recommended projects list that the Board of Commissioners will vote on July 24th.

Eryn mentioned that improvements were made to the Online Forum that will make the site easier to understand and use. As a way to narrow a search, she suggested searching for a specific address and click on the projects near the address. She also asked for help in distributing bookmarks to help spread the word about the Online Forum.

REVIEW OF REFINEMENT TOPIC AREA ANALYSIS

Eryn let the group know that the refinement areas are complicated and that there will be differences in opinions. She asked the task force members to remember the meeting protocols that allow for differences in opinion. Everyone needs to show respect for each other. Tonight's meeting will be a safe space for everyone to share their ideas and to change their minds as well.

Eryn introduced Councilor Nancy Grimes and Councilor Ed Truax who were in attendance in place of Councilors Davis and Beikman.

Eryn mentioned that the project team will be looking for feedback and discussion on the refinement areas. The goal is for the Task Force to reach consensus to move the refinement area option forward for further discussion on the Online Forum and at the Summit in September. Approval today is not approval to include it in the TSP, but is merely approval to move it forward for further discussion.

Theresa Carr gave a brief PowerPoint Presentation that included:

- Process Status
 - Refine Project Recommendations phase of Step 3
- Progress Since June 21st Meeting
 - Mobilized project team for additional analysis on refinement areas
 - Organized team meetings to share information and package options
 - Discussed options with City and Agencies
- Seven Refinement Topic Areas
 - Nyberg Interchange
 - 65th Avenue
 - North to south connectivity
 - Herman Road and Tualatin Road
 - Tualatin-Sherwood Road
 - Boones Ferry Road
 - Tualatin's Downtown Circulation
- Presentation Organization
 - Goal Statement
 - Description and sketch of possible solution
 - Considerations – Local traffic/safety, City-wide traffic, Design considerations/constraints, Environmental/policy considerations
- Role of TTF
 - Discuss as a task force the tradeoffs of various solutions
 - What are the benefits of doing something vs. doing nothing?
 - What are the impacts?
 - Weigh in on potential solutions
- Overall Context
 - The TSP is in preliminary recommendations state through September
 - We hope to reach resolution on some items tonight
 - We don't expect to reach resolution on everything
 - The conversation continues through online, August TTF, and September Summit

Nyberg Interchange

Goal Statement: Address safety at the Nyberg Interchange for all modes.

- Possible Solutions (with map)
 - A. Paint bike lanes
 - B. Redesign bike lane at east end of interchange
 - C. Skip striping on bike lane at west end of interchange
 - D. Improve lane signage west of interchange
 - E. Move guardrail on SB off-ramp
 - F. Disallow right turns on red from SB off-ramp
 - G. Redesign WB-NB movement to enhance safety

- H. Redesign NB off-ramp to discourage traffic getting off and then right back onto I-5
- Technical Findings – Local traffic/safety, City-wide traffic, Design constraints/considerations, Environmental/policy considerations
- Technical Team Recommendation: Move option forward to Transportation Summit

General Discussion:

- There was a general discussion about “F. Disallow right turns on red from SB off-ramp”. It was noted that eliminating right turns on red could have safety implications to the mainline of I-5. Task force members expressed concern that eliminating right turns would lead to frustration for drivers and that moving the guardrail could improve visibility leading to improvements in safety. Members expressed concern with Option “F” and thought it should be removed and/or phased in.
- There was a general discussion about bike lanes. Lidwien Rahman said that ODOT has little experience with painted bike lanes and there are concerns with the safety and maintenance of the surface. It was noted that adding grit to the paint was a possibility. A member expressed the need for the bike lanes to extend beyond the interchange area to allow for better bicycle connections.
- There was a general discussion about improved signage in the interchange area. Members expressed the need for improved signage for pedestrian safety and traffic movement.

The package, with “F” removed, was approved by consensus.

Nyberg Interchange – Added East to South Lane

Goal Statement #2: Reduce congestion on Tualatin-Sherwood Road for eastbound drivers.

- Possible Solution (with map)
 - Add a new lane on Tualatin-Sherwood Road in the eastbound direction from Martinazzi to I-5
- Technical Findings – Local traffic/safety, City-wide traffic, Design constraints/considerations, Environmental/policy considerations
- Technical Team Recommendation: Approve as a long-term solution (10-20 year timeframe)

General Discussion:

- There was a general discussion about high costs and marginal benefits. Members expressed concern about the impacts to the “Nyberg development” and the cost of a retaining wall. Members expressed the need to know more about potential costs of the project.
- There was a general discussion about impacts to pedestrian and bicycle environment, adding lanes will further impact the difficult pedestrian crossing from Fred Meyer to K-Mart.
- There was a general discussion about the efficacy as 124th might divert some traffic and improved signage further west on Tualatin-Sherwood Road might improve queuing.

The technical team will get more information:

- Impacts to “Nyberg properties”
- Impacts to I-5 southbound mainline and I-205 eastbound
- General project costs
- Pedestrian impacts
- Improved signage impacts

65th Avenue

Goal Statement: Provide north-south connectivity east of I-5 and address forecasted future congestion along 65th Avenue.

- Possible Solutions
 - Option 1: Extend 65th Avenue north into River Grove only
 - Option 2: Widen existing section of 65th Avenue only
 - Option 3: Extend 65th Avenue north and widen existing section
- Technical Findings – Local traffic/safety, City-wide traffic, Design constraints/considerations, Environmental/policy considerations
- Technical Team Recommendation: Approve Option 3

General Discussion:

- There was a general discussion about the high cost of crossing the river and wetlands. Other members noted that the project will only get more expensive with time if planning doesn't occur now.
- There was a general discussion about what communities north of the river want. It was noted that in the current Regional Transportation Plan, there is a five-lane facility crossing the Tualatin River with connections to Durham. TTF members expressed concern about the willingness of the communities north of the river to accept and want an arterial beyond the bridge. The project is also in the Washington County Transportation Plan, it was noted that including a project in the TSP will leave the possibility open for the project and allow other jurisdictions to prepare accordingly.
- There was a general discussion about the ability to phase the projects. It was noted that phasing was an option but that the improvements should be thought of as a package as the extension of 65th Ave. will add traffic that will warrant other improvements along 65th Ave.
- There was a general discussion of the 65th Ave. extension potentially reducing traffic along other arterials like 99W, and Boones Ferry Road and the positive benefits for those roads.
- It was noted that 65th Ave. south of Sagert would be considered an Urban Upgrade project so that the roadway could meet current standards.
- It was noted that the size of the new tennis facility near 65th Ave. and Nyberg was taken into consideration when modeling traffic impacts along 65th Ave. and Nyberg.
- Members expressed concern about the road becoming a throughway from Wilsonville to Tigard, with Tualatin getting impact with little local benefit. Other members expressed the potential of the project to bring people from Wilsonville and Lake Oswego to events and businesses in Tualatin. It was noted that only about 20% of the users would come from beyond the city. Other members expressed the need for connectivity throughout the city and cited improvements to Boones Ferry Road, which will allow for more flexibility with improvements to that road.
- It was noted that if the TTF votes in favor, the project will move forward for further public discussion on the Online Forum and at the September Summit. In addition, the TTF will be able to weigh in at the October TTF meeting and council will be able to weigh in at TPAC and TPARK more than once.

Option 3 was approved by consensus.

N/S Connectivity

Goal Statement: Improve north-south connectivity west of I-5.

- Possible Solutions
 - Option 1: Extend west of railroad tracks, east of country club

- Option 2: Widen Boones Ferry Road
- Option 3: Extend 90th to north
- Option 4: Extend west of country club
- Technical Findings – Local traffic/safety, City-wide traffic, Design constraints/considerations, Environmental/policy considerations
 - Only Options 1 and 2 are Technically feasible
- Technical Team Recommendation: More input needed, revisit at August TTF

Theresa read from the Implementation Plan of the *2035 Regional Transportation Plan* to add clarification for the need for the project: “...identify replacement solutions for the Tualatin Road project as part of the next Tualatin TSP update. The planning work will consider alternative alignments and designs across the Tualatin River near the I-5/Lower Boones Ferry Road Interchange to mitigate impacts...”

Eryn read Judith Gray’s (City of Tigard’s representative) email on the subject: “The Hall Boulevard (North-South) connection was included in Tigard’s 2002 TSP. We considered it again when we updated our TSP in 2010 and determined that we should **preserve the opportunity** for a possible connection in the future. So it remains in our TSP. Granted, the Hall Boulevard extension would be a difficult project, and Tigard doesn’t have plans to pursue it any time soon. But we are planning for the year 2035...a full generation into the future. Many of the problems we deal with today are a result of past failures to plan for a well-connected, efficient roadway network. From Tigard’s perspective, keeping this in the TSP simply preserves this opportunity so that future generations aren’t stuck with even more costly and impactful options.”

Roundtable Comments:

- **Steve L. Kelley** noted that there were two different proposals, an extension of Hall and to widen Boones Ferry Road. He noted that the Hall extension is on the County’s and Tigard’s TSP and is included in the Regional Travel Plan.
- **Travis Evans** commented that he likes the added connectivity but expressed concern with the expense of the project and the increased traffic at Tualatin-Sherwood Road and Boones Ferry Road intersection.
- **Bill Beers** noted it is a neighborly thing to do to coordinate planning with Tigard to ensure the connection between Tigard and Tualatin will match.
- **Deena Platman** noted that Metro has identified it as an outstanding issue in the RTP but the decision should be made at the sub-regional level and the cities involved should be comfortable with their decisions.
- **Councilor Truax** said that the added connectivity would be a benefit but expressed concern with added traffic, high cost and other impacts that could make it unpalatable to the community.
- **Nancy Kraushaar** suggested that it should be a smaller road as the PM peak projections barely warrant the extra lanes.
- **Bruce Andrus-Hughes** noted that while there would be no Right-of-Way impacts to Tualatin Community Park, there would be a significant increase in traffic in front of the park.
- **Jan Guinta** said that she agrees with Councilor Truax’s comments. She said that she read Tigard’s TSP and noted that they have the project in their 2040 timeline. She expressed concern for a very expensive and difficult project that might include a grade separation from the railroad and was unsure how such a large project could be tied into the existing

street network. She mentioned that the City needs to see a return on its investment in WES. Emphasis should be placed on promoting WES and on Option 2.

- **Councilor Grimes** said that she shared the same concerns as Councilor Truax. She also said that if an extension of Hall is done, it should be complete in tandem with improvements to Boones Ferry Road.
- **Alan Aplin** mentioned that Option 1 seems like the most logical place for the project but noted how complicated and expensive it would be, as well as increased traffic at Tualatin-Sherwood Road. He said that if it is built that it should be coordinated with the reconstruction of the railroad bridge at the same time.
- **Cheryl Dorman** noted that there are several alternatives but no single alternative will fix the problem. She noted that planning for the future needs to be done and different ways to fix the problems should be explored. Different ways to get to and from I-5 need to be explored, despite the controversy.
- **Charlie Benson** mentioned that there will need to be another connection over the Tualatin River in the next 20 years, alternatives to existing roads are needed.
- **Councilor Brooksby** shared Councilor Truax's opinions. He said that it sounds like a good project but it is too expensive. He also expressed a concern for future maintenance costs of any facility.
- **John Howorth** suggested that it should be kept in the plan to ensure proper coordination with Tigard. He mentioned that a lot of the local problems are regional problems and many of them could have been solved with the Western Bypass.
- **Bethany Wurtz** said that despite the issues, it should be kept in the long-term plan. Between the extension of 65th Ave. and the extension of Hall, she asked which project would have a greater overall benefit? She expressed concern with the modeling showing a moderate decrease in traffic along alternate routes, as she would think that locally there would be a slight increase. It was noted that the Boones Ferry Bridge will not need to be replaced in the 10-20 year timeline.

Theresa mentioned that she has been authorized by the City to pull together some preliminary costs for the 65th Ave. crossing and Option 1 of the N/S Connectivity Project, so she will bring that information back to the group's next TSP meeting

Eryn mentioned the Online Forum will be updated to reflect the decisions made by the TTF.

Communications from the Public

Joe Lipscomb let the group know that he is a resident of Tualatin and lives across the street from the Police department. The Tualatin or Herman Road option that will be discussed at the next TTF meeting is a road to nowhere. He mentioned that it stops at the Golf Course and the last ½ mile of road includes three 90-degree turns, many driveways and the future Tonquin Trail, all contributing to an unfeasible project.

Kathy Newcomb noted that a goal of the group is to reduce downtown traffic, a N/S connection will bring more traffic congestion to downtown. She let the group know that she had previously misstated the capacity of the Barbur Blvd. Park and Ride, it will have around 400 spaces. She also noted that historic structure that the project team noted could possibly be moved to make way for Option 1 of the N/S connectivity project is one of the oldest houses in the state of Oregon. She noted that an arterial near the park would damage the park with increased air pollution. She said that building roads will not reduce congestion, that there needs to be a shift to improve transit options.

Dolores Hurtado let the group know that a transportation plan should have some emphasis on transit improvements as they could help with some congestion. She said that a N/S connection would have to cross two railroad tracks and be next to the park. She mentioned that currently people are very happy with the multi-use path and a busy road just across the railroad track could ruin the peaceful nature of the trail. She said that the community needs to look at beyond just connecting cars.

Next Meetings

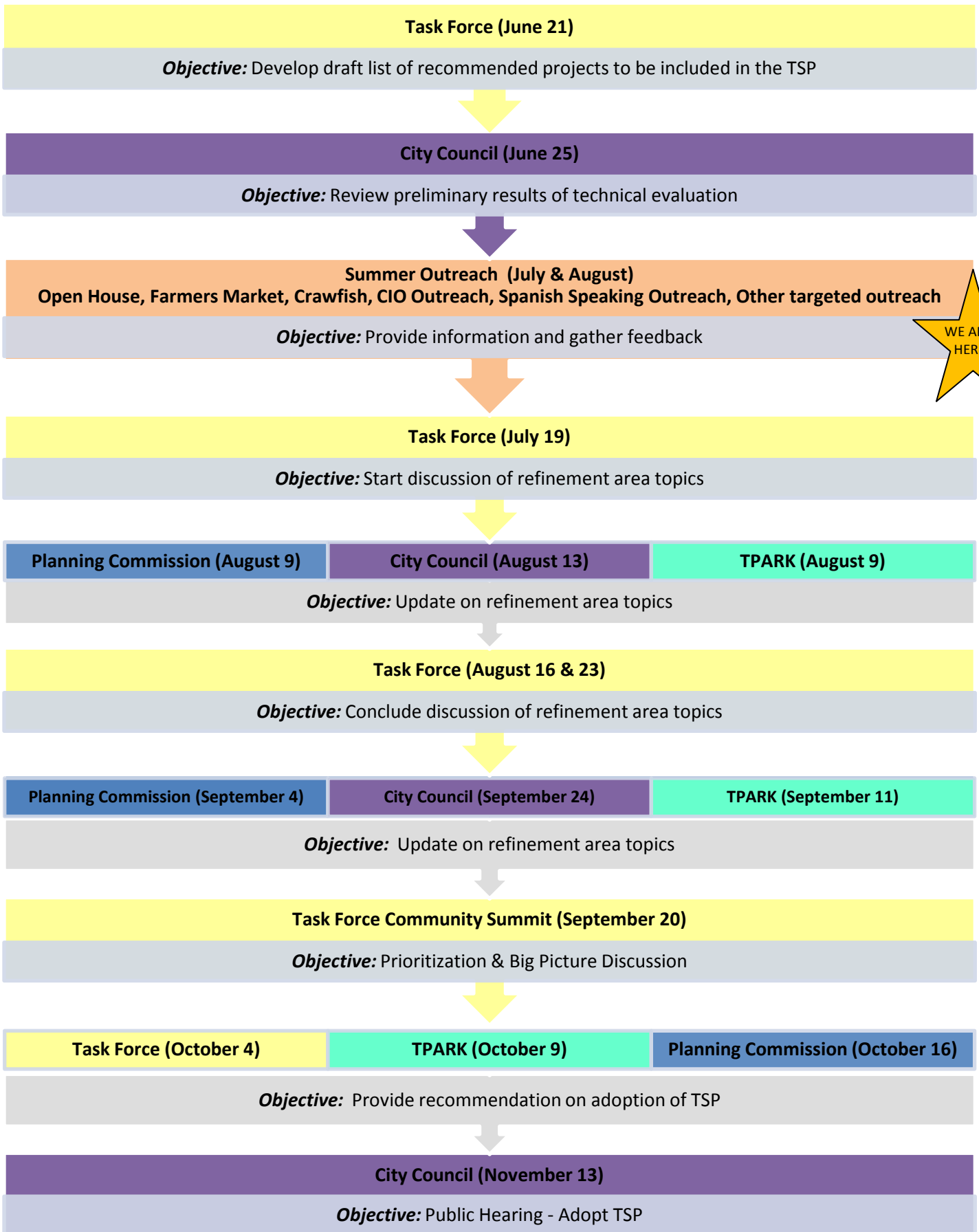
August 16, 2012 - Linking Tualatin

August 23, 2012 - Transportation System Plan

Meeting adjourned.

Tualatin Transportation System Plan

Developing the Recommended List of Projects for the TSP





City of Tualatin

Refinement Areas (Part 1)

Tualatin TSP

Presentation to
Tualatin City Council
August 13, 2012

Presentation Outline

- Focus of tonight's discussion
- Refinement area presentation and discussion
 - Nyberg interchange
 - 65th Avenue
 - North-south connectivity
- Next steps and preview of August meetings of the Task Force

Where We Are In the TSP Process



Our Seven Refinement Topic Areas

1. Nyberg interchange
2. 65th Avenue
3. North to south connectivity
4. Herman Road and Tualatin Road
5. Tualatin-Sherwood Road
6. Boones Ferry Road
7. Tualatin's Downtown Circulation

Tonight's Discussion Focuses on 1-3

1. Nyberg interchange
2. 65th Avenue
3. North to south connectivity
4. Herman Road and Tualatin Road
5. Tualatin-Sherwood Road
6. Boones Ferry Road
7. Tualatin's Downtown Circulation

Next Month's Discussion Focuses on 4-7

1. Nyberg interchange
2. 65th Avenue
3. North to south connectivity
4. Herman Road and Tualatin Road
5. Tualatin-Sherwood Road
6. Boones Ferry Road
7. Tualatin's Downtown Circulation

Plus we will answer questions and revisit anything as needed from tonight's meeting

Organization of Presentation

- Goal statement
- Description and sketch of possible solution
- Considerations
 - Local traffic, safety
 - City-wide traffic
 - Design considerations/constraints
 - Environmental/policy considerations

Your Role Tonight

1. Discuss as the City Council the actions of the Task Force, Planning Commission and Parks Advisory Committee
2. Do you agree with their recommendations?
3. Weigh in on forwarding options to the Summit

An Overall Context

- The TSP is in preliminary recommendations stage, through September
- We hope to reach resolution on *some* items tonight
- We don't expect to reach resolution on everything
- The conversation continues...
 - Online
 - August TTF meetings
 - September Planning Commission/TPARK Meetings
 - September summit



Refinement Area Discussion

By Topic Area

Refinement Area #1: Nyberg Interchange





Goal Statement (#1 of 2)

Address safety at the Nyberg Interchange for all modes

Possible Solution



- A. Paint bike lanes
- B. Redesign bike lane at east end of interchange
- C. Skip striping on bike lane at west end of interchange
- D. Improve lane signage west of interchange
- E. Move guardrail on SB off ramp
- F. Disallow right turns on red from SB off ramp
- G. Redesign WB-NB movement to enhance safety
- H. Redesign NB off ramp to discourage traffic getting off and then right back onto I-5

Nyberg Interchange - Findings

| Consideration Area | Comments | Score |
|---------------------------------------|--|-------|
| Local traffic/safety | <ul style="list-style-type: none"> • Minor effects on motor vehicle traffic • Moderate safety benefits | ● |
| City-wide traffic | <ul style="list-style-type: none"> • Minimal effect on city-wide traffic | ◐ |
| Design Constraints / Considerations | <ul style="list-style-type: none"> • Revisions can be incorporated with minor impacts • Provides better delineation for traffic and bicyclists • Redesigns the NB on ramp to allow double rights • Discourages the NB through traffic with minor impacts | ● |
| Environmental / Policy Considerations | <ul style="list-style-type: none"> • Painted pavement would require ODOT review/approval • Recent precedent for painted bike lanes on ODOT facility • Minor changes to the interchange configuration will not impact the wetlands preservation district | ◐ |



Discussion

Technical team
recommendation:

Yes, move this option forward to
the Summit

Task Force recommendation:

Yes, move this option forward to
Summit after removing F.

Planning Commission
recommendation: TBD

Parks Advisory Committee
recommendation: TBD



Goal Statement (#2 of 2)





Reduce congestion on Tualatin-Sherwood Road for eastbound drivers

Possible Solution

- Add a new lane on Tualatin-Sherwood Road in the eastbound direction from Martinazzi to I-5



Nyberg Interchange - Findings

| Consideration Area | Comments | Score |
|---------------------------------------|---|---|
| Local traffic/safety | <ul style="list-style-type: none"> • Minor increase in EB traffic accessing freeway • Operations stay relatively consistent • Could detract from bicycle and pedestrian safety |  |
| City-wide traffic | <ul style="list-style-type: none"> • This potential solution has minimal effect on city-wide traffic |  |
| Design Constraints / Considerations | <ul style="list-style-type: none"> • Width of Tualatin-Sherwood Road/Nyberg Street from Martinazzi to the east is tight • No impacts forecasted to the Fred Meyer truck access road • Requires removal of mature street trees • Possible solution would be to shift lanes and widen to median • Past Fred Meyer intersection, widening would likely require walls, structure widening and impacts to sensitive areas |  |
| Environmental / Policy Considerations | <ul style="list-style-type: none"> • The area is already built • Only impacts are to the landscaping strip between the roadway and Fred Meyer |  |



Discussion

Technical team
recommendation: **Yes**, forward
on to summit as a long-term
solution (10-20 year timeframe)

Task Force: asked for additional
information including costs and
impacts to the adjacent property

Planning Commission
recommendation: TBD

Parks Advisory Committee
recommendation: TBD



Refinement Area #2: 65th Avenue



Goal Statements

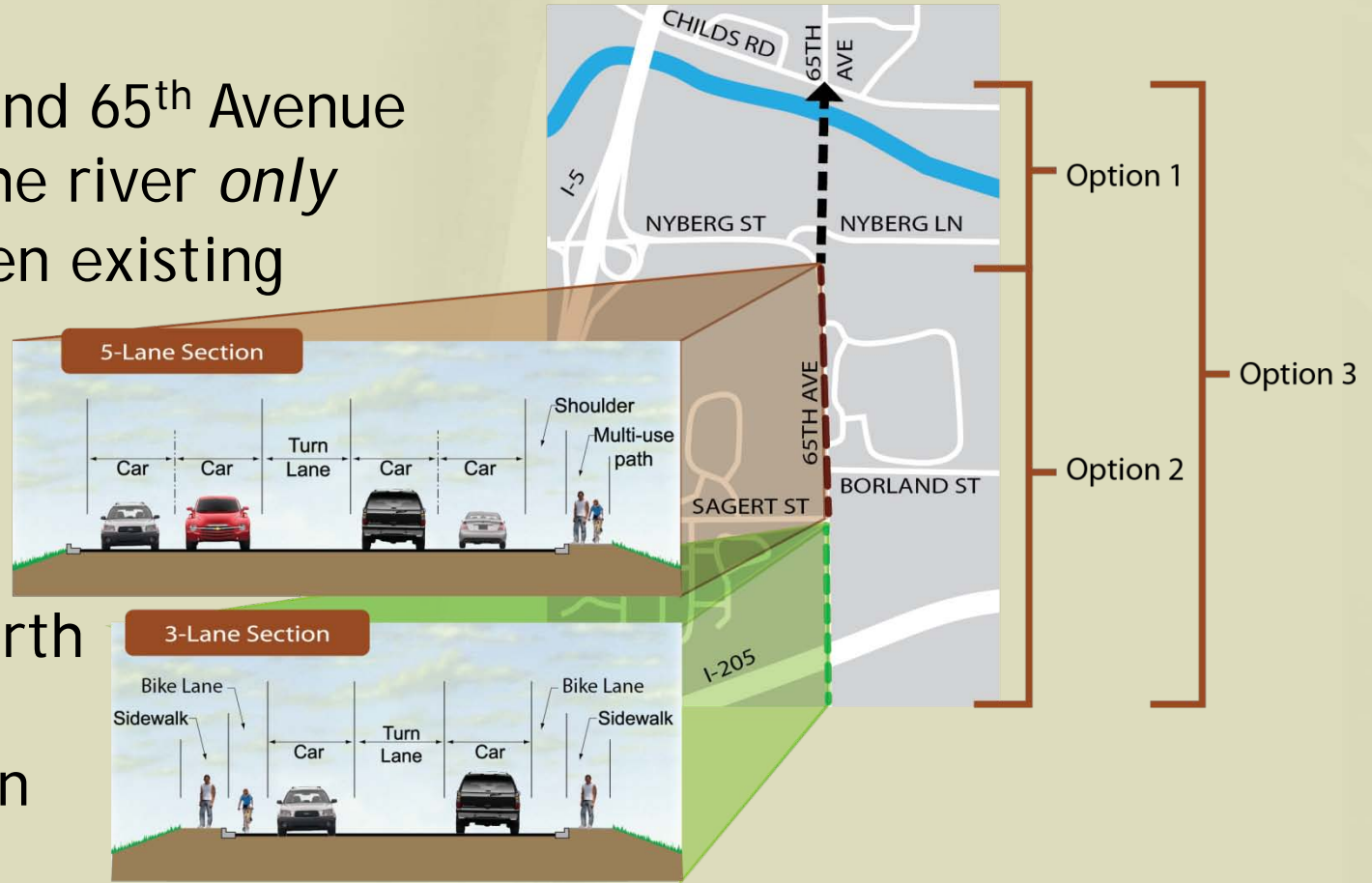
1. Provide north-south connectivity east of I-5
2. Address forecasted future congestion along 65th Avenue

Possible Solution



Option 1: Extend 65th Avenue north across the river *only*

Option 2: Widen existing section of 65th Avenue *only*

Option 3: Extend 65th Avenue north and widen existing section



65th Avenue - Findings

| Consideration Area | Comments | Score |
|----------------------|---|---|
| Local traffic/safety | <ul style="list-style-type: none">● Extension allows for<ul style="list-style-type: none">➤ Connectivity to north➤ Potential for 1,000-1,200 vehicles during PM peak hour● Widening allows<ul style="list-style-type: none">➤ Capacity to service the future demand on the roadway and at intersections |  |
| City-wide traffic | <ul style="list-style-type: none">● Extension would<ul style="list-style-type: none">➤ Reduce traffic on I-5 and Boones Ferry Road➤ Create slight increase in traffic on Tualatin Sherwood Road eastbound over the Nyberg interchange |  |



erwood Rd & SW Martinazzi Ave, Tualatin, OR

Rivergrove

© 2012 Google



Google earth

Imagery Date: 8/20/2011

45°22'47.68" N 122°45'09.51" W elev 147 ft

Eye alt 10948 ft

65th Avenue - Findings

| Consideration Area | Comments | Score |
|---------------------------------------|--|---|
| Design Constraints / Considerations | <ul style="list-style-type: none"> • <u>Extension</u> considerations: <ul style="list-style-type: none"> ➤ 40' ± right of way available from river to Childs ➤ Alignment could be designed to avoid lift station east/south of Nyberg Lane • <u>Widening</u> considerations: <ul style="list-style-type: none"> ➤ Widening Borland to Nyberg possible for bikes and peds with minor impacts until structure crossing Nyberg Creek and wetlands area ➤ Widening for lane/capacity involves more significant right of way and utility impacts ➤ Signal at Sagert less impactful than combining Sagert and Borland into one intersection |  |
| Environmental / Policy Considerations | <ul style="list-style-type: none"> • Multi-jurisdictional coordination needed • Impacts to Metro riparian class I-III habitat • Easements or right of way required to extend and/or widen 65th Avenue |  |

Discussion

Technical team recommendation:
Forward Option 3 (Extend 65th
Avenue to north, widen existing
section) on to Summit

Task Force recommendation:
Forward Option 3 on to the
Summit

Planning Commission
recommendation: TBD

Parks Advisory Committee
recommendation: TBD





Refinement Area #3: North to South Connectivity



Goal Statement

Improve north-south connectivity west of I-5

Possible Solution

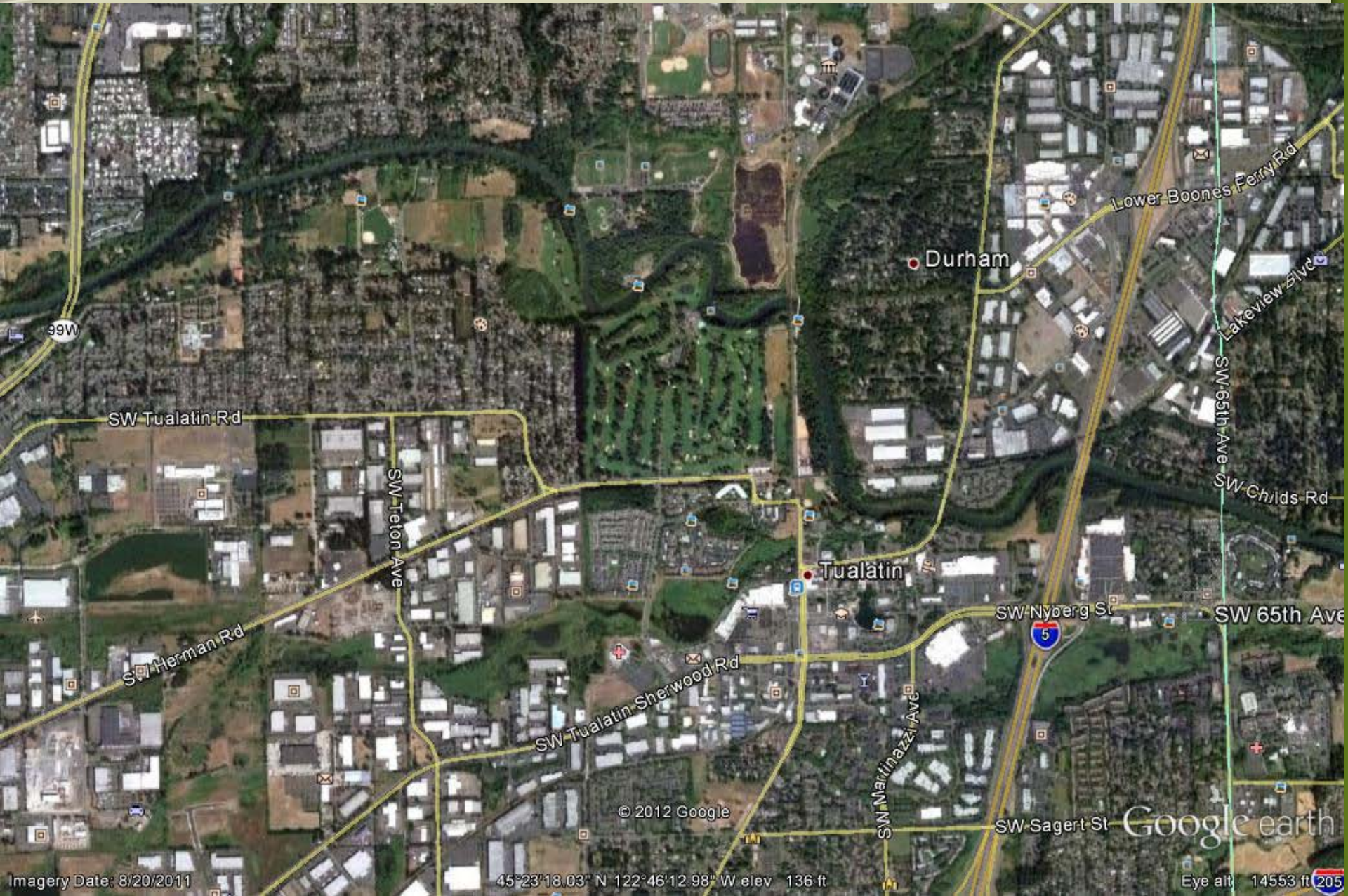
Note: All options below extend north across the Tualatin River, west of I-5

- *Option 1:* Extend west of railroad tracks, east of country club
- *Option 2:* Widen Boones Ferry Road
- *Option 3:* Extend 90th to north (not shown)
- *Option 4:* Extend west of country club (not shown)



North-South Connectivity - Findings

| Consideration Area | Comments | Score |
|----------------------|--|-------|
| Local traffic/safety | <ul style="list-style-type: none">▪ Allows for better north-south connectivity▪ New roadway potential to carry up to 1,000-1,500 vehicles in each direction during PM peak hour | ◐ |
| City-wide traffic | <ul style="list-style-type: none">▪ Potential draw from Hwy 99W, Boones Ferry Road, and Interstate 5▪ Potential to affect Downtown roadways, potentially difficult tie-ins with existing street network, impact varies depending on alignment | ◐ |



99W

SW Tualatin Rd

SW Teton Ave

SW Herman Rd

SW Tualatin-Sherwood Rd

Tualatin

Durham

SW Nyberg St

SW Childs Rd

SW 65th Ave

Lower Boones Ferry Rd

Lakeview Blvd

SW 65th Ave

SW Martinazzi Ave

SW Sagert St

© 2012 Google



Google earth

Imagery Date: 8/20/2011

45°23'18.03" N 122°46'12.98" W elev 136 ft

Eye alt 14553 ft

North-South Connectivity - Findings

| Consideration Area | Comments | Score |
|---------------------------------------|--|---|
| Design Constraints / Considerations | <ul style="list-style-type: none"> • All options require significant right of way • All options require coordination with Oregon Department of Transportation Rail Division regarding rail crossings • Opportunity to reduce number of 90 degree turns, make safety improvements near railroad tracks • Option to widen Boones Ferry Road has most impacts to existing buildings, but all options likely displace one or more properties |  |
| Environmental / Policy Considerations | <ul style="list-style-type: none"> • Multi-jurisdictional coordination needed • Impacts to historic structures • Extension is included in Tigard TSP and Washington County TSP |  |

Discussion

Technical Team Recommendation:
None at this time. Obtain input from TTF, come back to August TTF to discuss what (if any) option is forwarded to Summit

Task Force: Requested additional information on impacts & suggested a hybrid solution of a smaller bridge & widening BFR

Planning Commission recommendation: TBD

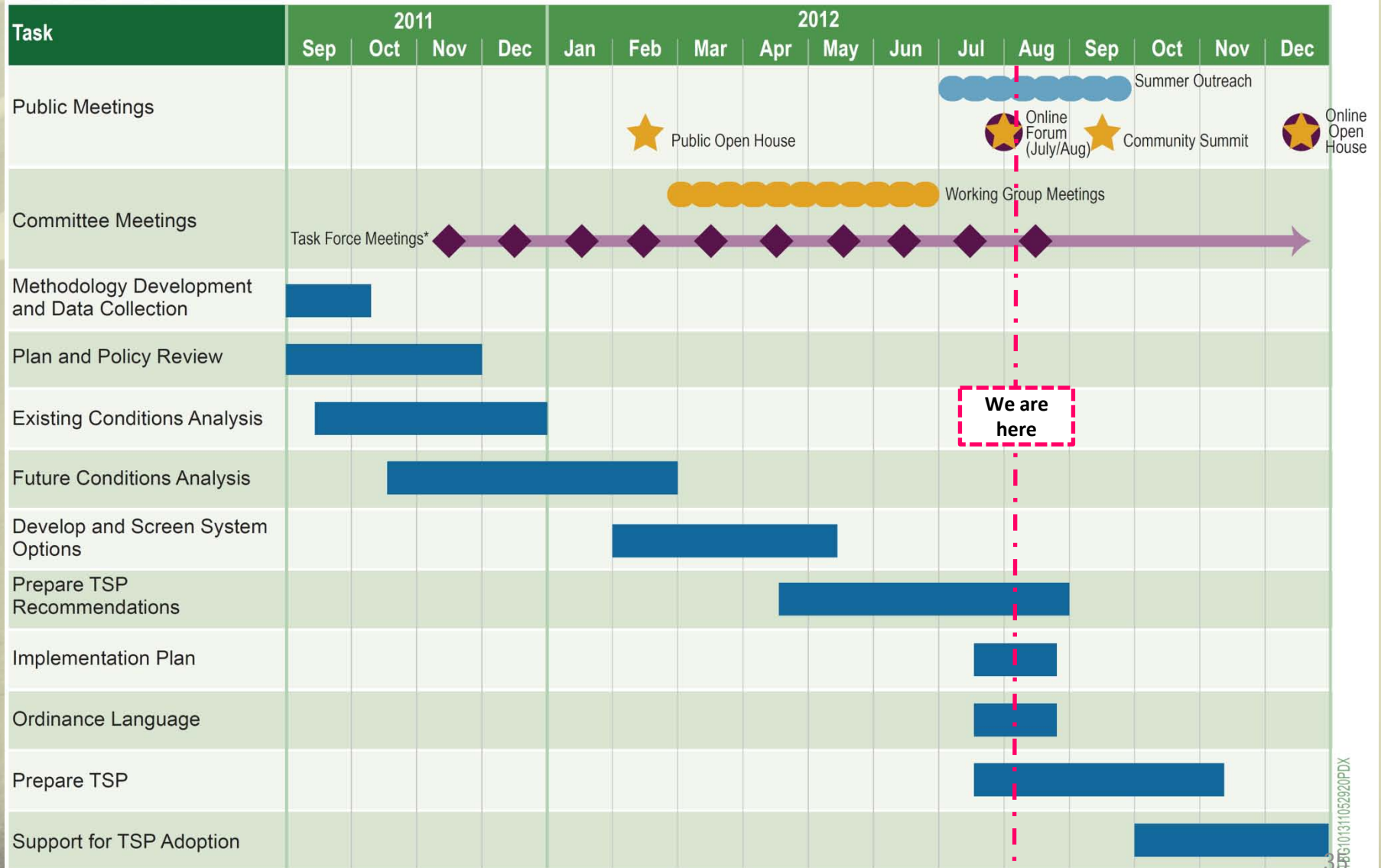
Parks Advisory Committee recommendation: TBD



What Happens Next?

- August - continue analysis and respond to questions
- August - continue to take input on the Online Forum
- August 16 & 23 TTF meetings - review/discuss findings for remaining refinement areas
 - What are the benefits?
 - What are the impacts?
 - What are we willing to accept?
- September 4 - Planning Commission
- September 11-Parks Advisory Committee
- Transportation Community Summit in September (September 20th)

Transportation System Plan Timeline





MEMORANDUM

CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Cindy Hahn, Associate Planner
Alice Rouyer, Community Development Director

DATE: 08/13/2012

SUBJECT: Linking Tualatin: Review and Provide Comment on Preferred Alternatives for Transit Ready Places and Implementation Actions

ISSUE BEFORE THE COUNCIL:

A Community Workshop was held on June 4-7, at the Tualatin Library Community Room, for the Linking Tualatin project. The two principle outcomes of the workshop were:

1. a preferred alternative land use scenario for each "transit ready place" (formerly referred to as focus areas), and
2. a preliminary list of actions for implementing the Linking Tualatin plan in the areas of development code amendments, other land use and development actions, transit services and facilities, other transportation improvements, and next steps in the planning process.

The preferred alternatives and implementation actions are being presented to the City Council for review and comment to identify any additional areas or opportunities that have not been previously pointed out by the Tualatin Parks Advisory Committee (at the July 10 meeting), Transportation Task Force (at the July 12 meeting), Transit Working Group (at the July 17 meeting), and Tualatin Planning Commission (at the August 9 meeting).

EXECUTIVE SUMMARY:

At the Community Workshop on June 4-7, a preferred land use scenario was developed for each of Tualatin's seven "transit ready places" including:

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

On both Days Two and Three of the four-day workshop the alternatives were evaluated using the INDEX model, to assess how well each alternative was meeting the project goals and objectives, as well as by a transportation planner and market analyst to ensure the alternatives

were consistent with transportation and market analysis work conducted earlier in the planning process and their feasibility from these points of view. The attached PowerPoint presentation includes the preferred alternative land use scenario for each transit ready place (Attachment A).

As the alternatives were developed, the consultant team began developing a list of actions for implementing the Linking Tualatin plan in the areas of:

- development code amendments,
- other land use and development actions,
- transit services and facilities,
- other transportation improvements, and
- next steps in the planning process.

The preferred alternatives and draft implementation actions were presented to the community during the last evening of the Community Workshop.

Subsequently, the preferred alternatives were presented for review and comment to the Tualatin Parks Advisory Committee (at the July 10 meeting), Transportation Task Force (at the July 12 meeting), Transit Working Group (at the July 17 meeting), and Tualatin Planning Commission (at the August 9 meeting). TPARK's comments on the preferred alternatives focused on pedestrian/bicycle trails and parks, and they noted a few proposed trails that were not being shown on the maps. The Transportation Task Force's comments about the preferred alternatives focused on constraints of developing mixed-use south of Meridian Park hospital, the need to show where mixed-use development is allowed in the Bridgeport Village and Downtown areas, and concern with parking in the Leveton/Herman Road area if a community college were to be located there in the future. Because the majority of Transit Working Group members had attended the Community Workshop and were instrumental in developing the preferred alternatives, the focus of the final Transit Working Group meeting was on the implementation actions, which have been revised based on their comments. The revised implementation actions are attached to this staff report as Attachment B.

Next Steps

The Tualatin Planning Commission received a presentation similar to that shown tonight about the preferred alternatives and implementation actions at their August 9 meeting. A verbal summary of their comments will be provided to City Council at tonight's Work Session.

At the August 16 meeting of the Transportation Task Force, the Conceptual Linking Tualatin Plan document will be presented and the Task Force will receive a brief presentation on its contents. They then will be asked to submit comments on the plan by August 31. The Task Force will spend the majority of the meeting discussing the implementation actions in detail, as the Transit Working Group did on July 17, and crafting a position statement on the Southwest Corridor Plan based on analysis and findings of the Linking Tualatin project. The Planning Commission (at the September 4 meeting), City Council (at the September 10 Work Session) and Tualatin Parks Advisory Committee (at the September 11 meeting) will receive a similar presentation and be asked to complete similar tasks.

An updated schedule for Linking Tualatin through December 2012 is attached for City Council's information (Attachment C).

RECOMMENDATION:

Staff recommends the City Council consider the staff report and attachments, and provide comment on the preferred alternatives for Tualatin's seven "transit ready places", as well as on the implementation actions.

Attachments: A - PowerPoint
 B - Implementation Actions
 C - Schedule

City Council Work Session

August 13, 2012



Project Status

Linking Tualatin

How today's work ends with a plan

STEP 1

Identify Focus Areas & Conditions

- Develop goals & objectives
- Survey existing conditions
- Establish evaluation criteria
- Identify draft focus areas

STEP 2

Develop & Evaluate Land Use Patterns

- Understand existing & future land use patterns
- Evaluate future land use alternatives
- Identify strategies to improve transit use
- Compare alternatives & strategies to evaluation criteria

STEP 3

Make Recommendations

- Recommend future land use changes if appropriate
- Identify transit and other transportation investments
- Suggest other implementation strategies

STEP 4

Create & Adopt the Plan

- Develop a Draft Plan
- Adopt the Final Plan

* Public involvement activities included throughout

Vision

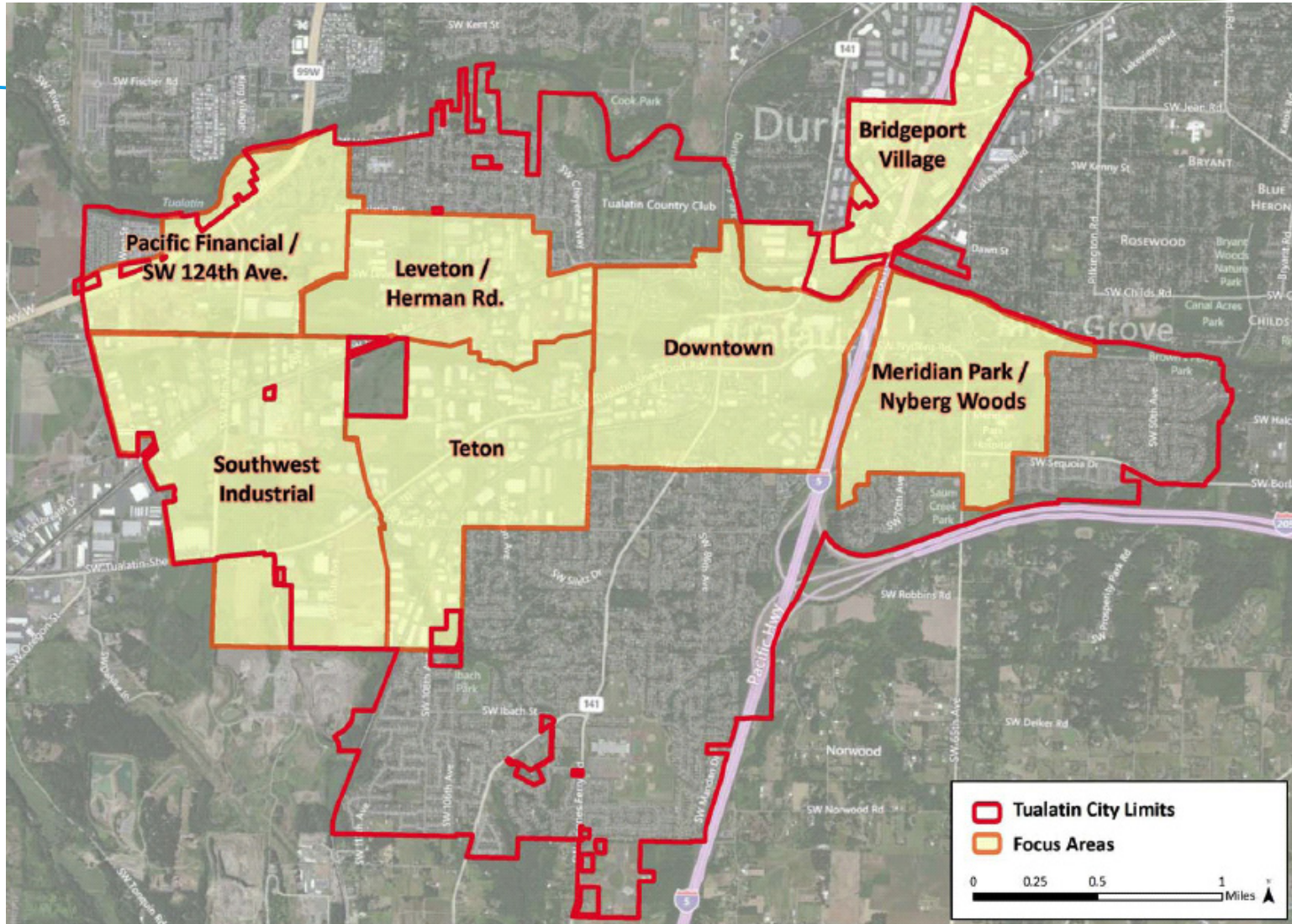
→ Reality

Workshop Overview

- ▶ Day 1: Setting up, orientation and evening open house
- ▶ Day 2: Developing options and reviewing with our Transit Working Group and other community members
- ▶ Day 3: Refining alternatives and reviewing with participants
- ▶ Day 4: Identifying implementation strategies and presenting workshop results



Transit-Ready Place Boundaries



INDEX Results

Linking Tualatin INDEX Indicators

| Indicator | Where is it applied? | |
|--|--|---|
| | Bridgeport Downtown Meridian Park Pacific Financial | Leveton Teton Southwest Industrial Pacific Financial |
| Establishes transit-supportive levels of employment. | | |
| Employment (total employees) | X | X |
| Employment density (employees per acre) | X | X |
| Non-Residential building density (floor area ratio) | X | X |
| Establishes transit connections linking local and regional employment centers. | | |
| Average walking distance to the closest transit stop (for employees) | X | X |
| Establishes a mix of land uses that complement existing and planned uses and provide access to commercial and community services | | |
| Diversity of uses (differences between nearby uses) | | X |
| Average walking distance to grocery stores (for residents) | X | |
| % of employees within 1/8 mile of a restaurant | X | X |
| Average walking distance to parks / school yard (for residents) | X | |



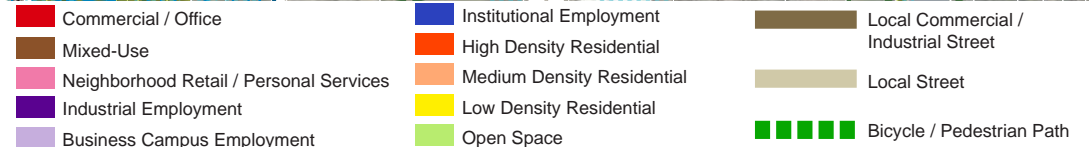
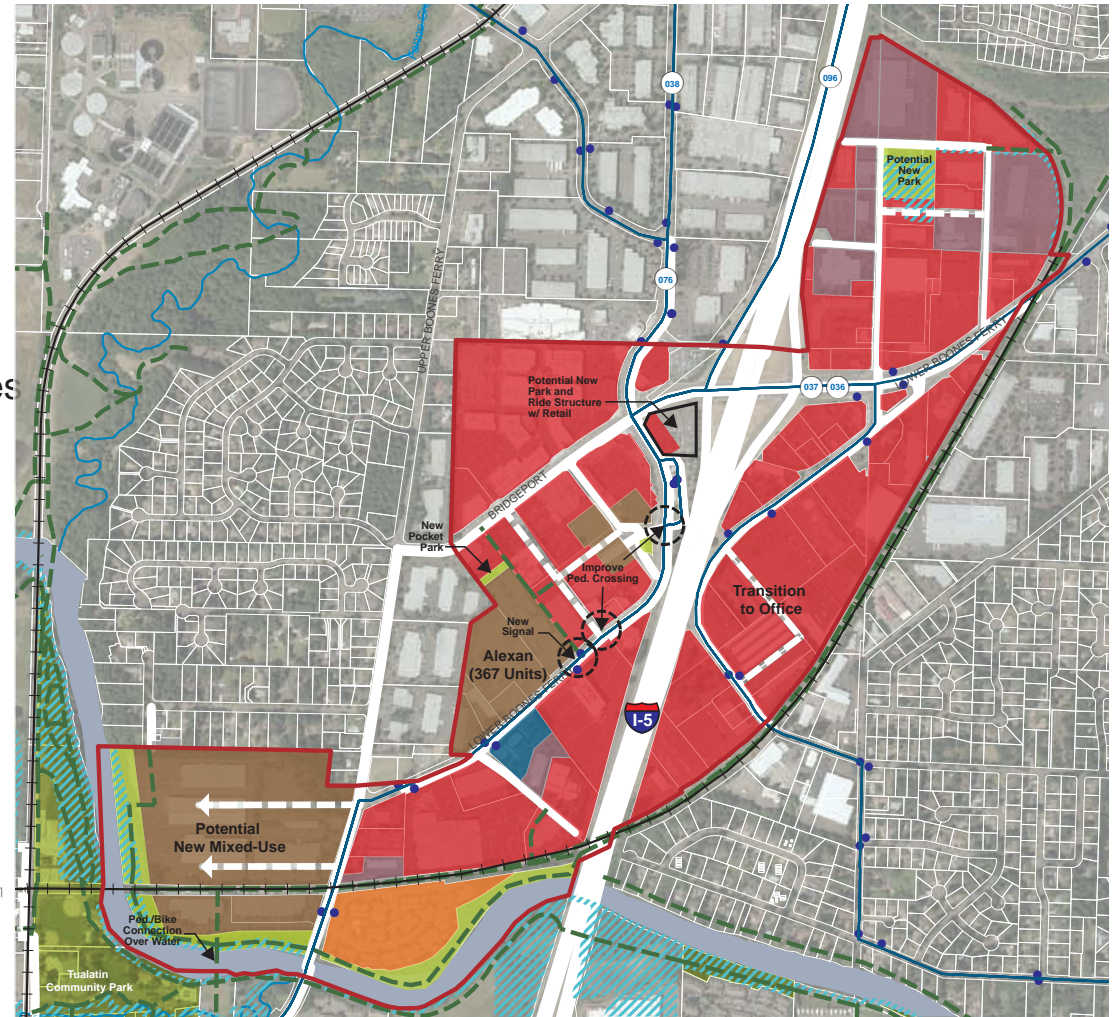
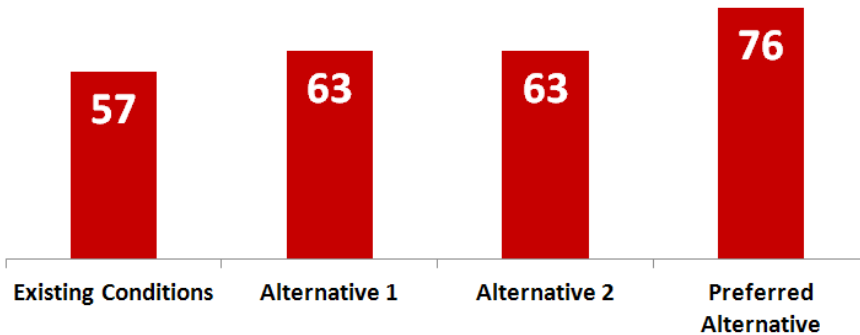
| Indicator | Where is it applied? | |
|---|--|---|
| | Bridgeport Downtown Meridian Park Pacific Financial | Leveton Teton Southwest Industrial Pacific Financial |
| Preserves identity of existing residential neighborhoods while enhancing transit service to them. | | |
| Population | X | |
| Housing units | X | |
| Share of housing that is multi-family | X | |
| Multi-Family housing density (housing units per acre) | X | |
| Average walking distance to closest transit stop (for residents) | X | |
| Jobs/Housing balance (ratio of people to jobs) | X | |
| Establishes land use patterns that are conducive to walking and biking and support high-capacity transit. | | |
| Average block length | X | X |
| % of streets with sidewalks | X | X |
| % of streets with bike lanes | X | X |
| Employees within a 1/4 mile of transit stops | | X |
| % of dwellings within an 1/8 mile of street, bus, bike, or pedestrian facilities | X | |
| Incorporates sustainable practices and land use patterns that protect natural resources and enhance livability. | | |
| % of land dedicated to Open Space | X | X |
| Residential total CO2 emissions (Houses + Vehicle Travel) | X | |
| Non-Residential total CO2 emissions (Buildings + Vehicle Travel) | | X |

Bridgeport Village

Workshop Recommendations

- ▶ Improve walking and bicycling connections
- ▶ Expand local street system
- ▶ Expand park and ride/build structure
- ▶ Create mix of housing, shopping and eating, including PacTrust site
- ▶ Create commercial development opportunities east of I-5

Bridgeport Goal Achievement
(% of Objectives Achieved)

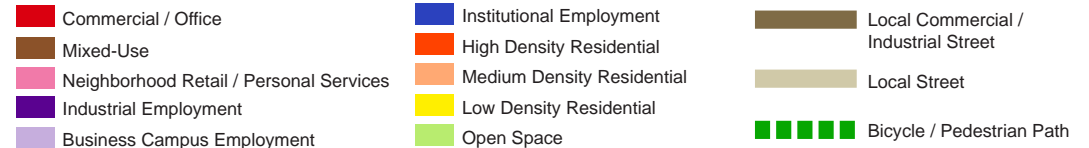
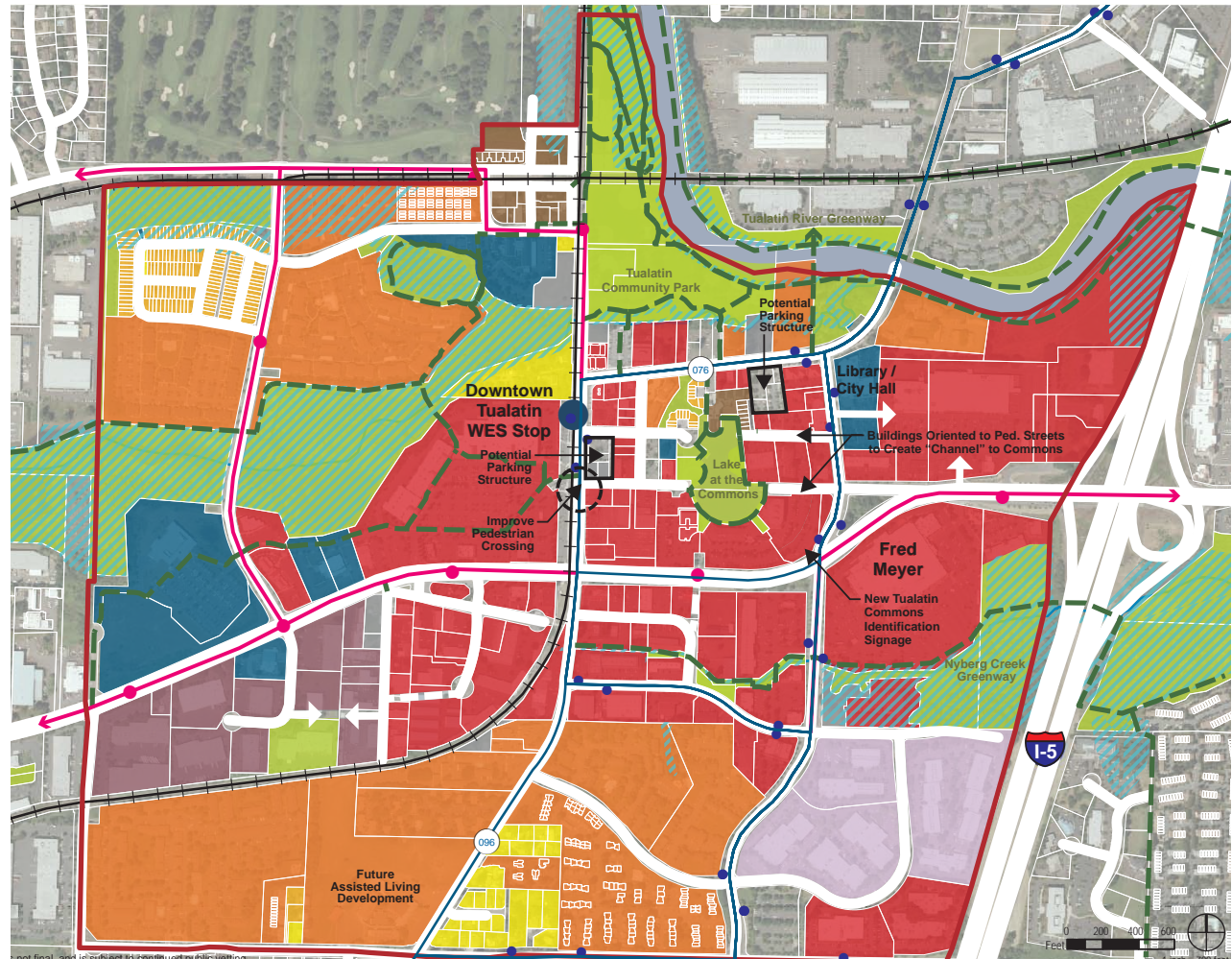
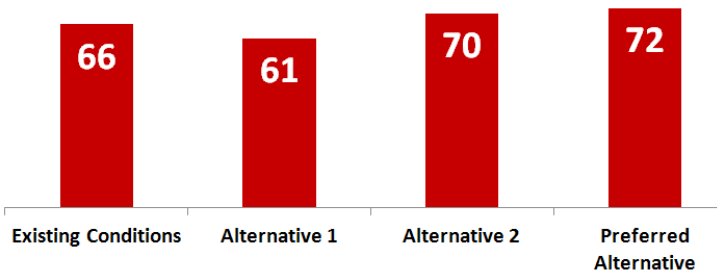


Downtown

Workshop Recommendations

- ▶ Improve visibility, vitality of Commons/Downtown core
- ▶ Extend commercial uses south of T-S Road
- ▶ Create new walking, bicycling connections
- ▶ Create local transit service, with hub at WES station

Tualatin Town Center Goal Achievement
(% of Objectives Achieved)

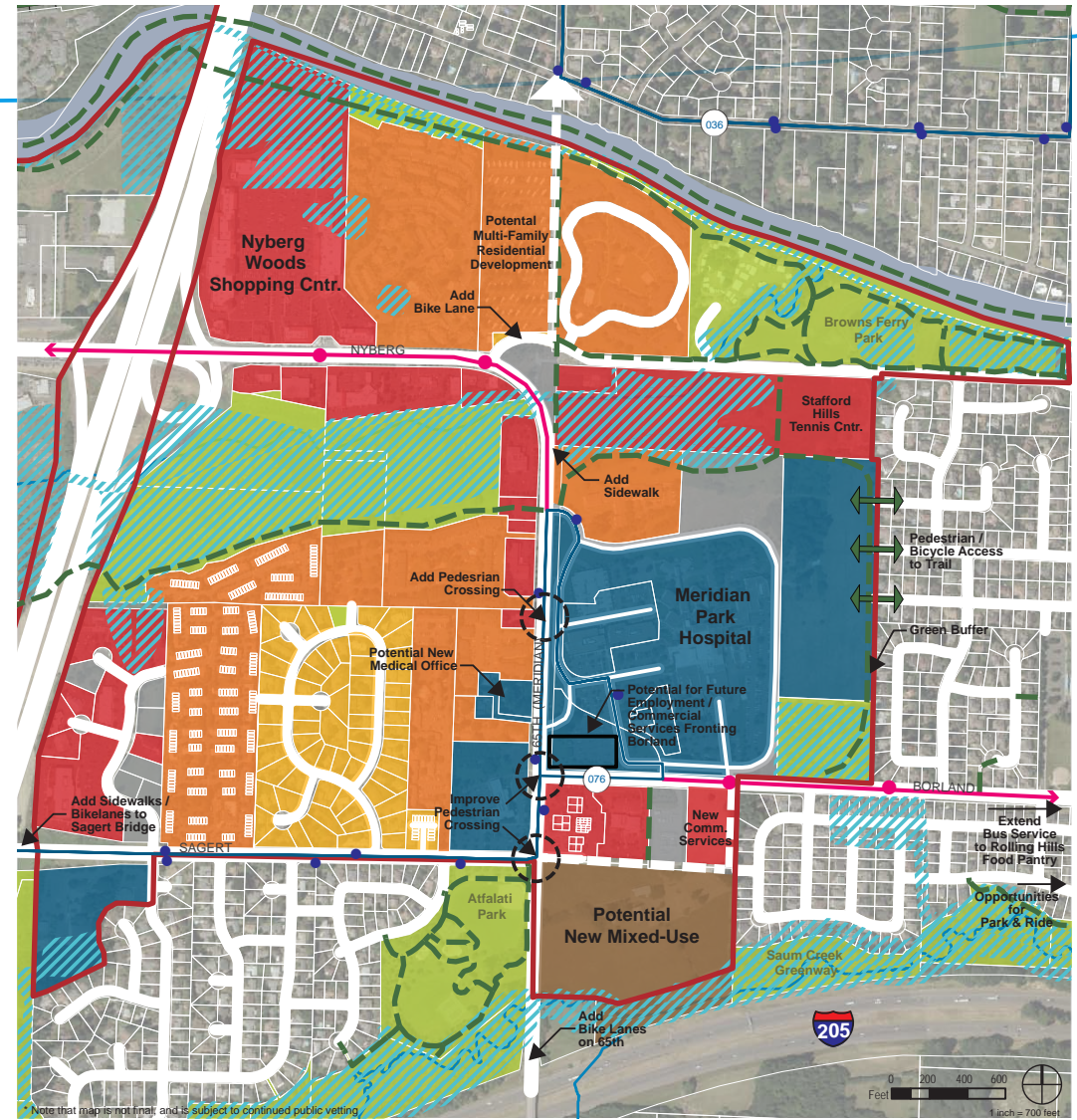
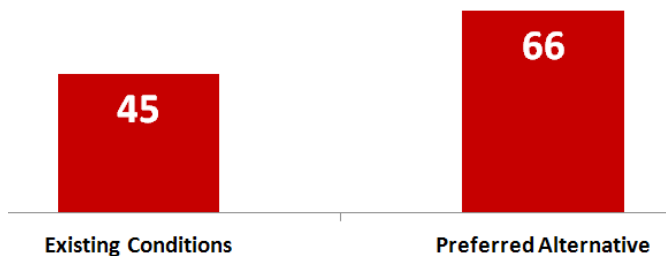


Meridian Park/Nyberg Woods

Workshop Recommendations

- ▶ Extend sidewalks and bicycle lanes
- ▶ Connect people to existing, planned trails
- ▶ Provide housing, shopping, lodging, eating opportunities south of hospital
- ▶ Provide additional bus service, including to Food Pantry
- ▶ Expand medical uses/buffer from neighborhood to east

Meridian Park Goal Achievement
(% of Objectives Achieved)

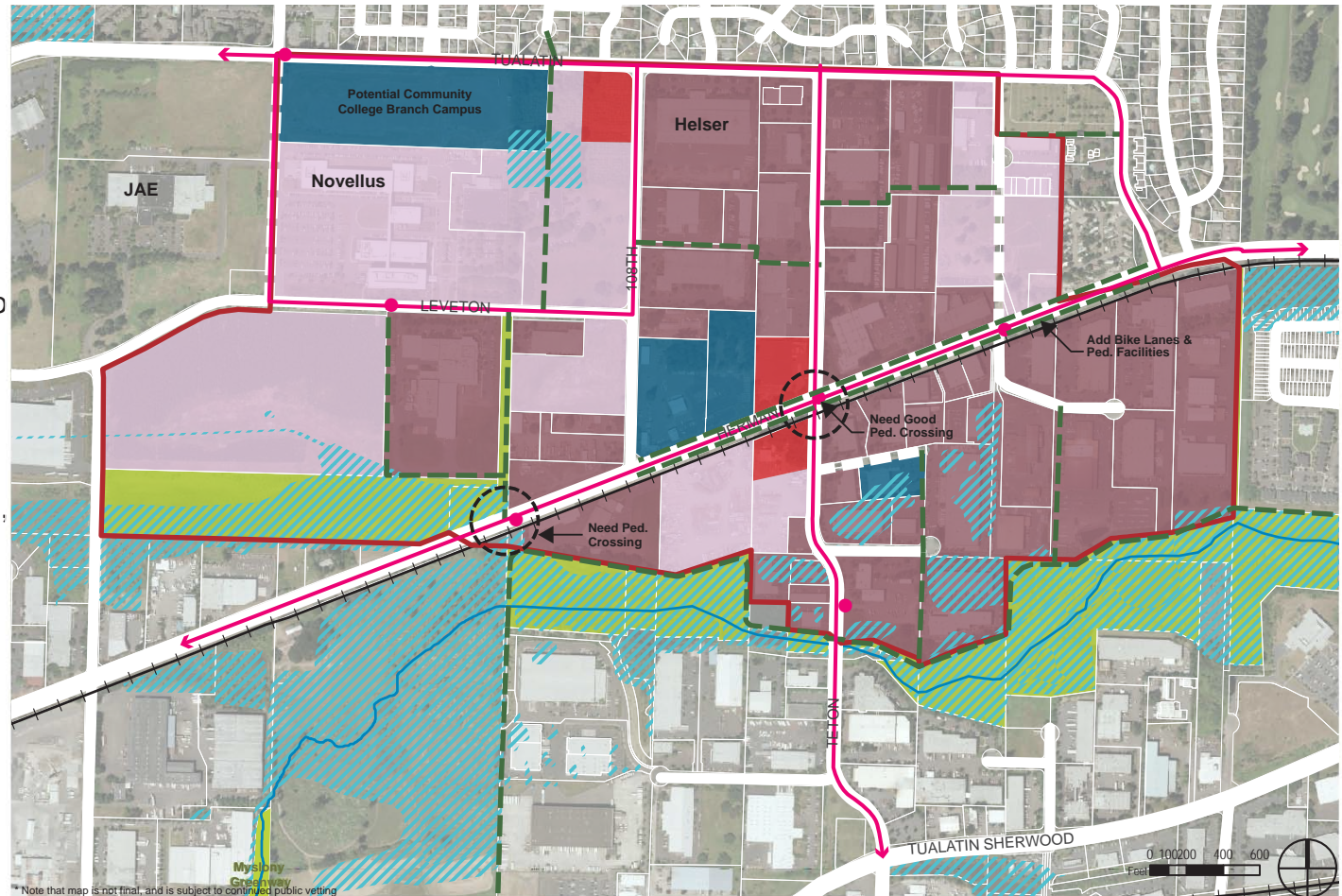


| | | |
|---|----------------------------|--------------------------------------|
| Commercial / Office | Institutional Employment | Local Commercial / Industrial Street |
| Mixed-Use | High Density Residential | Local Street |
| Neighborhood Retail / Personal Services | Medium Density Residential | Bicycle / Pedestrian Path |
| Industrial Employment | Low Density Residential | |
| Business Campus Employment | Open Space | |

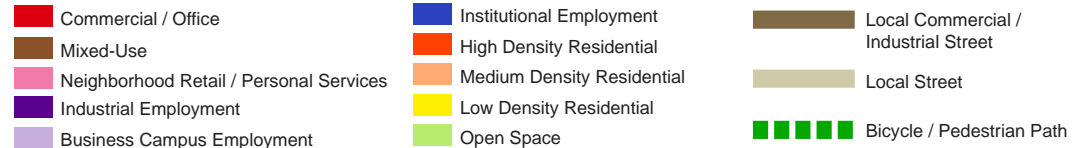
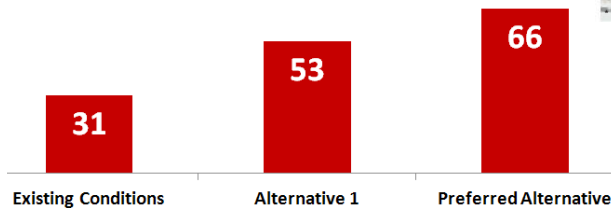
Leveton/Herman Road

Workshop Recommendations

- ▶ Create opportunities for workers, residents to meet daily shopping needs
- ▶ Provide more local street connections
- ▶ Create new walking, bicycling safety and connections, including to Tonquin Trail
- ▶ Expand types of businesses/ employers allowed in area
- ▶ Create local bus service – Leveton, Teton, Tualatin, other major streets
- ▶ Consider community college north of Novellus



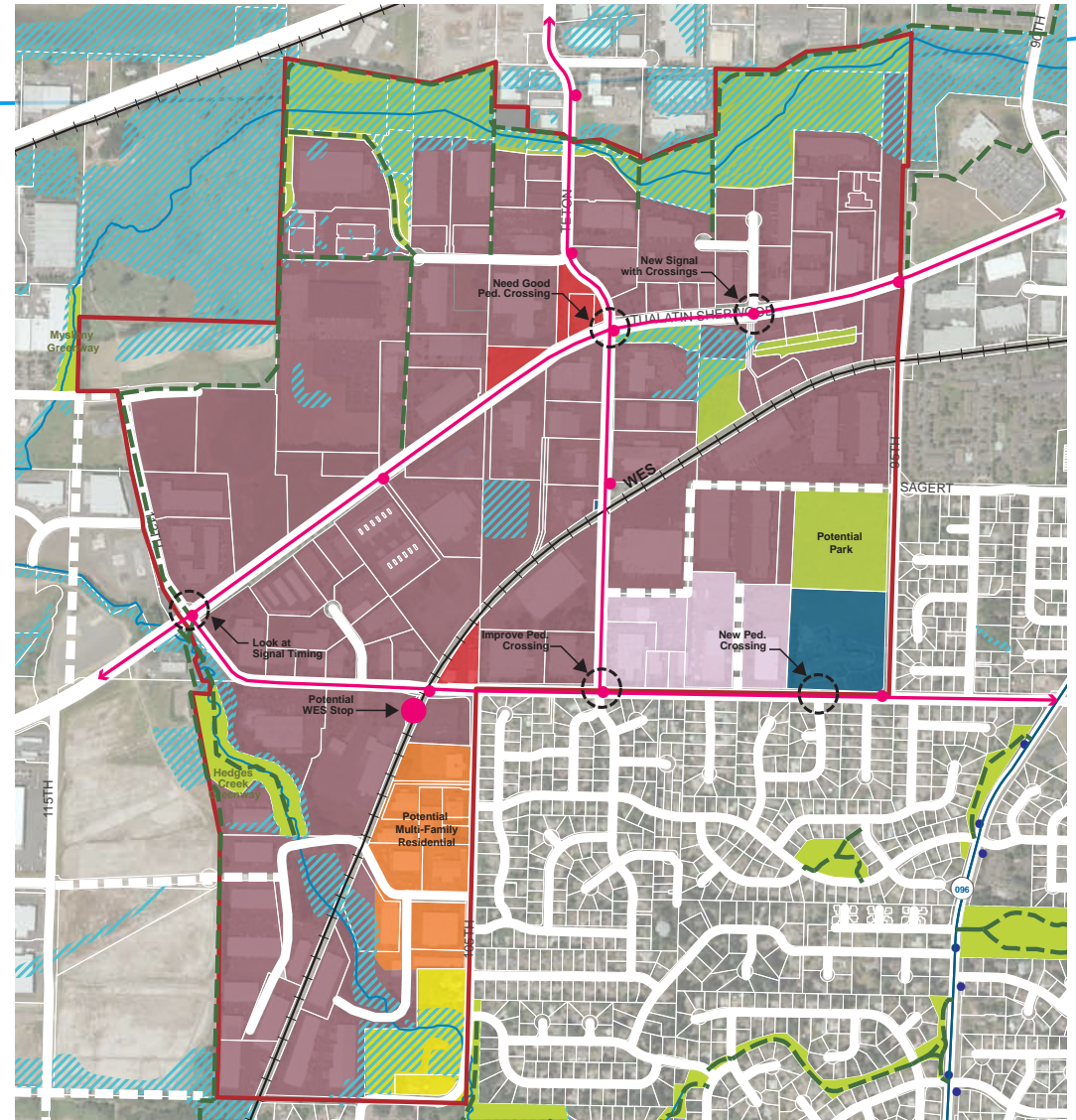
Leveton Goal Achievement
(% of Objectives Achieved)



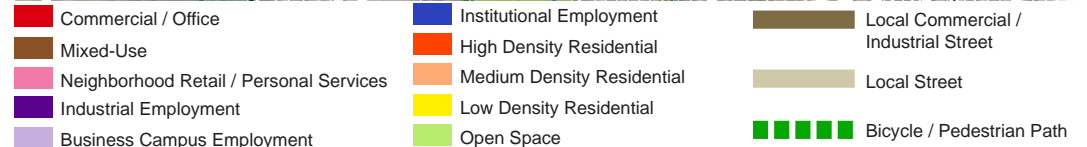
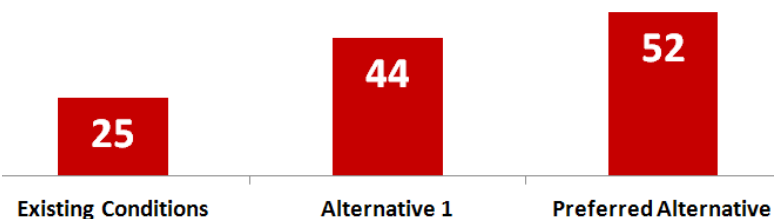
Teton

Workshop Recommendations

- ▶ Create opportunities for workers, residents to meet daily shopping needs
- ▶ Provide more local street connections
- ▶ Create new walking, bicycling safety and connections, including to Tonquin Trail
- ▶ Expand types of businesses/employers allowed in area
- ▶ Create local bus service – T-S Road, Teton, Avery
- ▶ Create housing opportunities S. of Avery, W. of 105th



Teton Goal Achievement
(% of Objectives Achieved)

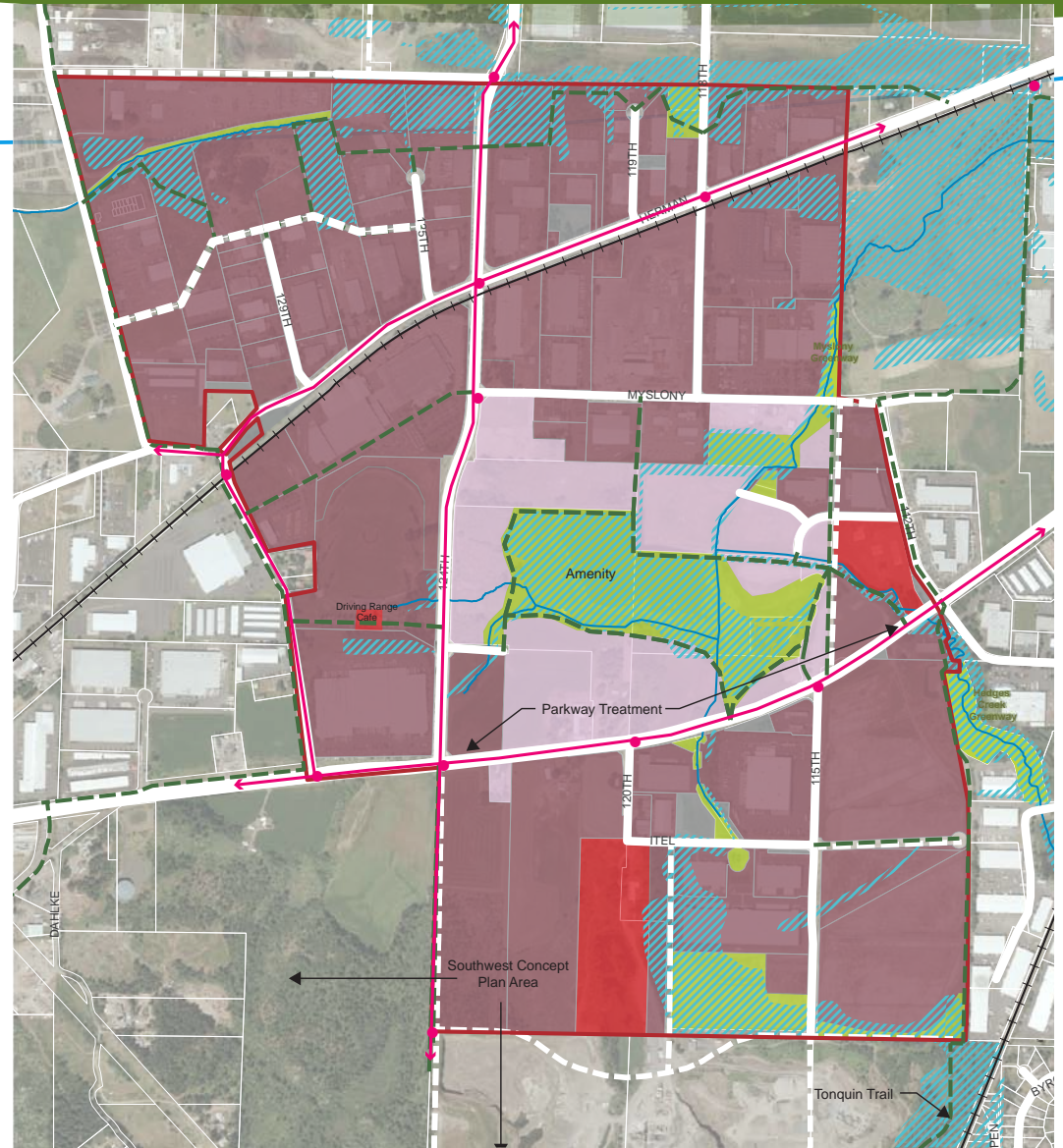


Southwest Industrial

Workshop Recommendations

- ▶ Create opportunities for workers, residents to meet daily shopping needs
- ▶ Provide more local street connections
- ▶ Create new walking, bicycling safety and connections, including to Tonquin Trail
- ▶ Create business development around wetland areas north of T-S Road
- ▶ Create local bus service – T-S Road, Leveton, 124th

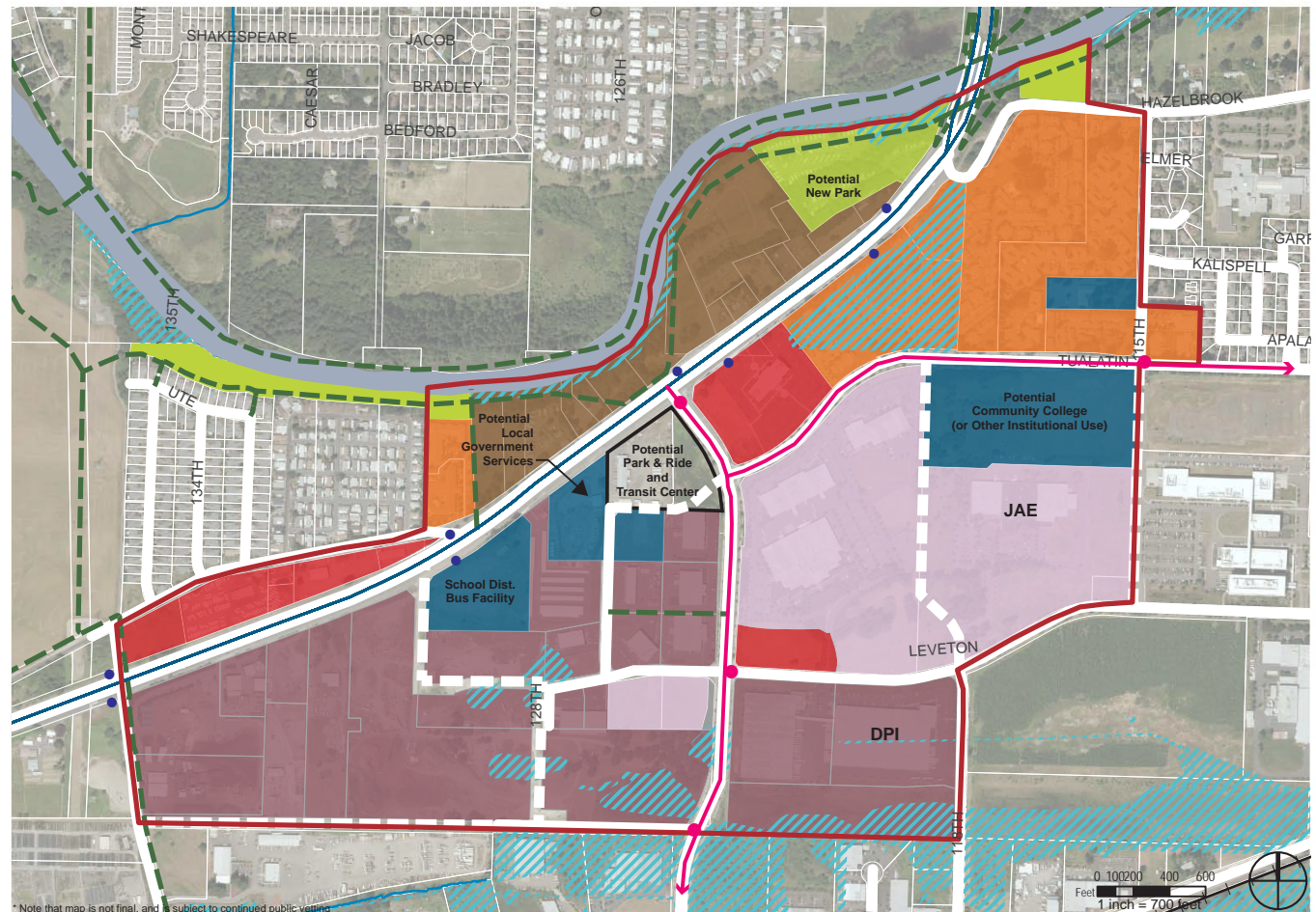
Southwest Industrial Goal Achievement
(% of Objectives Achieved)



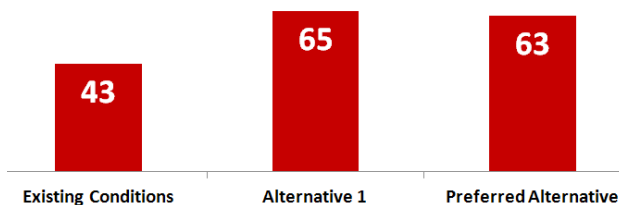
Pacific Financial/124th

Workshop Recommendations

- ▶ Create mix of housing, shopping and eating N. of Hwy 99
- ▶ Create new transportation connections, including to Tualatin River Greenway and along Hwy 99
- ▶ Create opportunities for workers, residents to meet daily shopping needs
- ▶ Consider community college S. of Tualatin Road
- ▶ Possible government services to meet Tualatin, County residents' needs
- ▶ Create park and ride/W. transit hub at Hwy 99/124th

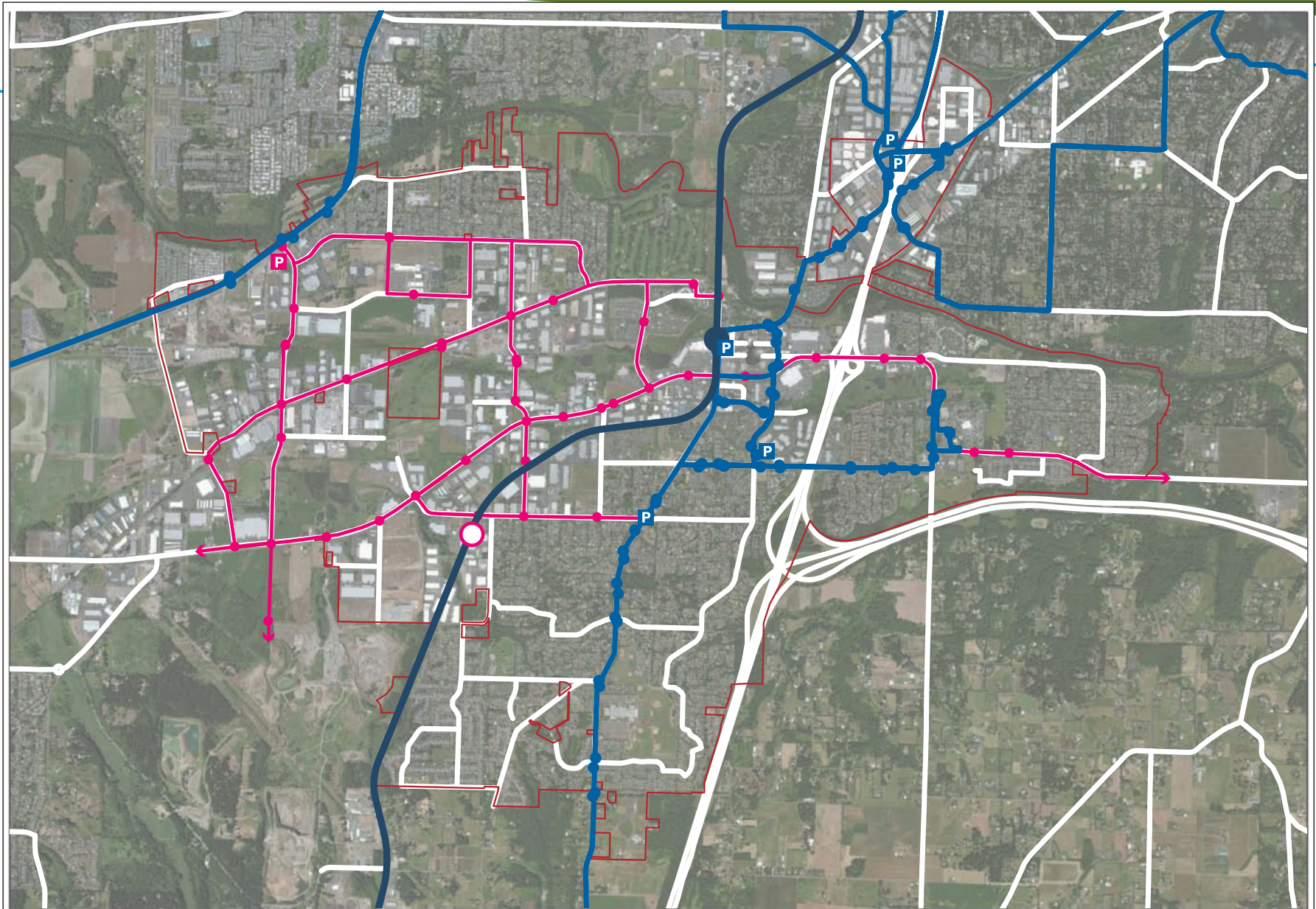


Pacific Financial Goal Achievement
(% of Objectives Achieved)



- | | | |
|---|----------------------------|--------------------------------------|
| Commercial / Office | Institutional Employment | Local Commercial / Industrial Street |
| Mixed-Use | High Density Residential | Local Street |
| Neighborhood Retail / Personal Services | Medium Density Residential | Bicycle / Pedestrian Path |
| Industrial Employment | Low Density Residential | |
| Business Campus Employment | Open Space | |

Transit Recommendations



Tualatin Transit
Charrette Preferred Alternative

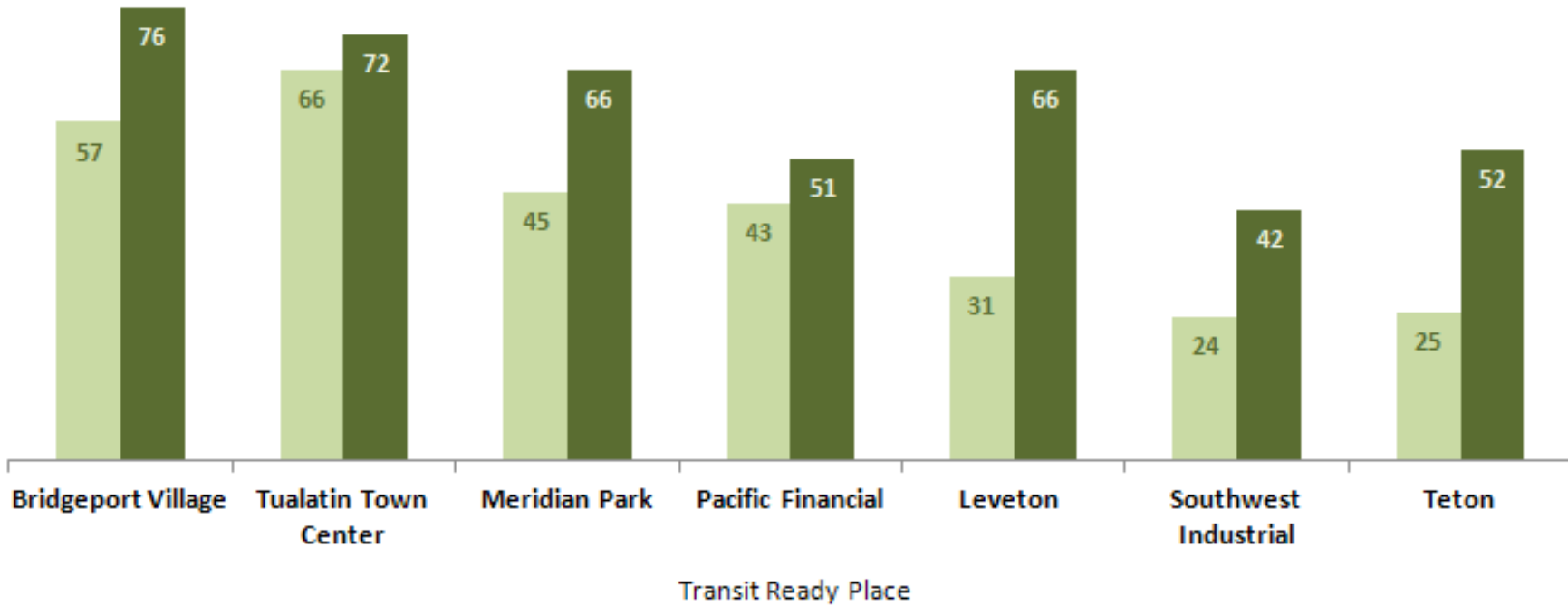
SERA



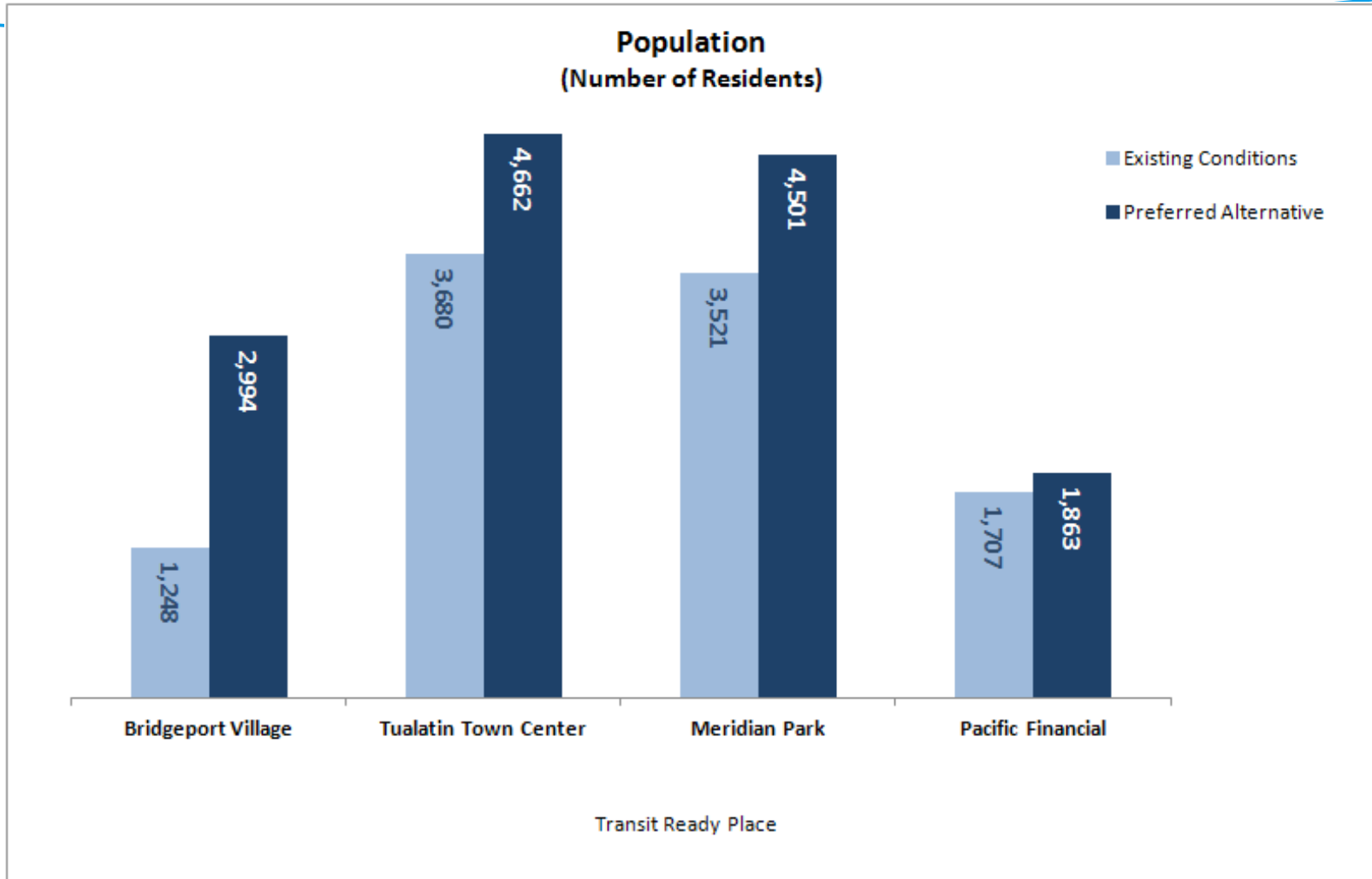
INDEX Results

Goal Achievement
(% of Objectives Achieved)

Existing Conditions
Preferred Alternative



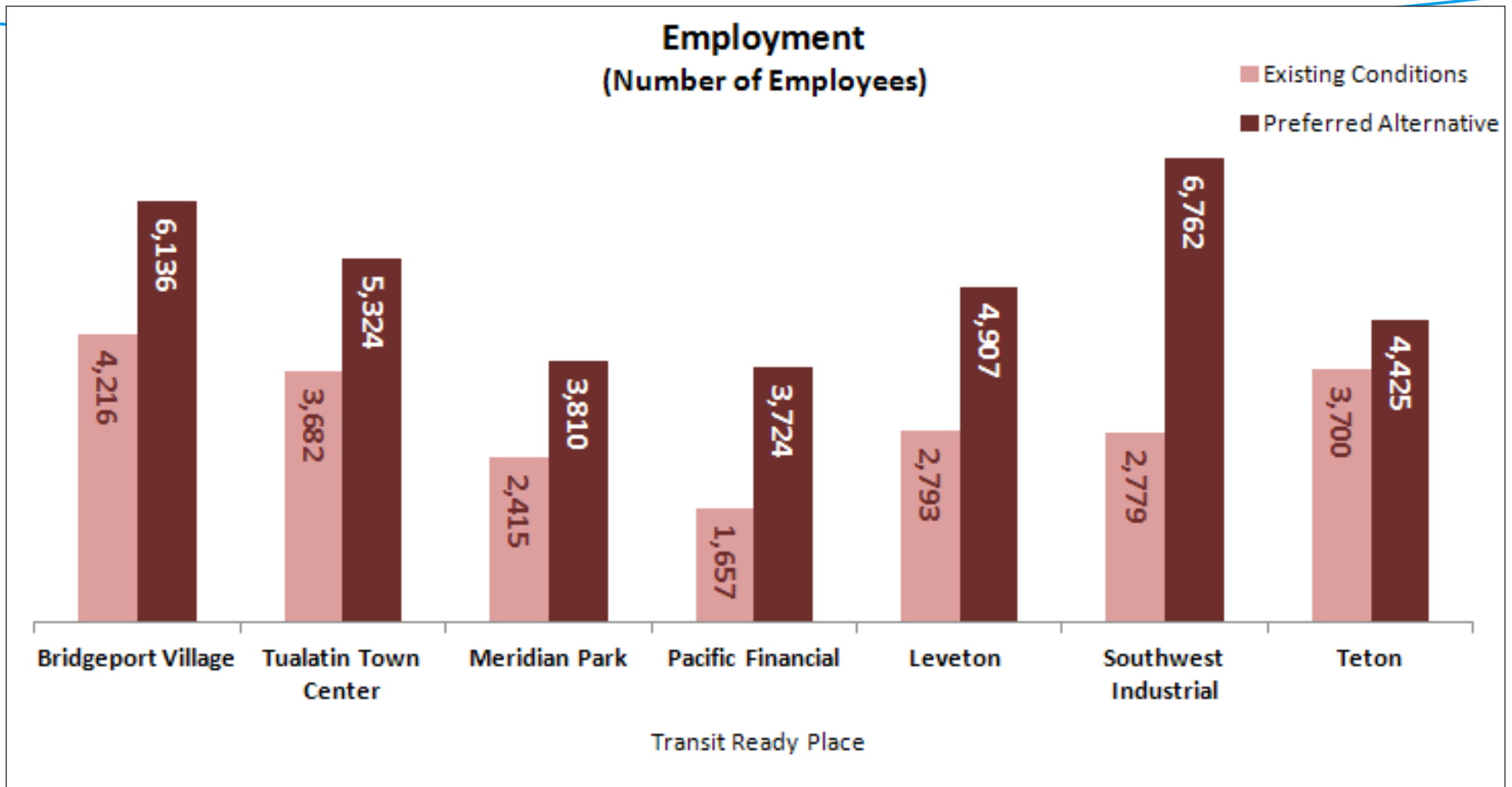
INDEX Results



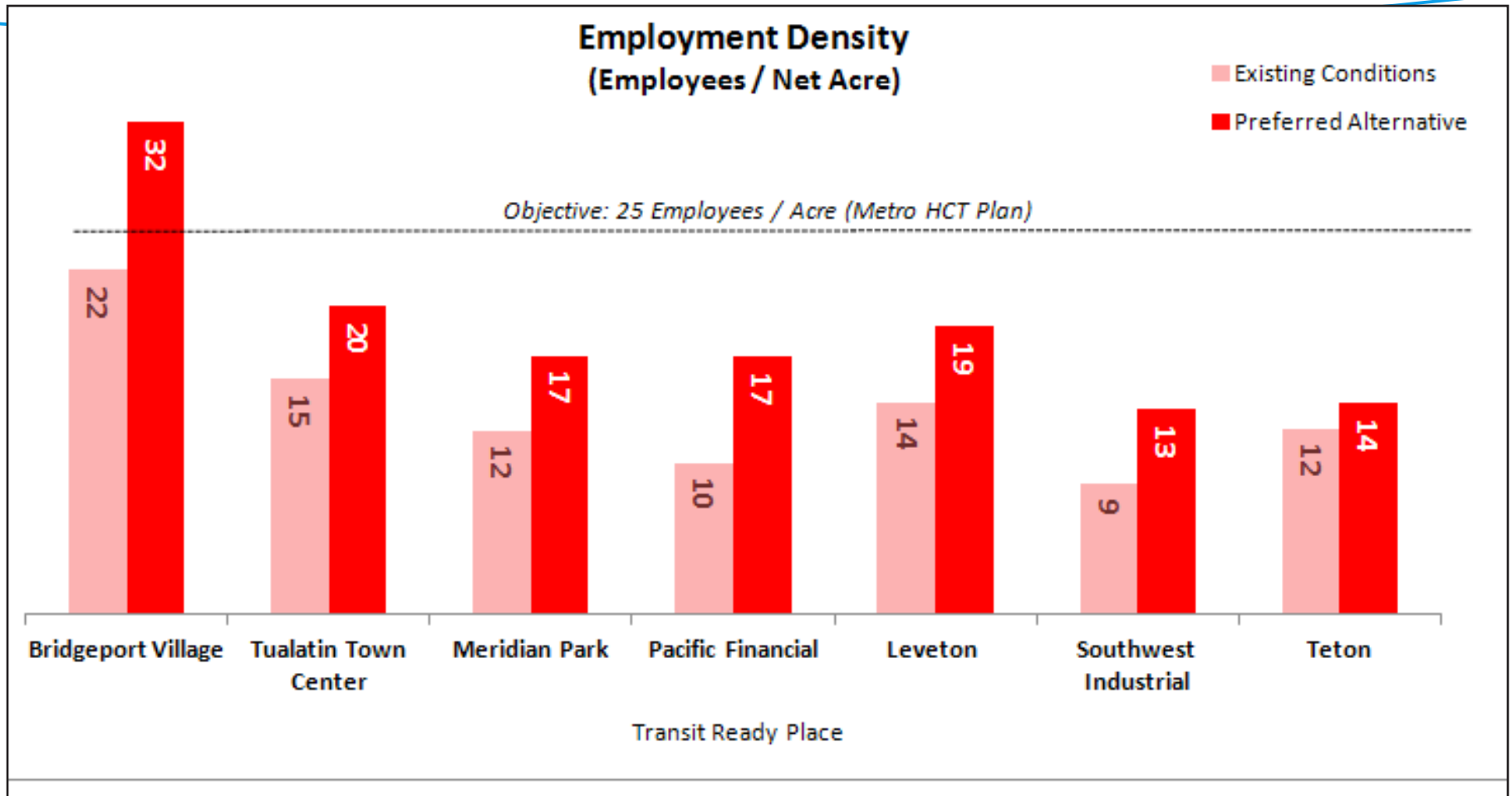
INDEX Results

**Employment
(Number of Employees)**

Existing Conditions
Preferred Alternative



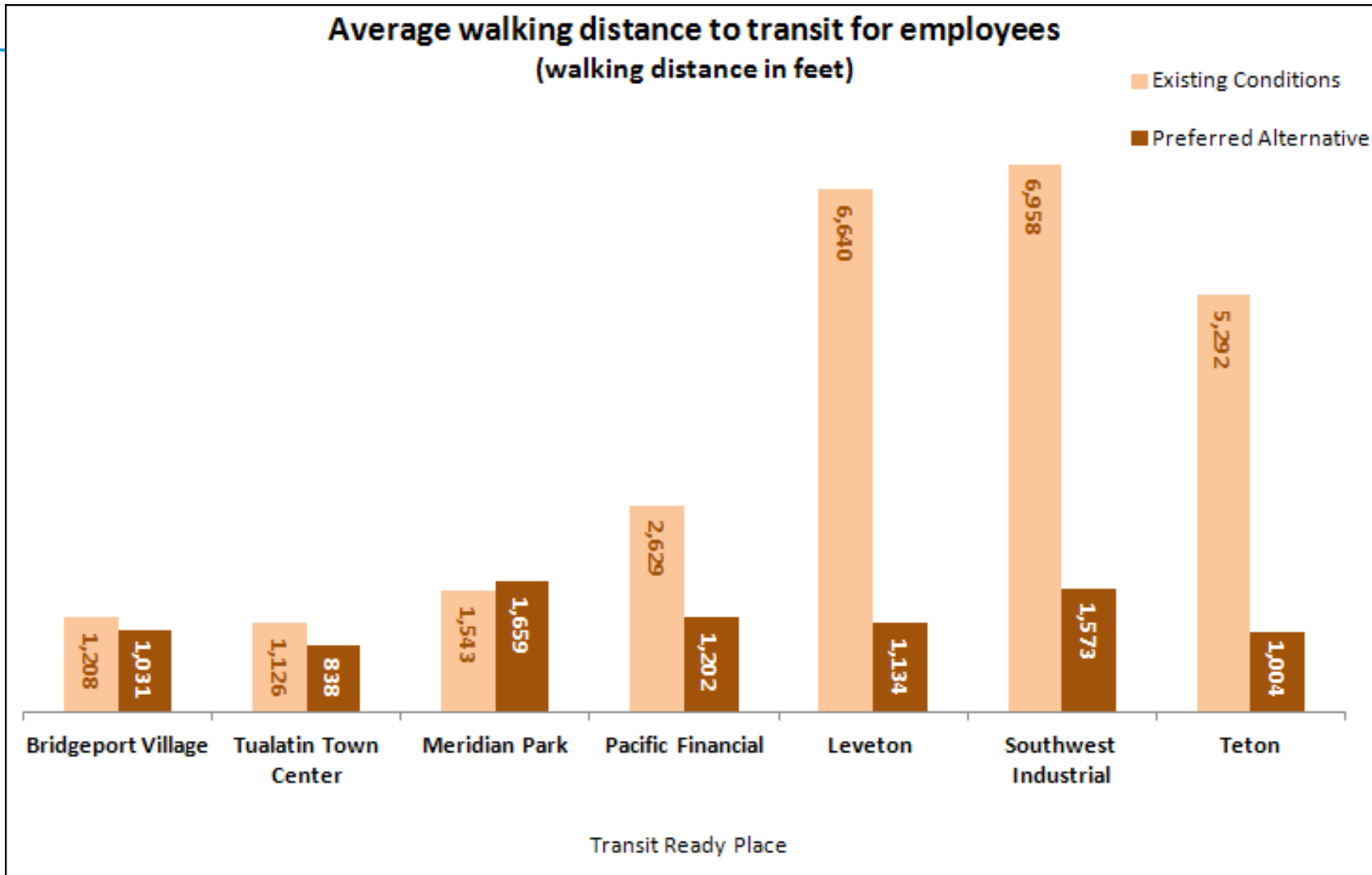
INDEX Results



INDEX Results



INDEX Results



Implementation Strategies

Development Code Changes

- ▶ Expand city's Mixed Use Commercial Overlay District to other areas, including in the Bridgeport Village and/or Downtown areas
- ▶ Refine city's "Industrial Business Park Overlay Planning District" to allow for more types of businesses, greater flexibility
- ▶ Use the city's Manufacturing Business Park Commercial Services Overlay in existing manufacturing areas to allow for a small shops, restaurants or other services; consider revising to allow for health & fitness studios
- ▶ Relax current restrictions on commercial uses in manufacturing districts along arterials roads (T-S Road, 124th, Hwy 99)
- ▶ Expand uses allowed in manufacturing, other industrial zones to include small shops, restaurants or services
- ▶ Rezone specific properties to allow for shops, restaurants, services for workers or to expand types of developments allowed
- ▶ Adopt "Planned Unit Development" provisions in city's Development Code

Implementation Strategies

Other Land Use & Development Strategies

- ▶ Work with property owners, employers to better assess needs, desires
- ▶ Consider use of urban renewal funding to pay for public facilities
- ▶ Consider use of local improvement districts to fund selected public improvements such as sidewalks or pathways
- ▶ Work with possible property buyers or tenants to explore specific ideas (e.g., Community College concept)
- ▶ Allow for higher employment densities to help create opportunities for transit-supportive development through increased densities, density bonuses or transfers
- ▶ Reduce regulatory barriers through streamlining permitting or review processes, reducing development fees and/or relaxing design standards
- ▶ Assist property owners with land assembly
- ▶ Promote phased development of larger sites
- ▶ Provide information about state, regional or federal programs that provide developers with tax incentives or subsidies

Implementation Strategies

Transit Strategies

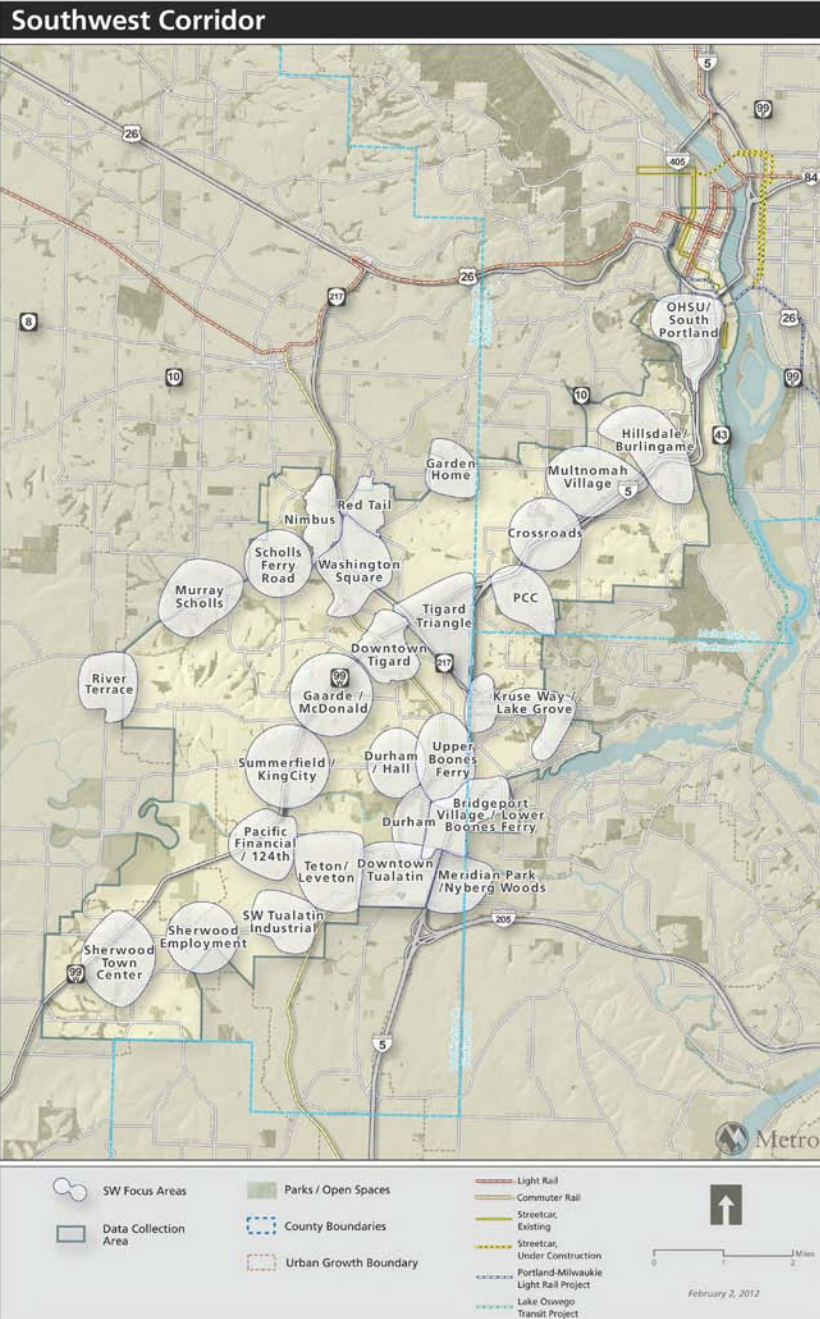
- ▶ Determine type of transit service needed in specific locations
 - ▶ Estimated number of residents and businesses in area
 - ▶ Coordination with local employers and institutions
 - ▶ Consideration of different transit models – e.g., flexible shuttles vs. fixed routes, TriMet vs. local system; current vs. new alternative funding strategies
- ▶ Refine and prioritize plans and locations for suggested transit facilities, as needed
- ▶ Coordinate with TriMet, Metro, other cities
- ▶ Determine most appropriate approaches to service provision and funding
- ▶ Advocate for city needs and build community support
- ▶ Implement transit-supportive land use and connectivity actions

Implementation Strategies

Other Transportation Facility Strategies

- ▶ Further evaluate proposals in TSP process
- ▶ Prioritize suggested improvements
- ▶ Coordinate with property owners, businesses, to refine proposed locations, other details
- ▶ Require dedication of right-of-way as development occurs, where appropriate
- ▶ Construct selected improvements as part of development process
- ▶ Seek support and funding for improvements in existing/developed areas

Relationship to Southwest Corridor Plan



- ▶ Southwest Corridor is Metro's next priority for regional high capacity transit
- ▶ Range of transit alternatives is being narrowed in 2012, with recommended mode and alignment by Spring 2013
- ▶ Possible modes include light rail, bus rapid transit, commuter rail, rapid streetcar, high occupancy vehicle lanes, and improved local bus service
- ▶ Possible alignments include I-5, Highway 99 and others not yet defined
- ▶ Linking Tualatin Plan is Tualatin's local contribution to the Southwest Corridor Plan
- ▶ Linking Tualatin is an opportunity to identify transit needs for this community – local transit and potential links to regional high capacity transit

Southwest Corridor Plan Preliminary Findings

- ▶ Findings based on projected future number of housing units or jobs per acre within a given area
- ▶ General objective: 20-50 jobs per acre (or higher) or 20-40 (or more) housing units per acre needed to support high capacity transit
- ▶ Bridgeport Village and possibly Tualatin's Downtown projected to have enough employees and housing units for direct service by high capacity transit
- ▶ Alignment, mode and frequency of service for high capacity transit that directly serves these areas (I-5 alignment or other route from Tigard) could make sense
- ▶ High capacity transit along Highway 99 would only directly benefit Pacific Financial/124th area; Leveton/Herman Road, Teton and the Southwest Industrial area could indirectly benefit.
- ▶ Transit along Tualatin-Sherwood Road is a high priority for future; Bridgeport, the Downtown, Teton, Leveton/Herman Road and Southwest Industrial would benefit
- ▶ Overall transit recommendations for Tualatin include:
 - ▶ Connections from high capacity transit (if it is built) to other parts of Tualatin
 - ▶ Enhanced local transit system within Tualatin along Tualatin-Sherwood Road, Tualatin Road, Herman Road, and 124th Avenue; emphasis on improved east-west connections
 - ▶ Improved or expanded park and ride facilities and transit centers or hubs in Bridgeport Village, the Downtown, OR 99W and southeastern Tualatin (near I-5)
 - ▶ Study different alternatives for cost-effectively providing future transit service
- ▶ Recommendations are preliminary ideas; further discussions needed with Transportation Task Force, Transit Working Group, Planning Commission, City Council and other community members

Next Steps

- ▶ Define implementation measures in more detail (July-August)
- ▶ Prepare draft Linking Tualatin Conceptual Plan (August)
- ▶ Review draft Plan with Transportation Task Force, Transit Working Group, Planning Commission, TPARK, City Council and citizens (August-September)
- ▶ Revise Draft Plan and review further with Task Force and community (August-September)
- ▶ Refine Draft Plan further, as needed (October)
- ▶ Conduct Planning Commission and City Council review and adoption process (October-December)



Linking Tualatin Preliminary Recommendations

Implementation Actions and Next Steps

Overview

This document provides a summary of potential strategies and actions that may be used by the city to implement the recommendations from the Linking Tualatin project. Implementation strategies include elements related to land use, transit service and facilities, other transportation facilities, and agency coordination. This is a preliminary assessment of strategies that may be useful to the city; further evaluation and expansion of implementation approaches will be done in subsequent phases of the Linking Tualatin process and will be included with draft and final versions of the Linking Tualatin Plan. Implementation strategies are organized by the following categories:

- **Adoption of the Linking Tualatin Conceptual Plan.** The Plan is expected to be adopted by reference as an ancillary or supporting document of the City's Comprehensive Plan. As such, it helps provide guidance for the city as it makes decisions and takes action related to land use planning and development, as well as transit and other related transportation improvements.
- **Development Code amendments.** A number of amendments to the city's Development Code are recommended to help implement the land use and transportation proposals in the Plan. Some of the proposed amendments may be proposed for adoption as part of the Linking Tualatin adoption process. Others may be deferred until a later date, particularly those that require more time and community conversation than is feasible within the Linking Tualatin project timeframe or those that might be needed to support specific proposals for high capacity transit in Tualatin.
- **Other land use and development strategies.** These strategies would be undertaken as development in transit ready places proceeds over time. Some of them (e.g., implementation of specific funding strategies) may require additional community conversation and/or separate planning processes to implement.
- **Transit facilities and services.** These recommendations are generally oriented to providing a certain level of local transit to support Tualatin's businesses, workers and residents. Some also may be linked to or more specifically support potential future high capacity transit service to Tualatin. All of them will require or entail more detailed planning and analysis, as well as coordination with a variety of local and regional stakeholders.
- **Other transportation recommendations.** These include possible improvements to local streets, bicycle or pedestrian facilities to support future transit use and associated land use recommendations. These will need to be evaluated further in conjunction with the city's Transportation System Planning effort.

Development Code Amendments

A number of recommendations in this Plan would require changes to the city's Development Code, including allowing for or encouraging development of small scale retail or personal service uses in



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selected areas and creating mixed use developments in other areas. Many of these recommendations would support provision of future local transit service in Tualatin. They would also support potential future high capacity transit service but could be implemented and beneficial to the community, with or without high capacity transit. These recommendations could be implemented as part of the adoption of the Linking Tualatin Conceptual Plan or at a later date after more detailed planning, evaluation and community conversation.

- Expand the city's Mixed Use Commercial Overlay District to other areas, including in the vicinity of Bridgeport Village and/or in the Downtown area. This overlay district allows a mix of uses including commercial, retail, office and residential. It also contains design standards intended to create a pedestrian-friendly environment and enhance compatibility between residential and other uses.
- Refine the city's Industrial Business Park Overlay Planning District to allow for more types of businesses and provide greater flexibility in development and design. This overlay can be applied in the manufacturing districts (ML and MG zones) and is intended to emphasize industrial uses but allow a broader mix of retail and office uses to support industrial businesses.
- Use the city's Manufacturing Business Park Commercial Services Overlay in existing manufacturing areas to allow for small shops, restaurants or other services. The city could also consider revising this overlay to allow for health and fitness studios.
- Relax current restrictions on commercial uses in manufacturing districts along arterials roads. Currently, the manufacturing districts (MG and ML) require a special setback of 300-350 feet for commercial uses along certain arterials (Tualatin-Sherwood Road, SW 124th Avenue and Highway 99W). The setback creates a potential barrier to developing commercial uses in these districts. Amendments to this language could remove the barrier but still limit access from arterials and continue to preserve mobility in these corridors.
- Redesignate specific properties to allow for shops, restaurants and services for workers and nearby residents or to expand types of developments allowed. The Linking Tualatin Plan includes changes to existing land use designations in some areas, which requires a Plan Map amendment. A Plan Map amendment can be initiated by a property owner (quasi-judicial process) or by the city (legislative process). The procedure for an amendment requires public notice, a neighborhood meeting, a recommendation from the Planning Commission and a public hearing before the City Council. It is assumed that any recommended Map Amendments would be implemented as part of a separate planning process, conducted after the Linking Tualatin process is completed.
- Adopt Planned Unit Development (PUD) provisions into city's Development Code. PUD provisions can be applied in any district and are useful for providing maximum flexibility to develop projects. They allow flexibility in development and design standards without requiring an additional adjustment or variance process. The city does not currently have PUD provisions but could adopt them if deemed suitable.
- Allow for higher employment densities to help create opportunities for transit-supportive development. Specific strategies for increasing densities could include:
 - Consider potential revisions to parking or landscaping requirements to allow for higher development densities
 - Allow for and/or increase opportunities for density bonuses or density transfers
- Improve opportunities for desirable types of development by better communicating permitting or review processes and requirements with potential development applicants.

Other Land Use and Development Actions

In addition to amending the city's Development Code, a number of other strategies could be undertaken to implement some of this Plan's land use recommendations. In general, these strategies would be taken as development occurs on a particular site or area and/or through additional planning processes as a follow-up to the Linking Tualatin project.

- Consider use of urban renewal funding to pay for public facilities and transit investments,
- Consider use of local improvement districts to fund selected public improvements such as sidewalks or pathways,
- Consider use of bond measures to pay for public improvements that would have broad community benefits
- Work with potential property buyers or tenants, as well as surrounding businesses and residents, to explore specific ideas such as a new Community College campus. Implementation of specific uses such as this will likely require targeted marketing efforts and coordination between the city and potential buyers.
- Assist property owners with land assembly through coordination among adjacent property owners and/or assistance with landowner negotiations.
- Promote phased development of larger sites to help ensure that goals for specific transit ready places or properties can be met over time.
- Provide information about state, regional or federal programs that provide developers with tax incentives or subsidies for desired types of development.

Transit Services and Facilities

Possible implementation actions and approaches related to recommended transit improvements include the following:

- Conduct a follow-up transit study to determine the type of transit service needed in specific locations, including through coordination with local employers, residents, community involvement organizations (CIOs) and institutions. Service determinations will be based, in part, on estimated number of residents and businesses in an area and through consideration of different transit models (TriMet vs. local system, for example). The follow-up study may be used to identify transit recommendations related to transit ready places, as well as other areas in the city that would benefit from transit service (e.g., established residential neighborhoods).
- Refine and prioritize plans and locations for suggested transit facilities, as needed, including through evaluation for consistency with the Transportation System Plan process.
- Coordinate with TriMet, Metro and other cities and agencies as needed.
- Determine the most appropriate approaches to transit service provision and funding.
- Advocate for needed transit service in Tualatin and work to build community support.
- Implement transit-supportive land use and connectivity actions as identified in the Linking Tualatin Plan. The Linking Tualatin Plan identifies areas where providing new or expanded transit service is a priority.

Other Transportation Improvements

This Plan includes a number of other non-transit transportation facility ideas. Most of these ideas represent local street or pathway connections to improve access to potential future transit facilities. They also are intended to generally improve local connectivity and access to community amenities and



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existing or possible future commercial and retail services. Some also include improving or creating pedestrian crossing facilities on major roadways. Recommended implementation strategies include:

- Further evaluate proposals in conjunction with the Transportation System Plan update process to ensure consistency and explore opportunities for streamlining of planned projects.
- Prioritize suggested improvements to increase efficiency and enable appropriate channeling of funds to specific projects.
- Continue to coordinate with property owners, businesses and residents or neighborhoods (CIOs) to refine proposed locations for transportation improvements.
- Require dedication of right-of-way needed for transportation improvements, as appropriate, as new development occurs. The Linking Tualatin Plan identifies new connections, including roads and bicycle/pedestrian facilities. Per Chapter 74 of the code, the city can require dedication of right-of-way and/or construction of transportation improvements at the time of development.
- Seek support and funding for improvements in existing and developed areas.

Next Steps

During July and August 2012, this information is being reviewed by the Transportation Task Force, Transit Working Group, Planning Commission, TPARK and City Council. It also will be available on the project website for review by citizens. During that time, the preliminary implementation measures identified in this Plan will be evaluated and may be expanded upon. That information, along with comments from all the above parties, will be incorporated into a revised draft, which will undergo further review and refinement in early to mid September. At that point, a final report will be developed and presented in public hearings before the Planning Commission and City Council for adoption. Adoption of the Plan is expected to take place in December 2012.

Linking Tualatin

Developing the Conceptual Plan and Implementation Strategies

