



TSP Goals, Engagement Summary, & Existing Challenges

Tualatin Planning Commission | January 17, 2024



AGENDA



Goals



Community
Engagement
Summary



Existing
Conditions



Wrap Up & Next
Steps



Goals

- The draft goals were created and refined using:
 - The goals in the current TSP
 - Review of related planning efforts such as the climate action plan and comprehensive plan
 - City staff input
 - City Council feedback in August



Transportation Goals

Advance Our Land Use Vision

Create a transportation system that enhances Tualatin's growing economy and future land use vision.

Provide a High Quality of Life

Efficiently and safely move people and goods to provide a high quality of life for people who live, work, learn, and play in Tualatin.

Expand Opportunities for Safe Multi-Modal Transportation

Expand travel options for users of all ages and abilities by improving options for walking, rolling, cycling, and accessing transit.

Advance Climate and Health Goals

Reduce greenhouse gas emissions from the transportation system and support the City's climate and health goals.

Invest Wisely

Maximize transportation funding by effectively maintaining the transportation assets we have, finding creative maintenance solutions that can help improve the transportation system, and leverage outside funding opportunities.



TSP Public Engagement Process



**Phase 1:
Recruit**

What is the TSP?
Do you want to follow along with this process?

**Phase 2:
Listen & Learn**

What can the TSP address? What are your transportation goals and needs?

**Phase 3:
Reflect; Connect
the Dots**

How do our transportation goals connect to potential projects? Are these the right projects?

**Phase 4:
Refine**

What do you think of the draft plan? What did we miss?





Public Engagement Events



Viva Tualatin

- Atfalati Park
- ~100 participants

TSP Open House

- Tualatin Library
- ~40 participants

National Night Out

- Stoneridge Park
- ~50 participants

Focus Groups

- Zoom meetings
- 23 participants

Pumpkin Regatta

- Tualatin Commons
- ~300 participants

Tualatin TSP Survey

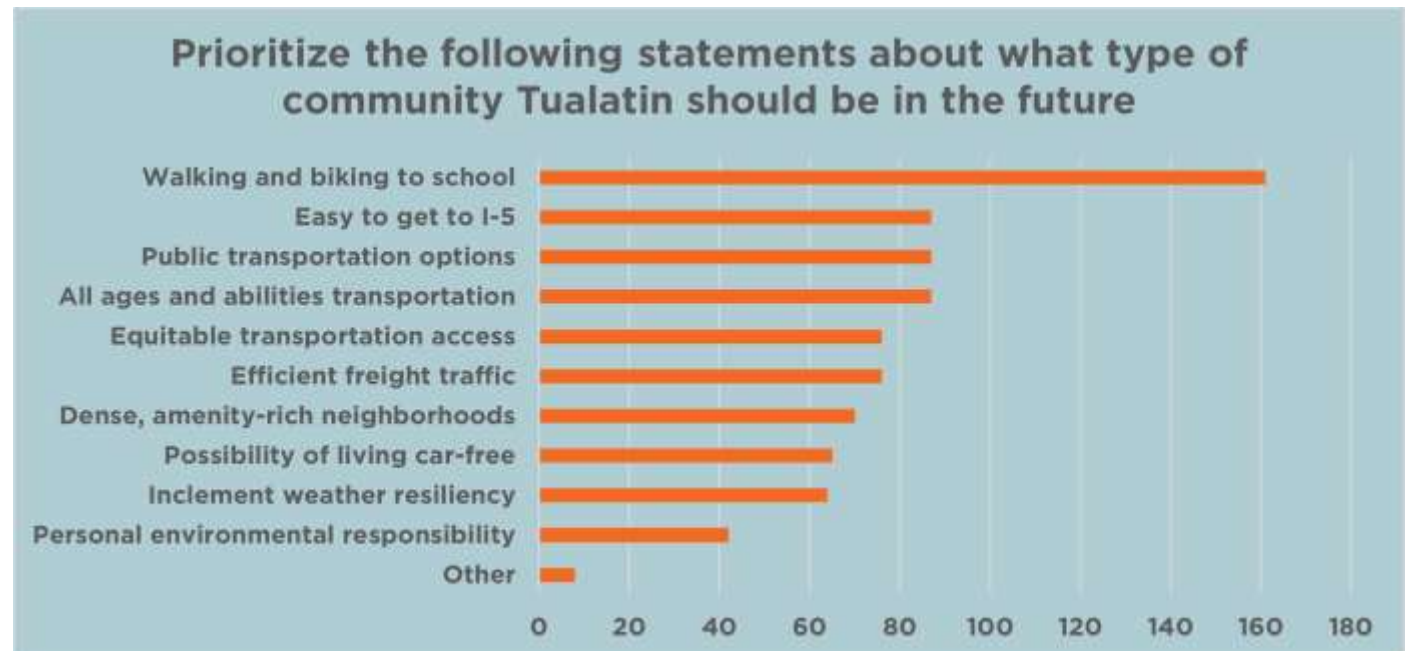
- Online and hard copy
- 202 participants



TSP Public Engagement Key Takeaways



- People want to walk, bike, and take transit more.
- They also want to continue to travel by car.
- Concern about the future capacity of the roadway system with growth.
- Concern about increasing traffic congestion.





TSP Public Engagement Key Takeaways

- Improving safety for road users is a high priority.
- People want improved coverage and frequency of transit service.



Existing Conditions Inventory





The agency that owns and operates a roadway is responsible for setting standards for roadway design and operation and must approve any changes to the roadway.

Arterials and collectors in Tualatin are owned and operated by a mix of the Oregon Department of Transportation (ODOT), Washington County, and Tualatin.

Improvements recommended on 99W, Tualatin-Sherwood Road, 66th Avenue and other key roadways not owned by Tualatin will require coordination with Washington County or ODOT.

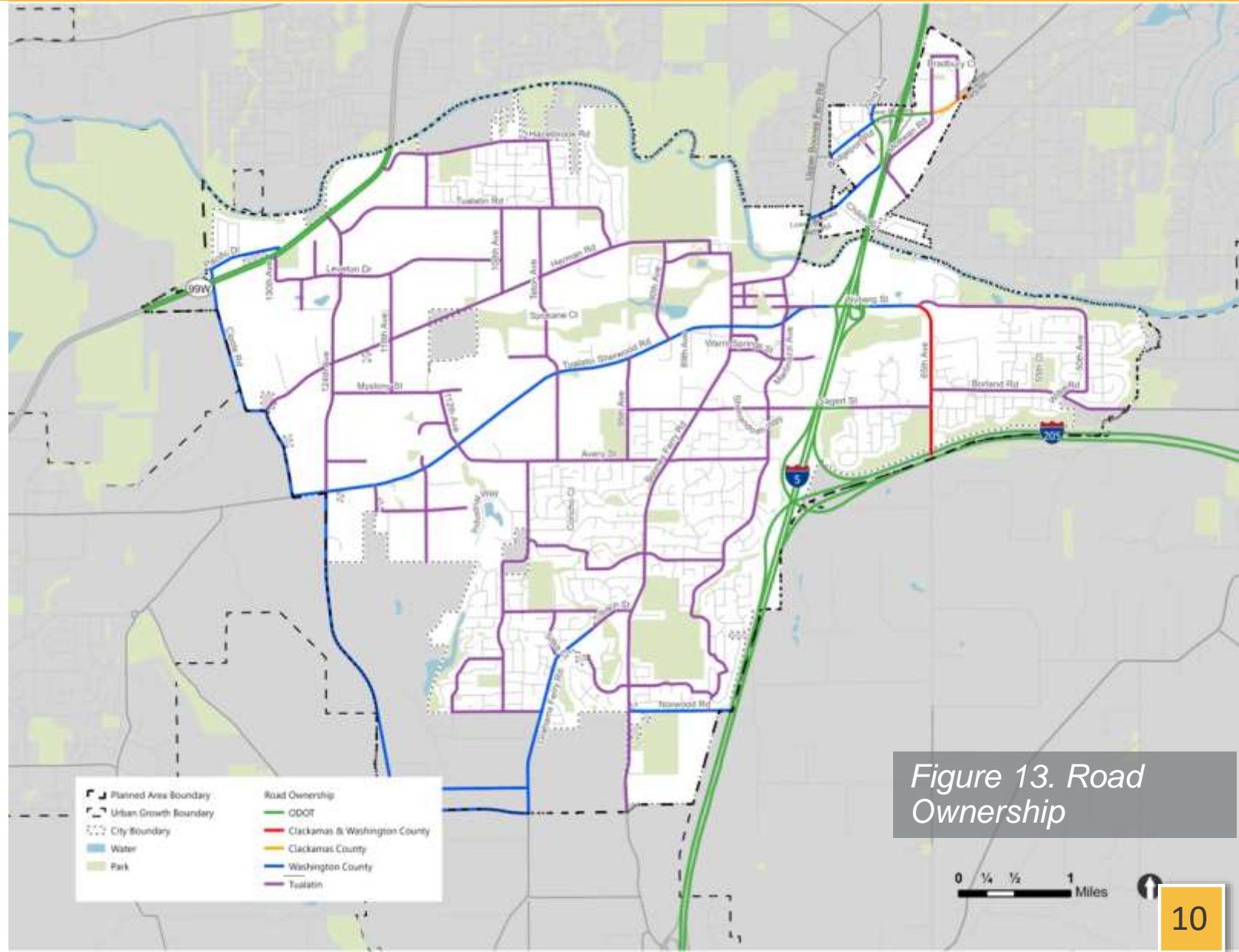


Figure 13. Road Ownership

To establish a baseline for how Tualatin’s transportation system operates today, intersection Level of Service (LOS) was evaluated at key intersections throughout Tualatin using traffic counts collected in Fall 2023 and existing roadway and intersection geometries.

While most intersections in Tualatin operate at LOS C or better, indicating there is minimal congestion, intersections on Lower Boones Ferry Road, Tualatin-Sherwood Road, and SW 65th Avenue were found to operate at LOS D and E. This indicates that congestion that results in queueing and higher levels of delay is occurring in these areas.

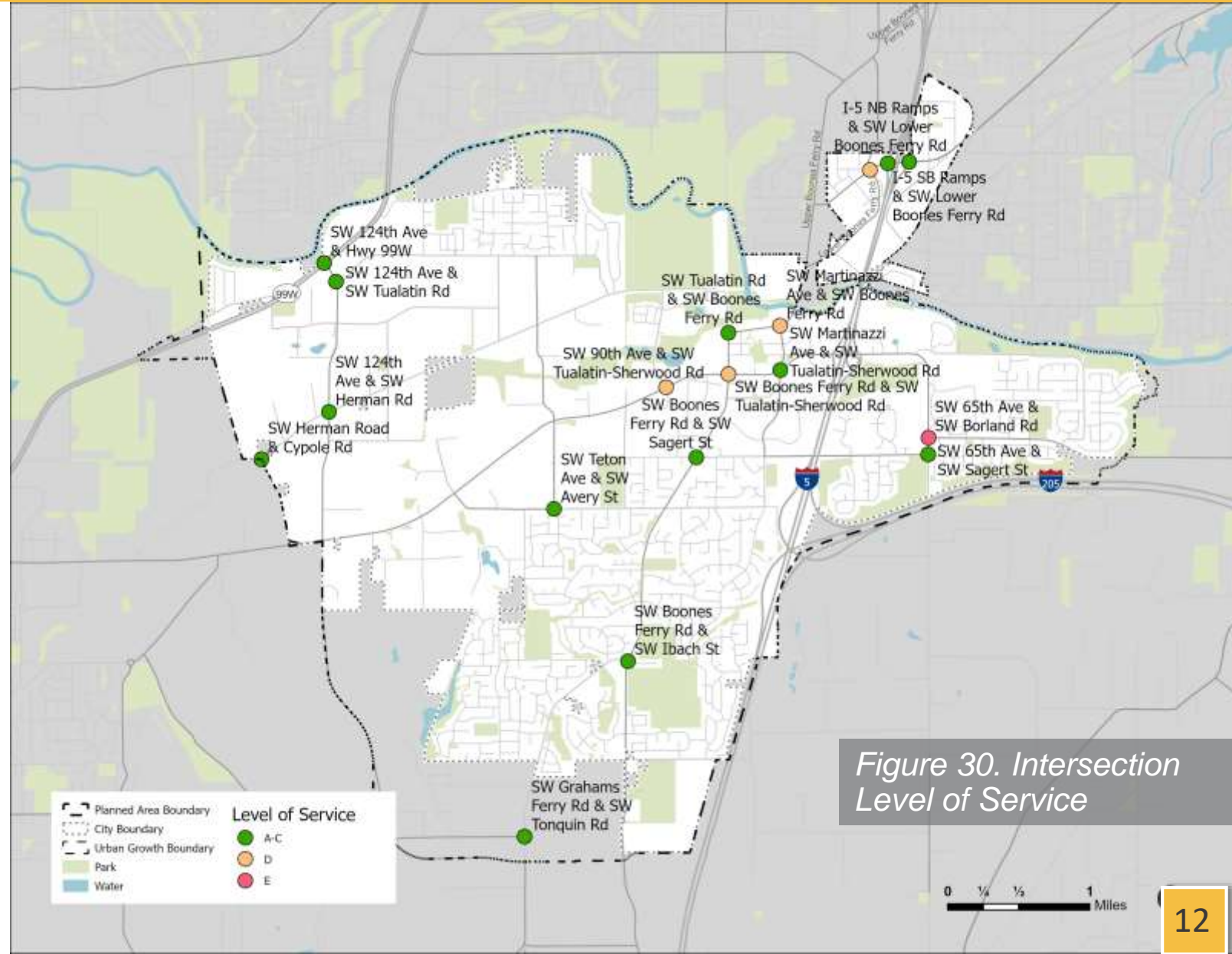


Figure 30. Intersection Level of Service

Within Tualatin, bus service is located primarily on roadways that connect users to retail and employment centers in Tualatin or to destinations outside Tualatin.

WES (Westside Express Service), which is also operated by TriMet, is a commuter rail line serving Beaverton, Tigard, Tualatin and Wilsonville. The service operates on weekdays during commute hours with trains every 45 minutes and is intended to connect users to employment centers and Max service in Beaverton.

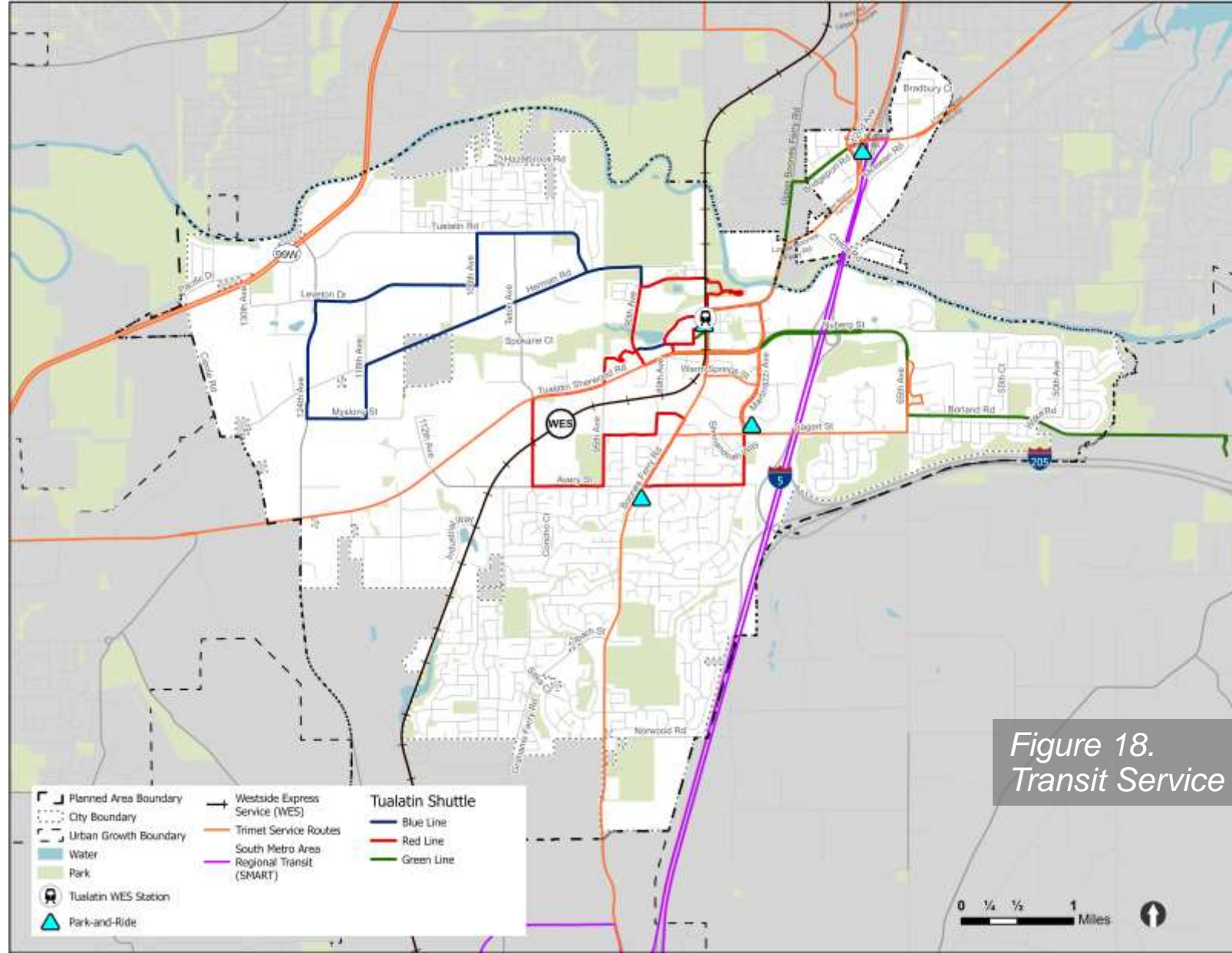


Figure 18. Transit Service

Tualatin’s pedestrian network is well built out with sidewalks on both sides of residential streets in most neighborhoods. Exceptions to this are neighborhoods near 99W and the Bridgeport area, where some roadways only have sidewalks on one side.

Today, the trail system provides strong east-west connections, including across I-5, through the area north of Nyberg Street, and through the Ibach neighborhood.

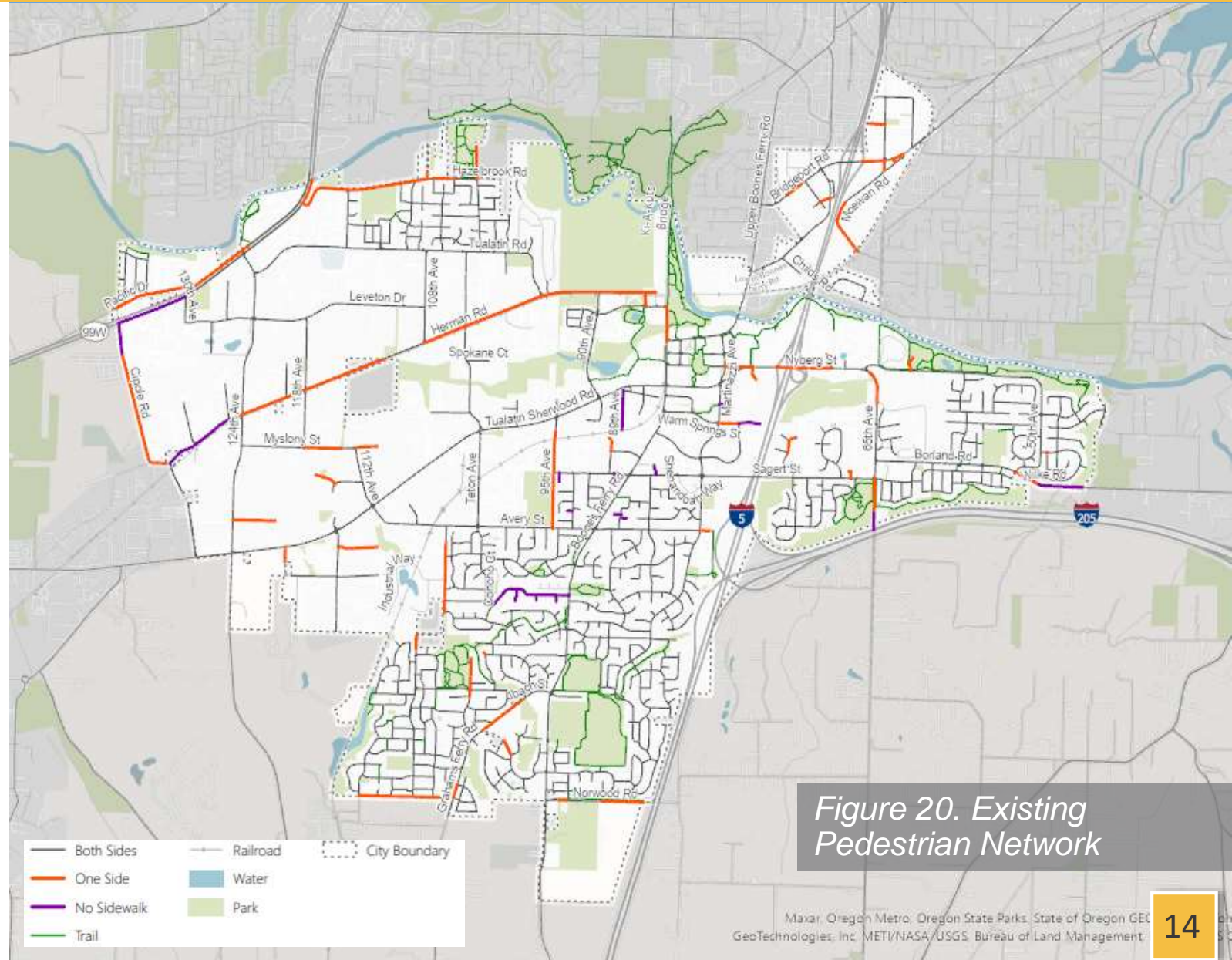


Figure 20. Existing Pedestrian Network

When the distance between marked crossings is high, pedestrians may be more likely to cross at unsafe locations or at unsafe times.

Figure 22 shows the location of marked crossings and the distance between marked crossings on arterials and major collectors. The distance between marked crossings is lowest in downtown and longest in the industrial areas.

There are multiple arterial and collector roadways with crossing distances greater than a quarter mile, including: 99W, Tualatin-Sherwood Road, Herman Road, Sagert St, and Avery Street.

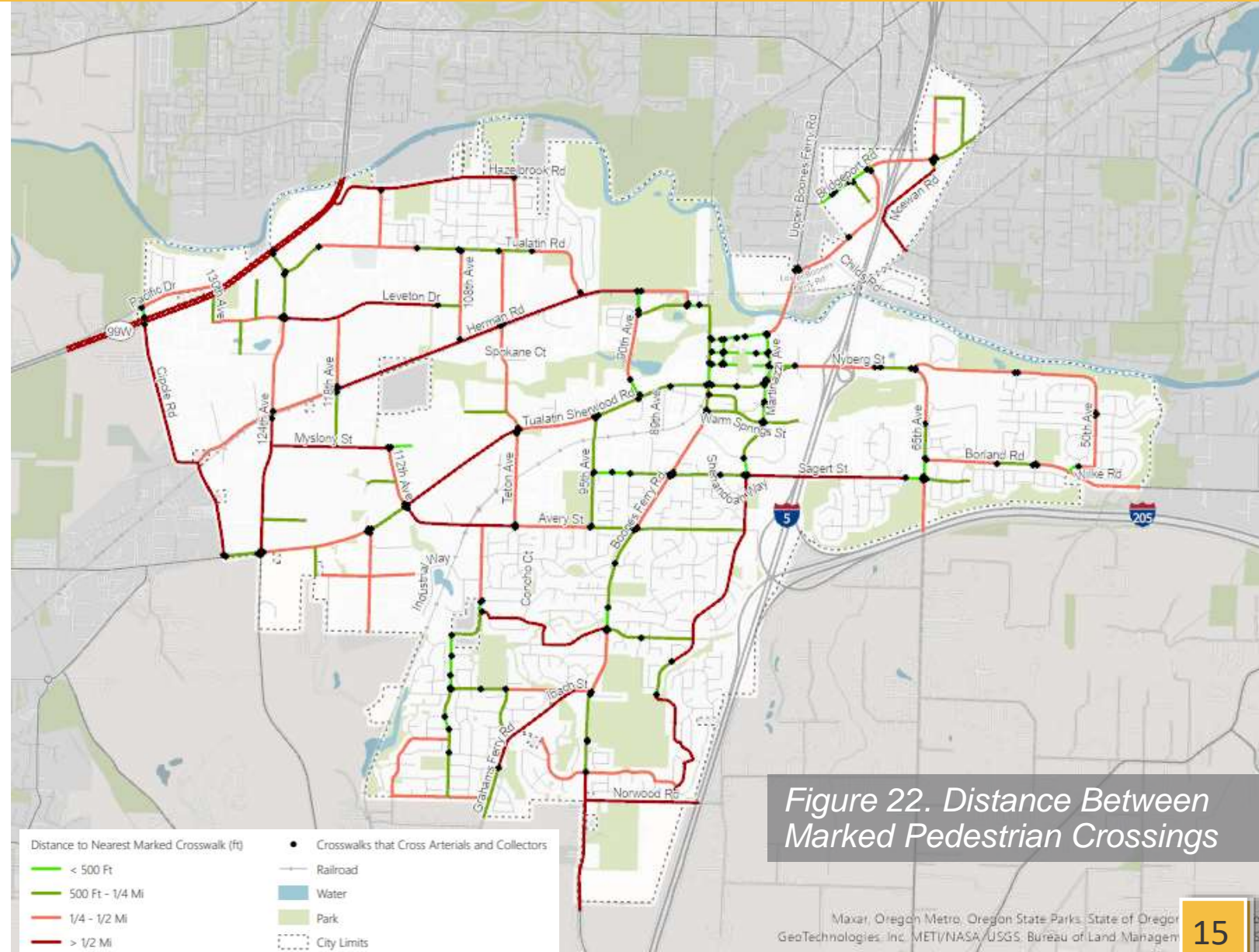


Figure 22. Distance Between Marked Pedestrian Crossings

Tualatin’s bicycle network is connected, but primarily comprised of striped bike lanes on arterial and collector roads, as shown on Figure 24.

While Tualatin does have an extensive off-street trail system, it lacks connectivity which limits users' ability to travel around the city on it.

Tualatin has begun to build more and more buffered bike lanes (dark blue) though gaps remain.

One challenge facing Tualatin’s bicycle network is I-5. Today, there are only two on-street bike lanes that connect bicyclists across the freeway.

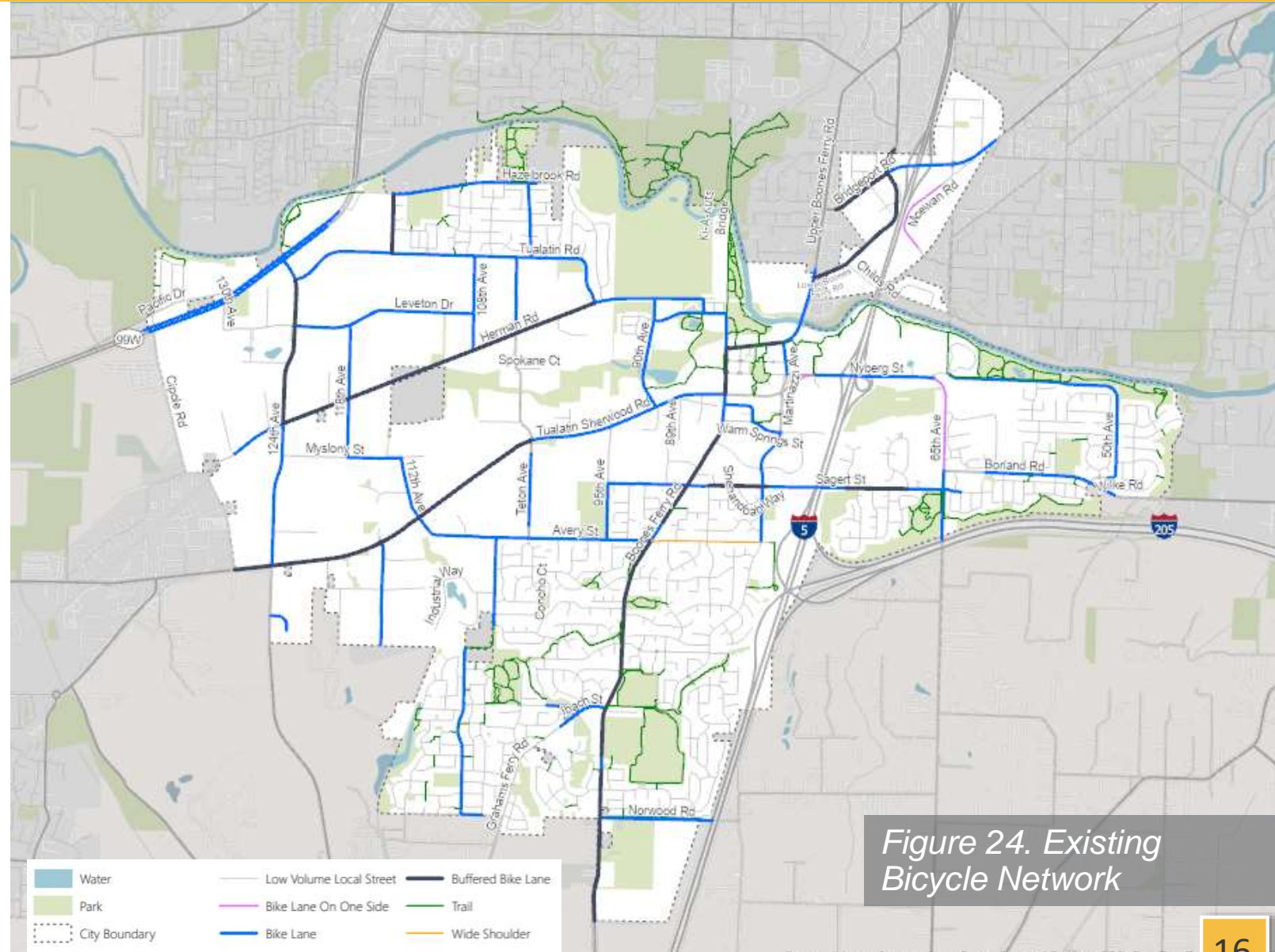


Figure 24. Existing Bicycle Network



One indicator of roadway safety is the number of collisions and severity of collisions that occur.

To understand recent trends in Tualatin, five years of collision data was analyzed.

This analysis found the highest concentration of collisions occurs on Tualatin-Sherwood Road with hot-spots near downtown and 124th Avenue.

This was also true for serious injury collisions, with most of those occurring on Tualatin-Sherwood Road or Boones Ferry Road near downtown.

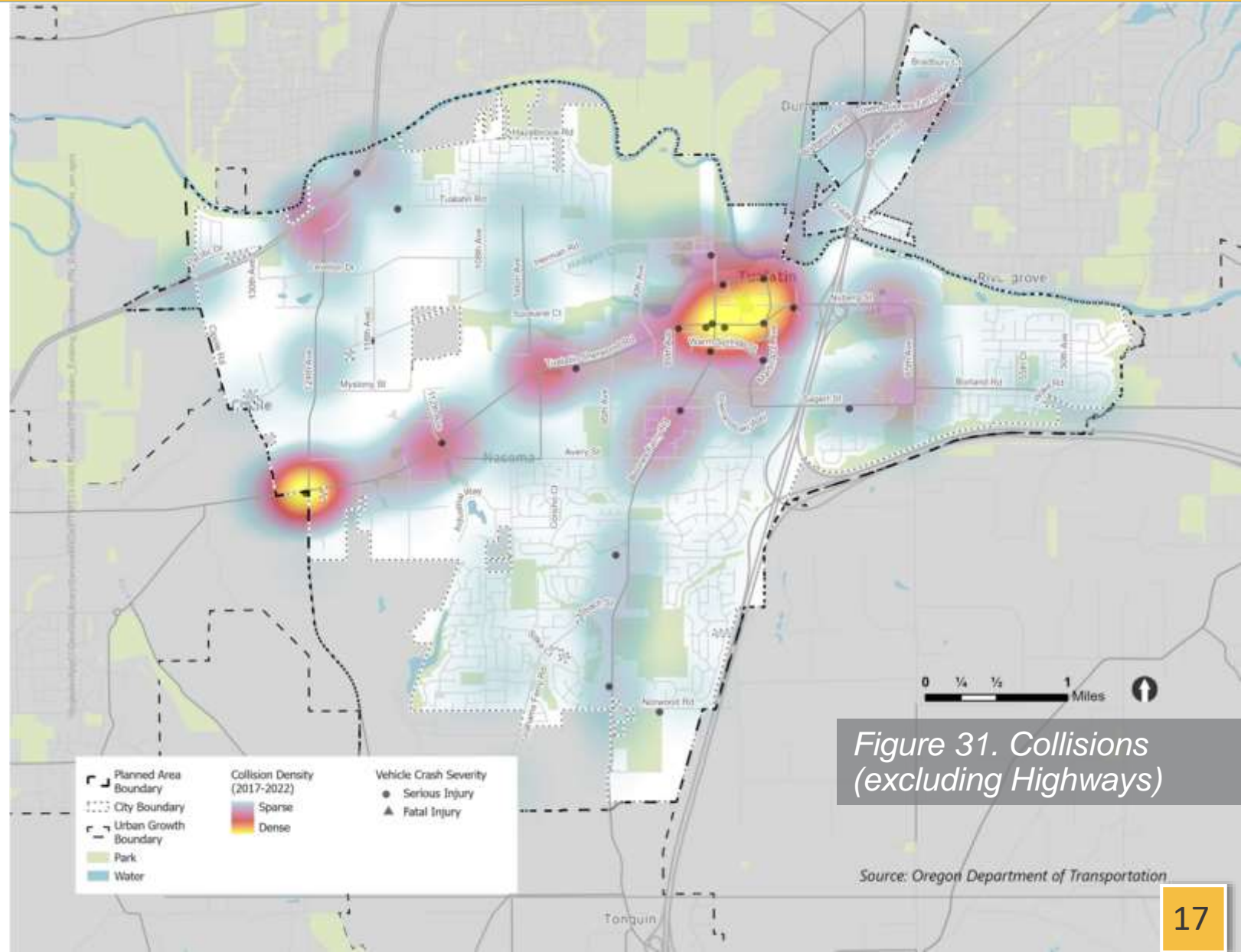


Figure 31. Collisions (excluding Highways)

Source: Oregon Department of Transportation

Five years of collision data were analyzed to identify potential hot spots for collisions involving a bicycle or pedestrian.

Of the 2,264 reported collisions in Tualatin within the past five years, 43 collisions (1.9%) involved a pedestrian or bicyclist. Approximately 70% of these occurred at intersections with at least one arterial roadway.

Both Tualatin-Sherwood Road and Boones Ferry Road showed higher numbers of bicycle or pedestrian collisions

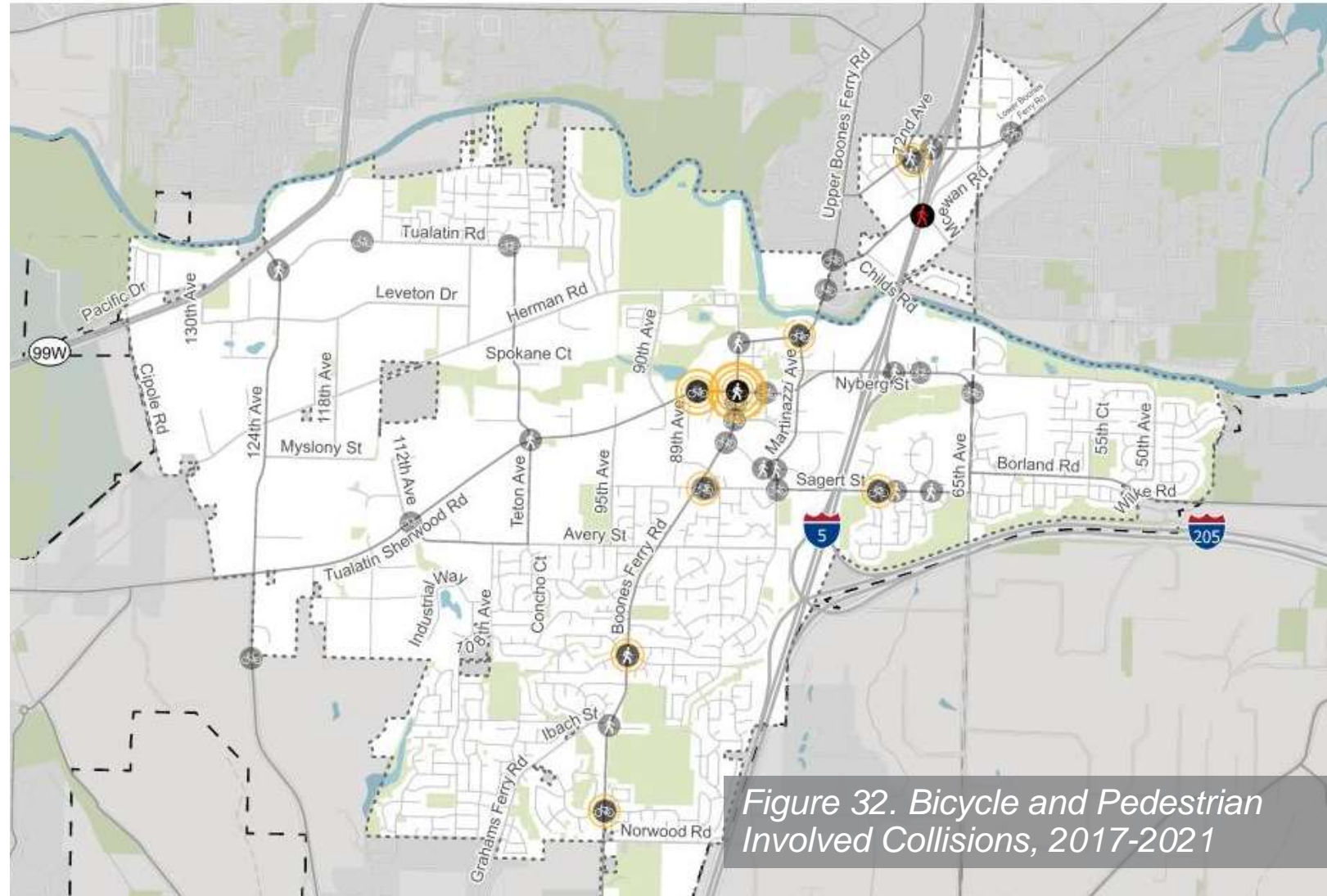


Figure 32. Bicycle and Pedestrian Involved Collisions, 2017-2021

Pedestrian Involved Fatality	Water	County Boundary
Pedestrian Involved	Park	Urban Growth Boundary
Bicyclist Involved	City Boundary	Metro Boundary
		2 3 5

Multiple Crash Locations (Bicyclists & Pedestrians)

Data source: Oregon Department of Transportation



Opportunities and Challenges

- Where are there existing challenges for people traveling in Tualatin?
- Where are there opportunities to create connections or enhance the current transportation system to shape the future we want for travel in Tualatin?
- Is there anything we've missed in the existing conditions analysis?



Next Steps

- Provide additional feedback on the existing conditions by Monday 1/29
- We'll be finalizing the Existing Conditions and TSP Goals with CAC, Planning Commission, and City Council input over the next few weeks