

Tualatin Shuttle expansion: *Ride Connection*

Q2 Top 3

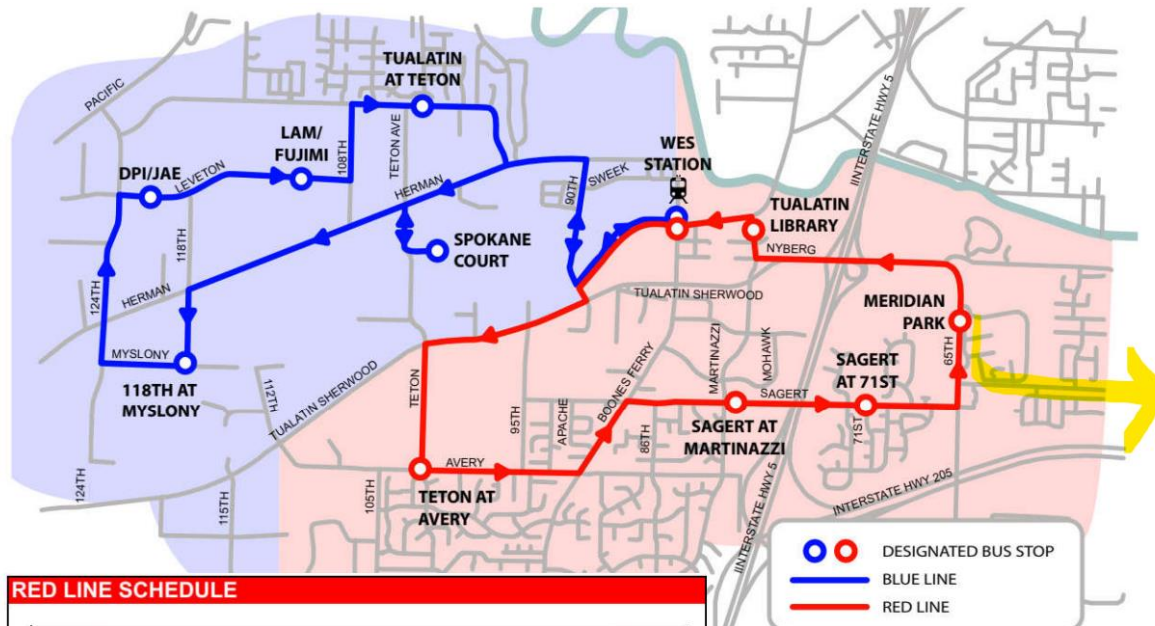
Q2 Update: Ride Connection has been awarded STIF funding to expand Tualatin Shuttle service along I-205/Borland Road/Bridgeport Village to connect to the SMART shuttle. Ride Connection will coordinate with Tualatin staff to announce changes in service this summer.

Description: Through HB 2017/Keep Oregon Moving Regional Coordination funding, Clackamas County in coordination with Ride Connection has evaluated and will be funding expansion of the Tualatin Shuttle.

Impact to Tualatin: Expanded transit service along Borland Rd and I-205 by the Tualatin Shuttle.

Contact (project): John Whitman, Lead Service Planner, at (503) 290-3684 or jwhitman@rideconnection.com

Contact (Tualatin): Kelsey Lewis, Policy Analyst, at (503) 691-3032 or kewis@tualatin.gov



Boones Ferry Corridor: *Federal Transportation & Infrastructure Committee*

Q2 Top 3

Q2 Update: Our proposal for federal funding of Boones Ferry Active Transportation Corridor project has been included in Congresswoman Bonamici’s recommendation to the U.S. House Transportation and Infrastructure Committee for consideration in June.

Description: Tualatin submitted a proposal for \$4 million in federal funding to complete the Boones Ferry Corridor bike lane and sidewalk project to Congresswoman Bonamici’s office in April.

Impact to Tualatin: We plan to build improvements on Boones Ferry Road whether we get the federal funding or not, however, if we do receive federal funding, we could build a lot more and really make this project transform this corridor for walking, biking, and using transit, to get to jobs and schools.

Website (project): <https://www.tualatinmovingforward.com/boones-ferry-corridor-sidewalk-and-bike-lane-project/>

Contact (Tualatin): Kelsey Lewis, Policy Analyst, at (503) 691-3032 or kewis@tualatin.gov

Jobs, Climate Action, Transit & Safety (JCATS):
Greater Portland's 2021 Transportation Earmark Package

Boones Ferry Active Transportation Corridor

City of Tualatin

Project description

Accessible cycling and walking improvements on Boones Ferry Road from Warm Springs St. to Norwood Rd., including buffered bike lanes, sidewalks, crosswalks and signage.

Community benefits

- Provides bicycle and pedestrian access through Tualatin’s largest residential zone connecting jobs to housing
- Provides alternative travel options for everyone to reduce dependence on cars
- Replaces or constructs 1.5 miles of sidewalk and 4 miles of buffered bike lane along the 2-mile transit corridor
- Connects new affordable housing with four schools, jobs, parks, and services



Funding request

Requested earmark funding
\$4 Million

Total project cost
\$5.6 Million

Additional funding sources
Tualatin Moving Forward General
Obligation Bond: \$1.6 million

Regional mobility policy update: *Metro and ODOT*

Q3 Top 3

Q2 Update: Staff throughout the region are reviewing potential new measures for mobility. Metro hosted several workshops to solicit feedback in April and May and will test the measures using case studies in summer 2021.

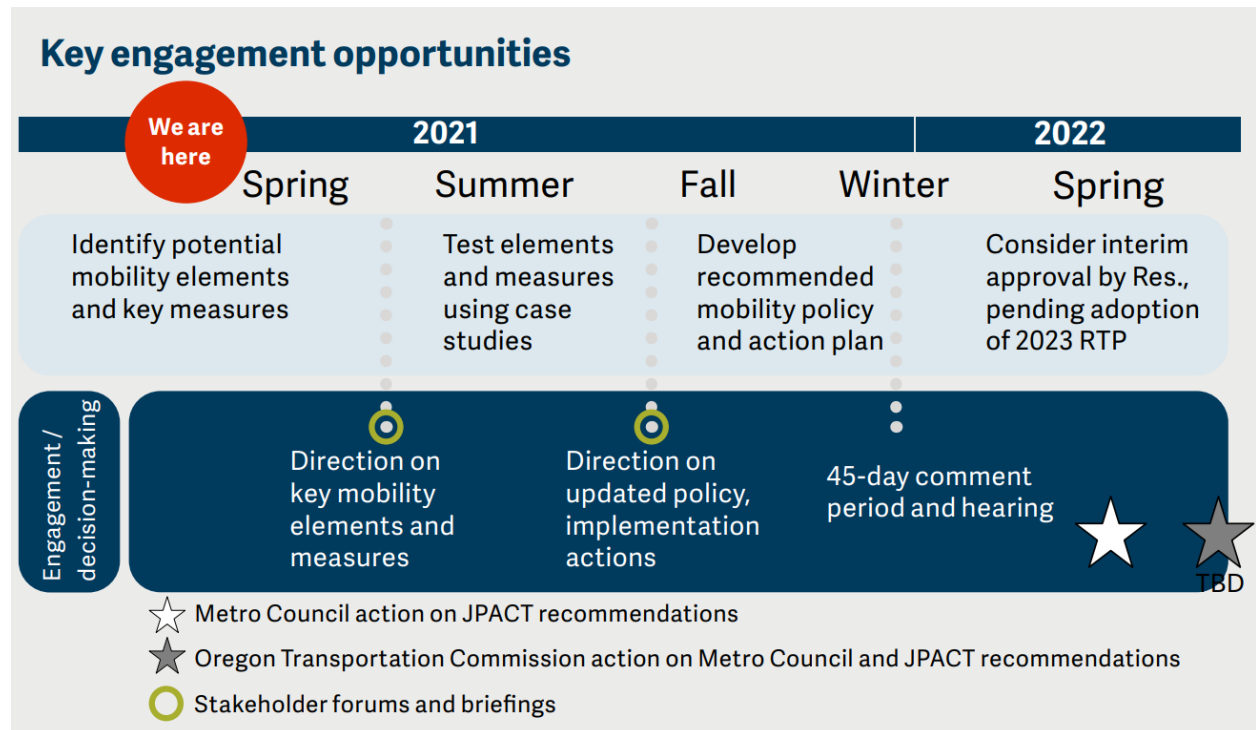
Description: Metro and ODOT have been working to begin updating the Regional Mobility Policy, which sets standards for how transportation and land use development is measured or receives investment. The updated policy will describe the region’s desired mobility outcomes and more robustly and explicitly define “acceptable and reliable” levels of mobility for people and goods using the transportation system in the Portland area.

Impact to Tualatin: The existing mobility standards require Tualatin to have targets for reducing emissions and single-occupancy vehicles, along with levels of service requirements. The intention of updating the mobility policy is to provide more options and context-specific measures. The new standards will have a major impact on Tualatin’s ability to develop land and secure transportation funding.

Website (project): <https://www.oregonmetro.gov/public-projects/regional-mobility-policy-update>

Contact (project): Kim Ellis, Metro, Principal Transportation Planner, at (503) 797-1617 or kim.ellis@oregonmetro.gov.

Contact (Tualatin): Kelsey Lewis, Policy Analyst, at (503) 691-3032 or kewis@tualatin.gov



Regional Transportation and Land Use Update (Q2 2021)

Table 8. Most Promising Mobility Performance Measures to Consider for Testing

ID	Measure	Definition	Mobility Policy Elements					Planning Applications		
			Access	Time Efficiency	Reliability	Safety	Travel Options	System Performance/ Scenario Testing/Target	Needs Identification/ Project Identification	Plan Amendments/ Standard
13A	Multimodal Level of Service (MMLOS)	MMLOS is a level of service (LOS) system that measures the quality and level of comfort of facilities per mode based on factors that impact mobility from the perspectives of pedestrians, cyclists, and transit riders, respectively.	●			○	All modes	●	●	●
13B	Level of Traffic Stress (LTS)	Level of traffic stress (LTS) classifies points and segments on routes into different categories of stress ranging from 1 (low stress) to 4 (high stress) based on factors that correlate to the comfort and safety of the bicyclist or pedestrian using that facility.	●	○		●	Bike, Pedestrian	●	●	●
15	Pedestrian Crossing Index	The distance between pedestrian crossings compared to a target maximum distance.	●	●		●	Pedestrian	●	●	●
24	System Completeness	The percent of planned facilities that are built within a specified network	●	○		○	All modes	●	●	●
27	Travel Speed	Average or a percentile speed for a network segment or between key origin-destination pairs, during a specific time period.			○	●	Vehicle, Freight, Transit	●	●	●
2	Accessibility to Destinations	The number of essential destinations within a certain travel time or distance, by different modes.	●	○	○		All modes	●	●	●
10	Hours of Congestion/ Duration of Congestion	The number of hours within a time period, most often within a weekday, where a facility's congestion target is exceeded.		●	●		Vehicle, Freight, Transit	●	●	●
29	Travel Time Reliability (Planning and Buffer Travel Time Indexes)	Indicators of congestion severity that assess on-time arrival and travel time variability.		○	●		Vehicle, Freight, Transit	●	●	●
36	VMT per Capita	The number of miles traveled by motorists within a specified time period and study area, per the study area's population.	○	●		○	Vehicle, Freight, Transit	●	●	●
28	Travel Time	Average or a percentile time spent traveling between key origin-destination pairs, during a specific time period.		●			All modes	●	●	●
38	V/C for Roadway Links	The ratio of traffic volume to the capacity of a roadway link during a specified analysis period.		●	○		Vehicle, Freight	●	●	●
37	Volume-to-Capacity Ratio (V/C) at Intersections	The ratio of traffic volume to the capacity of an intersection during a specified analysis period.		●	○		Vehicle, Freight	●	●	●

● direct measure; ○ indirect measure

I-205 Tolling Study: ODOT

Active

Q2 Update: Ongoing meetings with an equity committee (EMAC), data modeling and transit technical staff teams are happening. In coordination with Tualatin, Clackamas County cities provided individual and combined letters to the OTC about National Environmental Policy Act (NEPA) comment period and the revenue decision.

Description: ODOT is studying three tolling segments on I-205.

Impact to Tualatin: Direct impact to Tualatin residents and businesses traveling along the interstate or state highway system. Possible impact to roads with vehicles diverting from highways to avoid tolls.

Website (ODOT): <https://www.oregon.gov/odot/tolling/Pages/I-205-Tolling.aspx>

Contact (ODOT): Lucinda Broussard, ODOT's Toll Program Director, at (503) 731-4980 and Lucinda.BROUSSARD@odot.state.or.us.

Contact (Tualatin): Kelsey Lewis, Policy Analyst, at (503) 691-3032 or kewis@tualatin.gov

Congestion Pricing Study: Metro

Active

Q2 Update: Metro recently hosted a congestion pricing study expert review panel on April 22, 2021 to review Metro's plan and hear what the experts had to say. The panel provided examples of congestion pricing scenarios in other cities and discussed areas for future study in the Portland metro region.

Description: This study informs work on other options and racial equity concerns of congestion pricing.

Impact to Tualatin: Concepts from this plan will be considered to address diversion and how to mitigate that on potential tolling plans for I-205 and I-5 that ODOT is planning.

Website (project): <https://www.oregonmetro.gov/regional-congestion-pricing-study>

Contact (project): Choya Renata, Metro, at (503) 8136893 or choya.renata@oregonmetro.gov

Contact (Tualatin): Kelsey Lewis, Policy Analyst, at (503) 691-3032 or kewis@tualatin.gov

First-last mile transportation study: *Washington County*

Active

Q2 Update: Washington County published a final report in January 2021. Tualatin’s downtown WES station area was selected to represent the “town center.”

Description: The First and Last Mile study provides information on how to improve connections between transit and commuter destinations. The plan includes recommendations for infrastructure investments and ideas on how to integrate mobility or new technology options.

Impact to Tualatin: This study is a possible source for identifying transportation improvements and funding as a pilot project.

Website (project):

<https://www.co.washington.or.us/LUT/Divisions/LongRangePlanning/PlanningPrograms/TransportationPlanning/first-and-last-mile.cfm>

Contact (project): Dyami Valentine, Washington County Department of Land Use & Transportation Senior Planner, at (503) 846-3821 or dyami_valentine@co.washington.or.us.

Contact (Tualatin): Kelsey Lewis, Policy Analyst, at (503) 691-3032 or kewis@tualatin.gov

There are more projects staff is following that will be added to this tracking report as information is available.