



# TSP Goals, Engagement Summary, & Existing Challenges

Tualatin City Council | January 22, 2024



# INTRODUCTIONS





## 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
  - Community participation in the online survey, open house, and focus groups

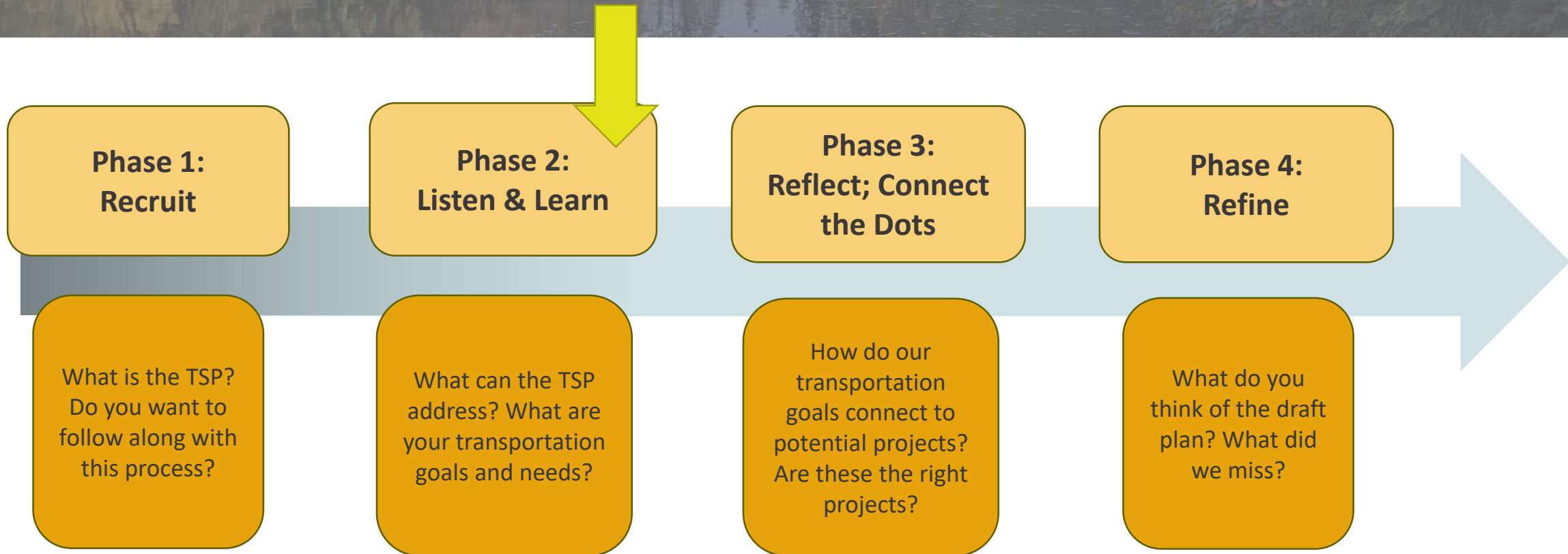


# Transportation Goals

<b><i>Advance Our Land Use Vision</i></b>	Create a transportation system that enhances Tualatin's growing economy and future land use vision.
<b><i>Provide a High Quality of Life</i></b>	Safely and efficiently move people and goods to provide a high quality of life for people who live, work, learn, and play in Tualatin.
<b><i>Expand Opportunities for Safe Multi-Modal Transportation</i></b>	Expand travel options for users of all ages and abilities by improving options for walking, rolling, cycling, and accessing transit.
<b><i>Advance Climate and Health Goals</i></b>	Reduce greenhouse gas emissions from the transportation system and support the City's climate and health goals.
<b><i>Invest Wisely</i></b>	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.

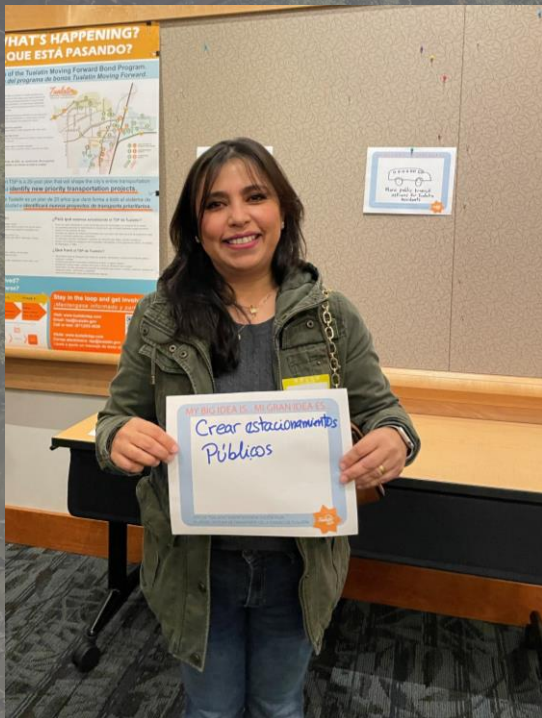


# TSP Public Engagement Process





## 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

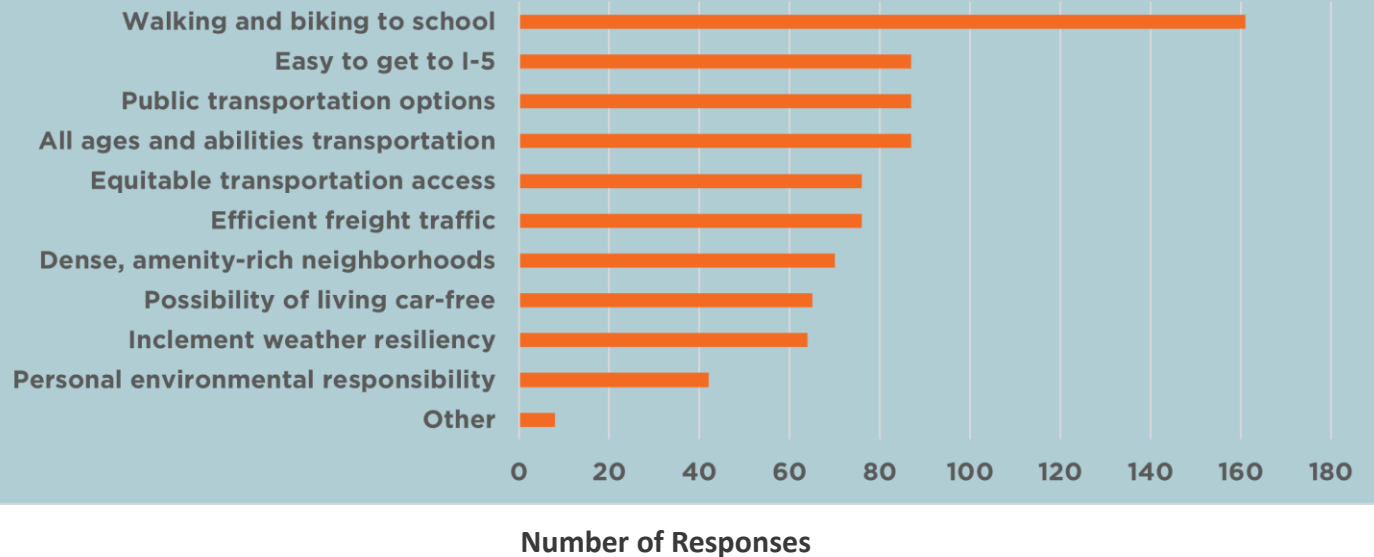


## TSP Public Engagement Key Takeaways



- 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.

### Prioritize the following statements about what type of community Tualatin should be in the future







## TSP Public Engagement Key Takeaways

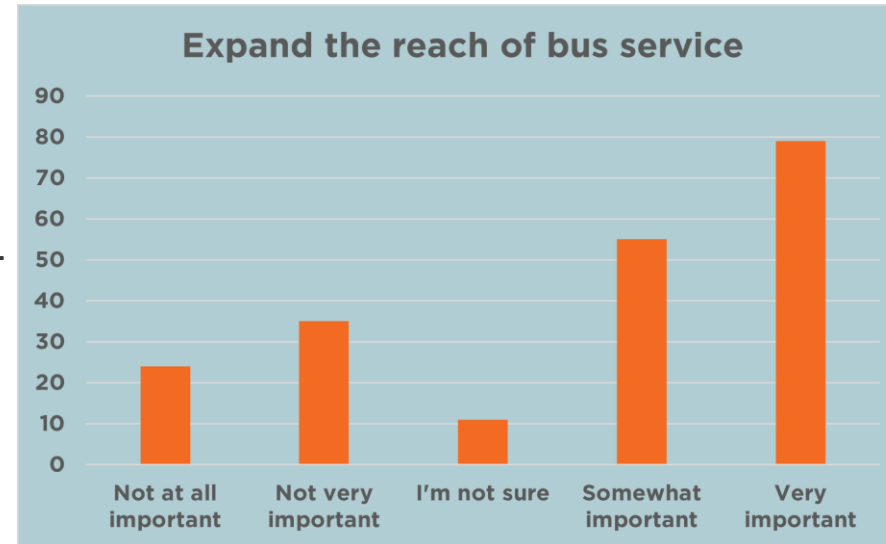
- Improving safety for road users is a high priority.
- People want improved coverage and frequency of transit service.



Number of Responses



Number of Responses



# Existing Conditions Inventory





# Roadway Network Functional Class

Functional classification is based on the planned roadway function and who it is intended to serve.

Functional classification guides roadway features and mode prioritization.

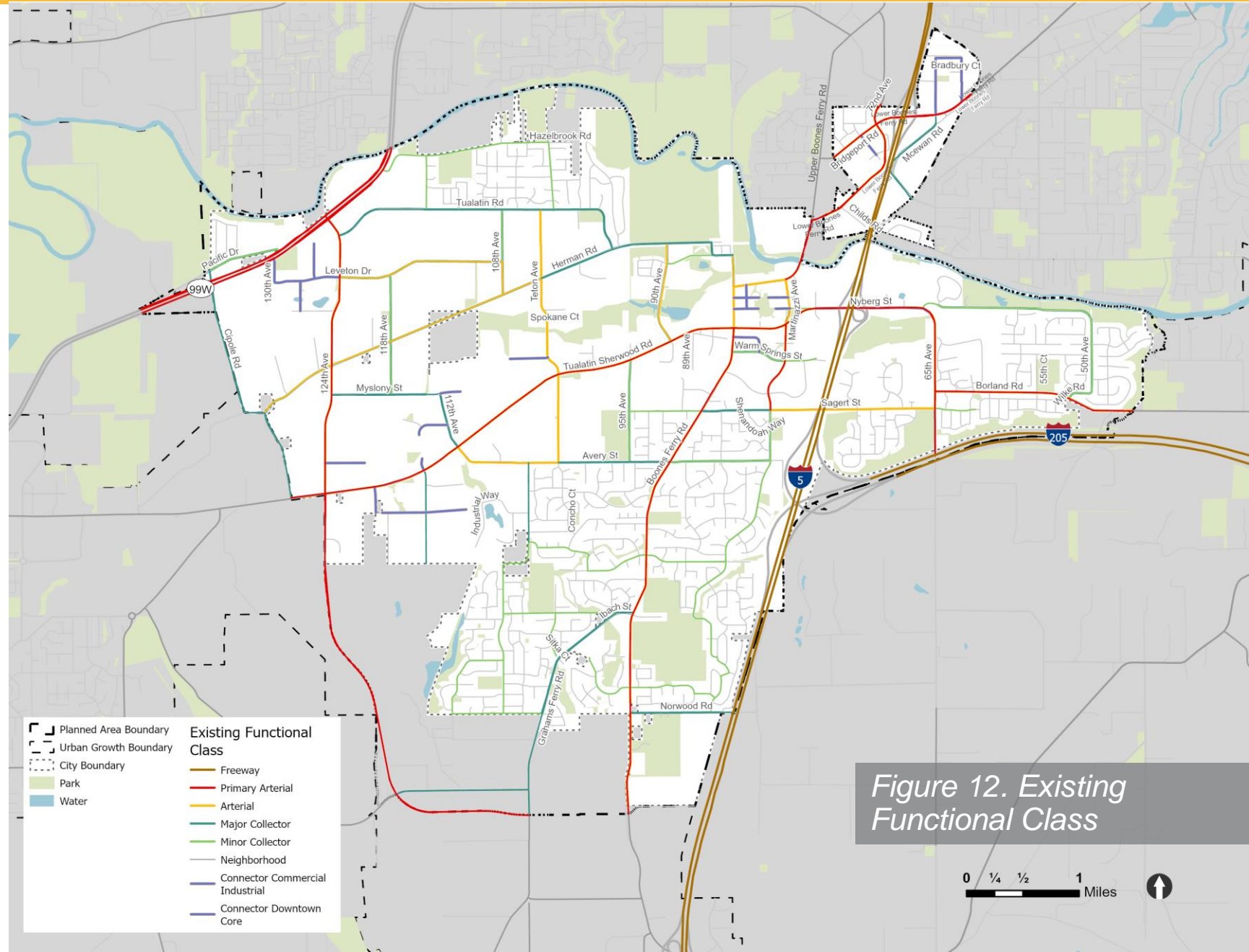


Figure 12. Existing Functional Class





Roadways in Tualatin are owned and maintained by multiple jurisdictions.

Improvements recommended on key roadways not owned by Tualatin will require coordination with the County or ODOT.

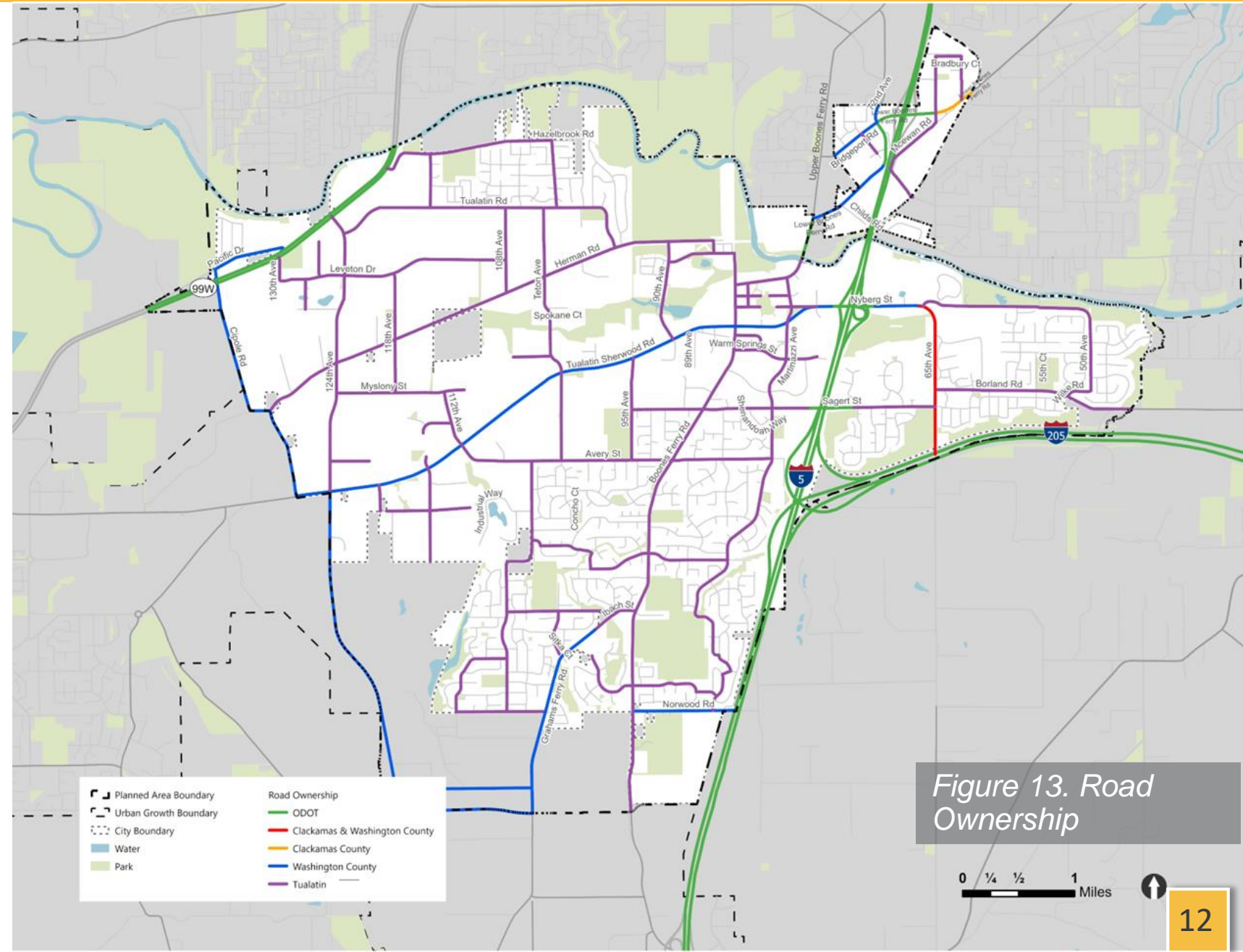


Figure 13. Road Ownership



Tualatin transit service includes bus, shuttles, and rail operated by three different providers.

Bus service is located primarily in the downtown core and on key arterials.

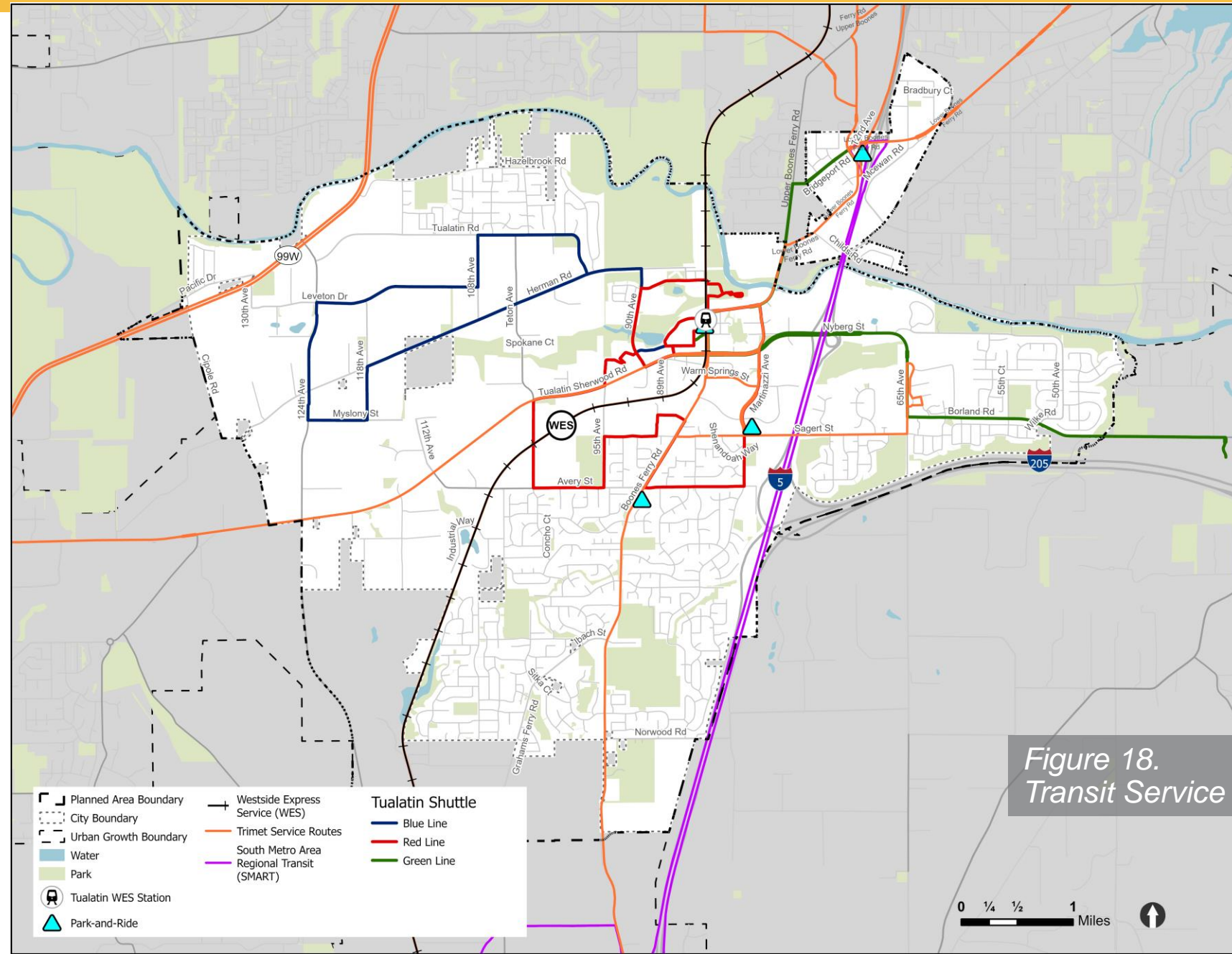
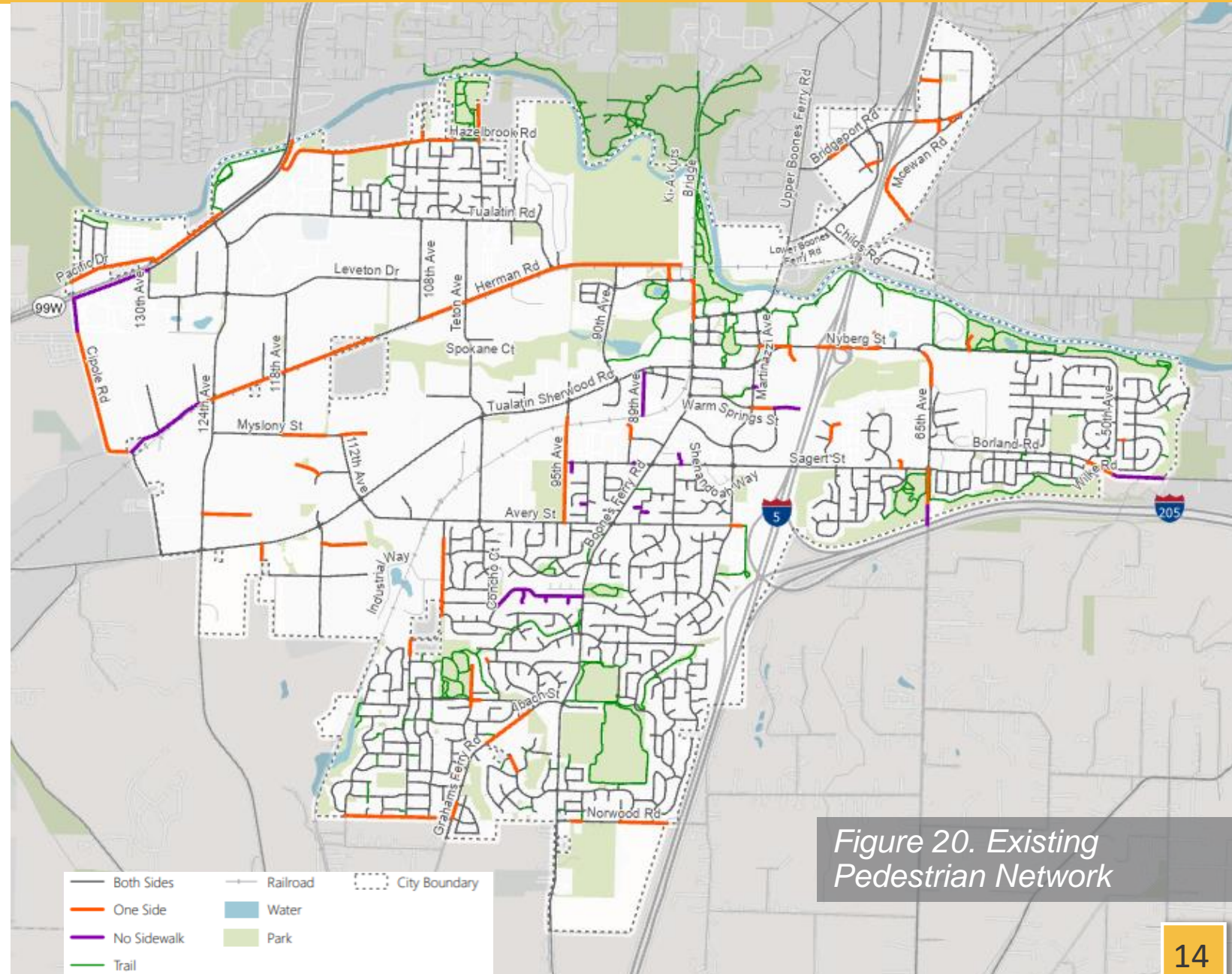


Figure 18. Transit Service



Tualatin's pedestrian network is well built out with sidewalks on both sides of residential streets in most neighborhoods.

The trail system provides strong east-west connections.





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.

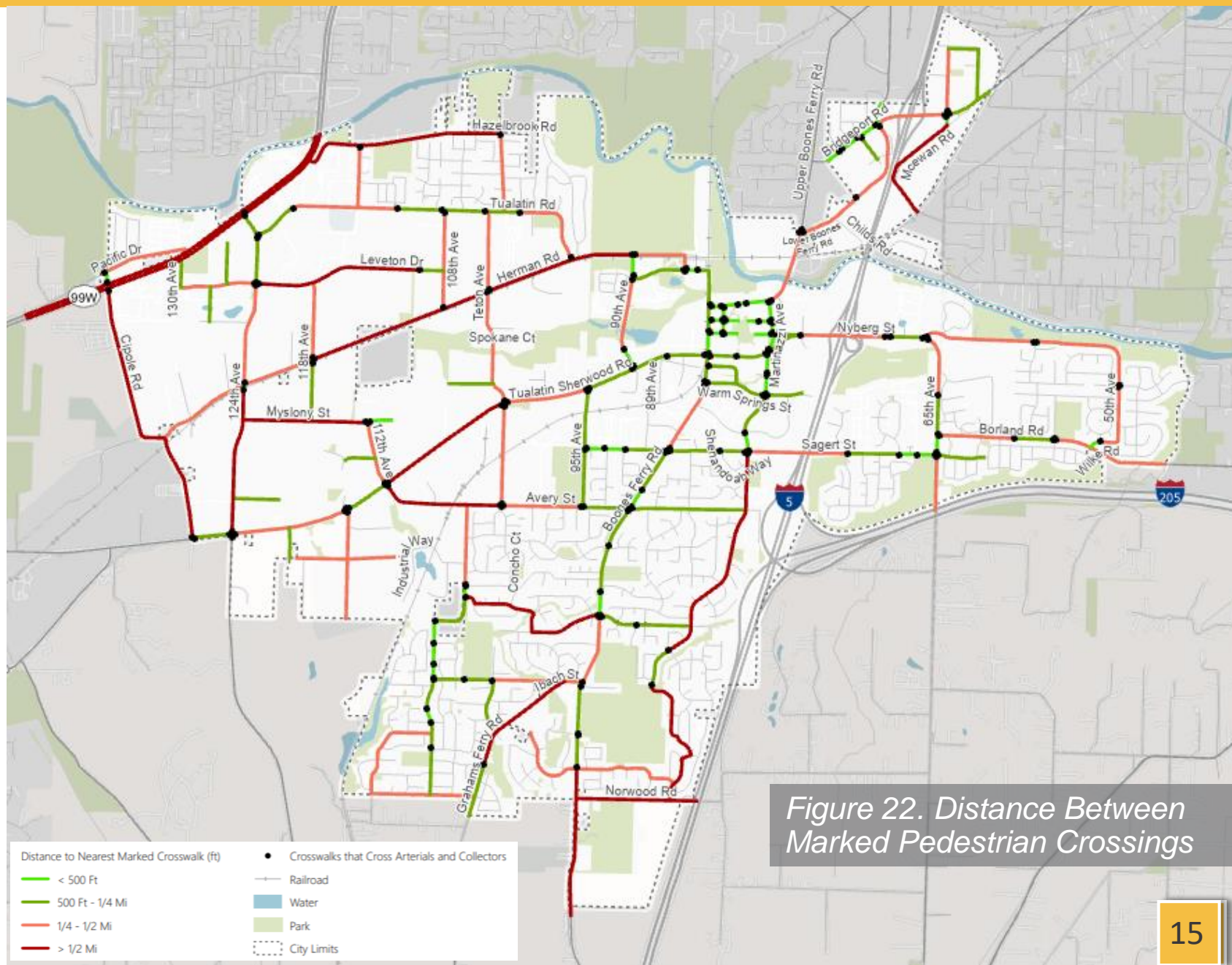


Figure 22. Distance Between Marked Pedestrian Crossings



Tualatin's bicycle network is primarily comprised of striped bike lanes on arterial and collector roads.

The off-street trail system is extensive but lacks connectivity.

I-5 is a major barrier for bicyclists.

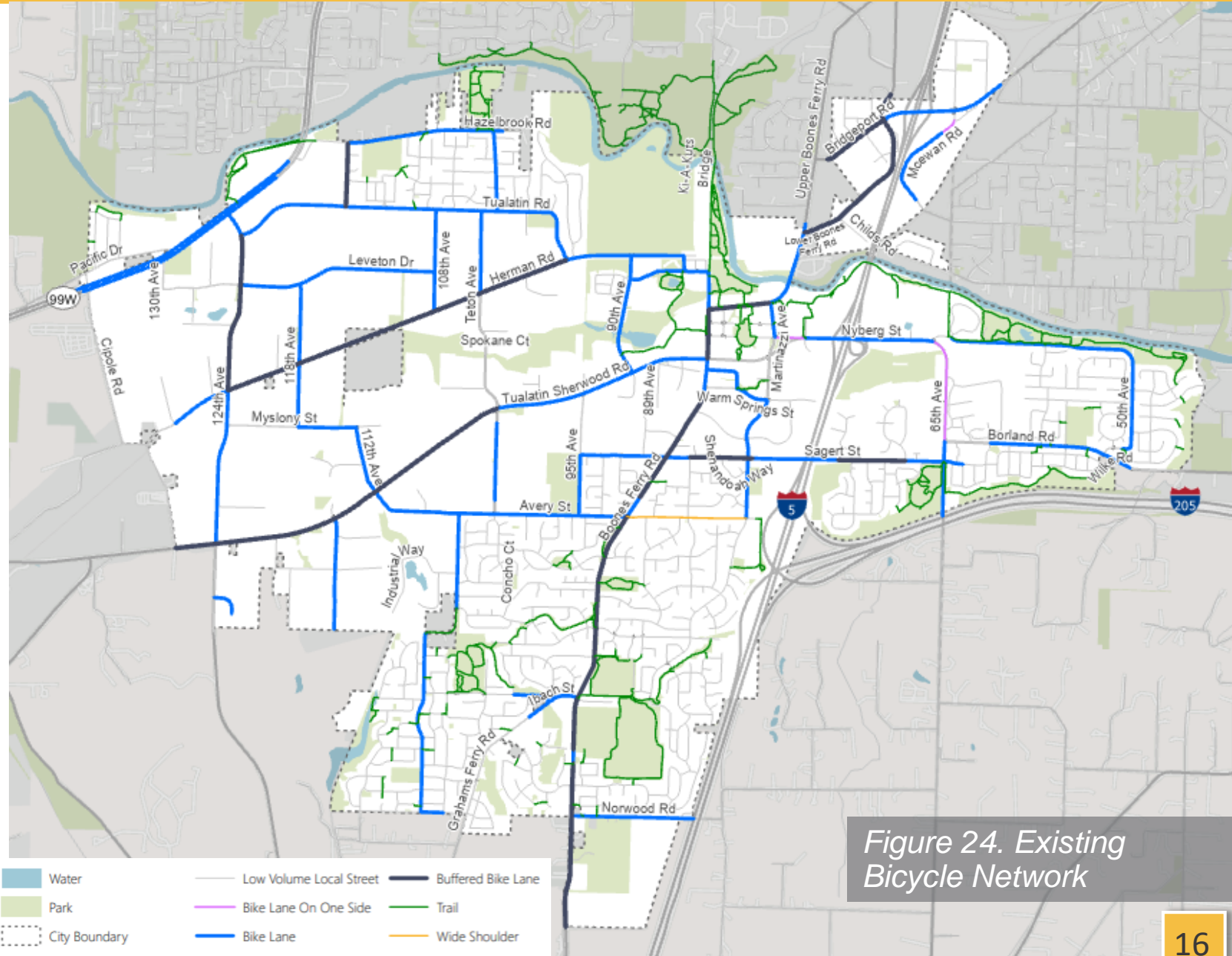


Figure 24. Existing Bicycle Network





The highest concentration of collisions occurs on Tualatin-Sherwood Road with hot-spots near downtown and 124<sup>th</sup> Avenue.

Most serious injury collisions occurred on Tualatin-Sherwood Road or Boones Ferry Road.

Within the past five years, 1.9% of collisions in Tualatin involved a pedestrian or bicyclist.

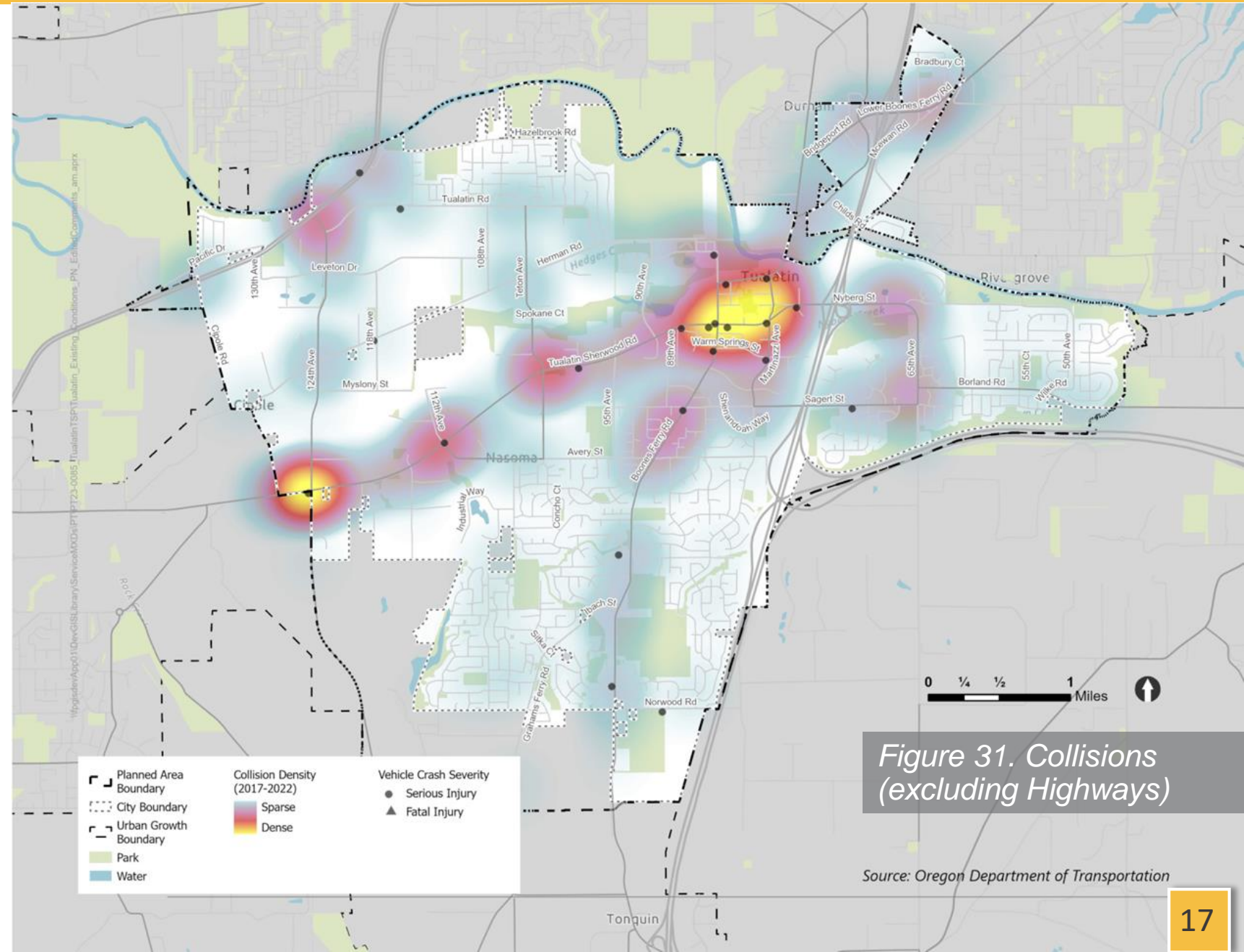


Figure 31. Collisions (excluding Highways)

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 and City Council input over the next few weeks
- Our next touchpoint with City Council will discuss modal priority networks and multi-modal level of service.