The Multimodal Transportation Study was produced by students in the University of Oregon's urban transportation course, in partnership with the Sustainably City Year Program. Students prioritized three focus areas, which structure this report: multimodal transportation, network connectivity, and parking & land use.

To evaluate their recommendations, students developed the scoring system outlined below. Their evaluation of each recommendation is included at the end of each blurb.

#	CRITERION NAME	WEIGHT / 20	SCORE RANGE (MULTIPLIED BY WEIGHT %)	PURPOSE OF CRITERION
1	**Safety & Accessibility**	5	1 – 5 points	Evaluates how well the project can reduce crash risk and improve access and comfort for people walking, biking, rolling, using mobility devices, and/or transit.
2	**Multimodal Connectivity**	4	1 – 5 points	Evaluates how well the project closes key gaps between destinations with continuous, intuitive and protected routes.
3	**Efficiency**	4	1 – 5 points	Evaluates improvements to corridor/ intersection performance and reliability for people and vehicles. Including removing rail delays and improving signal operations.
4	**Sustainability & Placemaking**	4	1 – 5 points	Evaluates improvements in green space and quality of community spaces that support downtown vitality.
5	**Feasibility & Strategic Fit**	3	1 – 5 points	Evaluates the complexity and policy alignment of proposed projects. This criterion considers estimated costs, need for partner collaboration, and how well it aligns with key plans including TSP 2045, CORAP, and Comprehensive Plan 2040.

We will evaluate these recommendations, summarized below, at the CAC meeting on July 1, 2026.

Multimodal Transportation

Recommendation 4.1 – Couple a controlled pedestrian crossing with traffic calming measures on Tualatin-Sherwood Road.

Reference page 14, (A1) Safer, Controlled Crossing on SW Tualatin-Sherwood Rd.

Install a safe, controlled crossing such as a Pedestrian Hybrid Beacon (PHB) coupled with traffic calming, such as speed management measures and improved visibility, to reduce crash risk and create predictable gaps for pedestrians and vehicles exiting driveways and parking lots. Score 80/100.

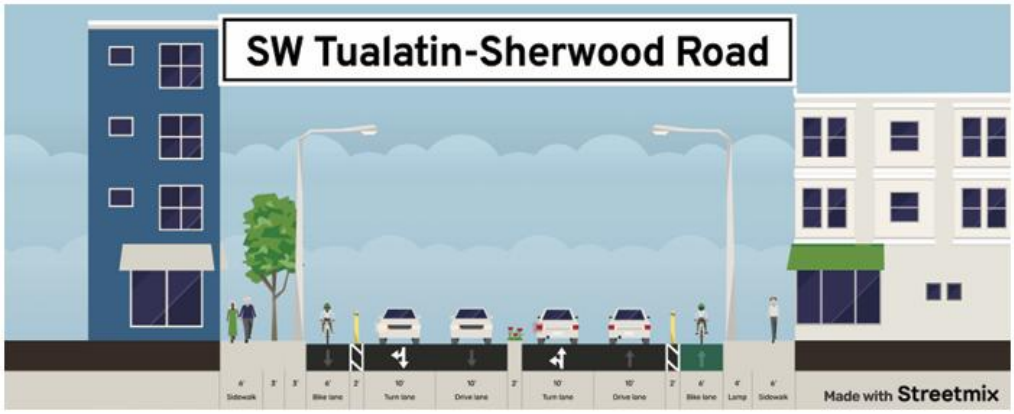

Fig. 2 *Proposed traffic mix on Tualatin-Sherwood Road.*

Recommendation 4.2 – Add a protected two-way bikeway along the north edge of Tualatin-Sherwood Road and the west edge of Martinazzi Avenue.

Reference page 15, (A2) Protected Bike Lanes and Enhanced Bikeway Connections.

Add a two-way bikeway on the north edge of Tualatin-Sherwood Road, stretching up Martinazzi Ave, to complete the downtown bicycle infrastructure network. Note that this design proposal was developed by a different group of students and is inconsistent with recommendation 4.1. Score 82/100.

Fig. 3 *Current downtown bike lanes.*

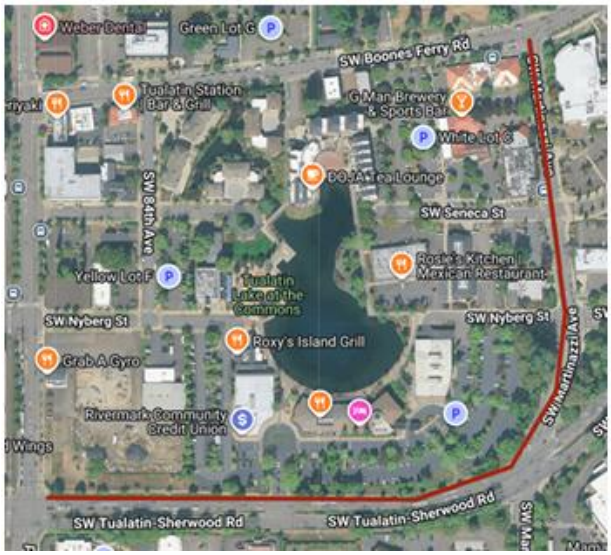

Fig. 4 *Proposed two-way bikeway.*

Recommendation 4.3 – Turn a segment of Martinazzi Avenue into a pedestrian plaza.
Reference page 16, (A3) Pedestrian Plaza on Martinazzi Avenue.
Convert the segment of Martinazzi Avenue between Nyberg Street and Boones Ferry Road into a pedestrian plaza. This design would restrict vehicle traffic while maintaining emergency access and transit routes, creating comfortable pedestrian movement between the Lake of the Commons and the Tualatin Public Library. Adding pedestrian and cycling amenities such as benches and bike parking would further improve the appeal of this space. Score 73/100.

Fig. 5 *Proposed Martinazzi Avenue Pedestrian Plaza.*

Recommendation 4.4 – Turn a segment of SW 84th Ave into a pedestrian corridor.
Reference page 17, (A4) Downtown Pedestrian Alleyway (Connection to Lake District).
Reconstruct the one block segment of SW 84th Avenue between Seneca and Nyberg as a pedestrian-first connector. The proposed design would include plant buffers, improved lighting, additional seating, bike racks, and accessible pathways. Score 67/100.

Recommendation 4.5 – Improve wayfinding to highlight the Tualatin River Greenway Trail.
Reference page 17, (A5) Wayfinding of Tualatin River Greenway Trail.
Improve trail visibility with clear signage. Give particular attention to the trail gap in the commercial core, making it intuitive/comfortable to continue riding between trail segments. Score 61/100.

Recommendation 4.6 – Add a traffic garden near the Lake of the Commons.
Reference page 18, (A6) Traffic Garden.
Add a traffic garden near the Lake of the Commons to promote bicycle safety education and provide a draw for young riders. This could serve as a starting point for those learning to ride, allowing them to graduate from the traffic garden to the greenway trail system. Score 59/100.

Fig. 6 *Example of a traffic garden.*

Network

Recommendation 4.7 – Grade separate the rail crossing on Tualatin-Sherwood Road.
Reference page 21, (B1) Rail Grade Separation at SW Boones Ferry Road & SW Tualatin-Sherwood Road.
Redesign the intersection of Tualatin-Sherwood Road and Boones Ferry Road to eliminate the railroad crossing. This crossing creates congestion and unpredictable delays at a high-volume intersection, disrupting traffic flow and network reliability. The City Council is currently studying this possibility and has selected an option that brings Tualatin-Sherwood Road *over* the railroad for further study. Score 76/100.

Recommendation 4.8 – Reconfigure the N/S Boones Ferry Road segment to improve pedestrian/bicycle connectivity and comfort.
Reference page 22, (B2) Boones Ferry Road Corridor Redesign.
Maintain vehicular throughput on Boones Ferry Road while improving the experience for bicyclists and pedestrians. Adding protection to existing bike lanes, introducing a median, and providing clearer crossings at Nyberg and Seneca are the key strategies suggested. Score 73/100.

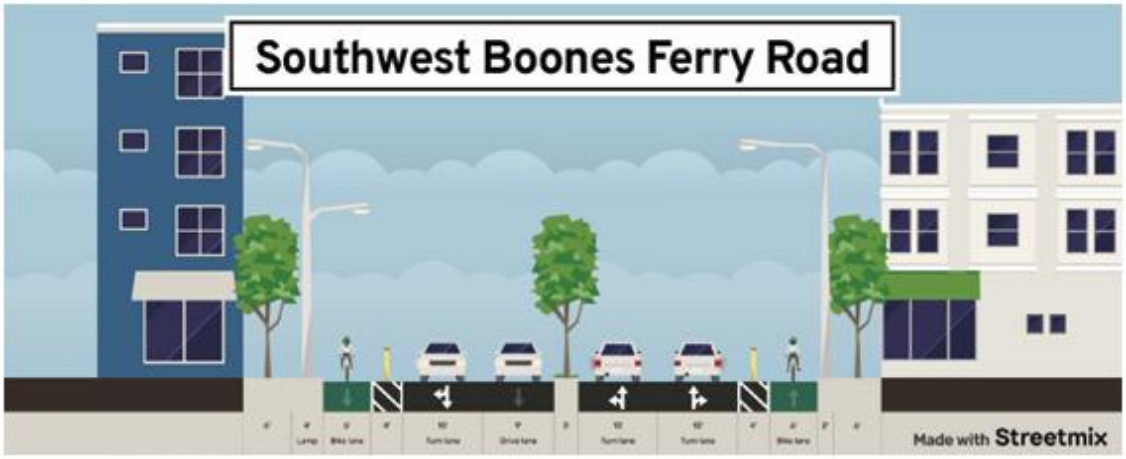

Fig. 10 *Proposed reconfiguration of the N/S segment of Boones Ferry Road.*

Recommendation 4.9 – Redesign the intersection of Nyberg St and Martinazzi Ave.
Reference page 23, (B3) Intersection redesign at SW Nyberg Street & SW Martinazzi Avenue.
The intersection has long pedestrian crosswalks, multilane turns, and limited pedestrian protections. These conditions, coupled with high traffic volumes, reduce comfort and safety for pedestrians and cyclists. Redesigning the intersection to shorten pedestrian crossings, simplify turning movements, and incorporate protected multimodal elements such as curb extensions may serve to reduce conflict points and create clearer, more predictable movement patterns for all users. Score 73/100.

Recommendation 4.10 – Implement a Smart Traffic Management System.
Reference page 23, (B4) Smart Traffic Management System.
Install adaptive signal control and data systems to optimize traffic efficiency in real time, prioritizing transit operations where appropriate. This recommendation would ideally be paired with corridor redesign projects to improve traffic flow and safety. Score 57/100.

Parking & Land Use

Recommendation 4.11 – Construct a parking garage.

Reference page 25, (C1) Multi-Level Parking Structure.

Construct a multi-level parking garage to consolidate parking supply and free land for redevelopment. The Floor and Décor parking lot was identified as a possible location, given the volume of underutilized surface parking. This strategy addresses the need for adequate parking supply to serve commercial uses while supporting a "park once" model. Score 66/100.

Recommendation 4.12 – Convert the gravel lot near Grab A Gyro into green space.

Reference page 26, (C2) Gravel Lot Conversion to Green Space (Or Compliant Repaving Option).

Convert the gravel lot near Grab A Gyro into a green space with shade, seating, and play features. Alternatively, repave to a compliant surface if parking supply remains a necessity. This lot was identified as negatively contributing to overall downtown aesthetics and this suggestion appears to be an interim solution. Score 63/100.

Recommendation 4.13 – Redevelop public parking lots.

Reference page 26, (C3) Cultural, Retail, & Social District.

Redevelop some of the publicly owned parking lots downtown to support the mixed-use commercial core. Prioritize developments that have active ground floor uses and add housing density. Score 55/100.