

Tualatin–Sherwood Road Rail Crossing Study

Tualatin City Council Meeting
May 26, 2026



Agenda

- Project Recap
- Existing Conditions Evaluation
- Project Advisory Committee (PAC) Update and Recap
- Key Constraints Shaping Feasible Alternatives
- Design Charette
- Next Steps



Project Overview



The Tualatin-Sherwood Road/Boones Ferry Road intersection is...

- A critical multimodal intersection shaped by natural environments constraints, past investments decisions, and recent regional growth.
- Experiencing safety, congestion, and connectivity challenges under increasing traffic.

The project aims to evaluate at-grade and grade-separated railroad crossing options at the intersection to identify a preferred solution supporting safety, mobility, and economic vitality.



Previous Discussion

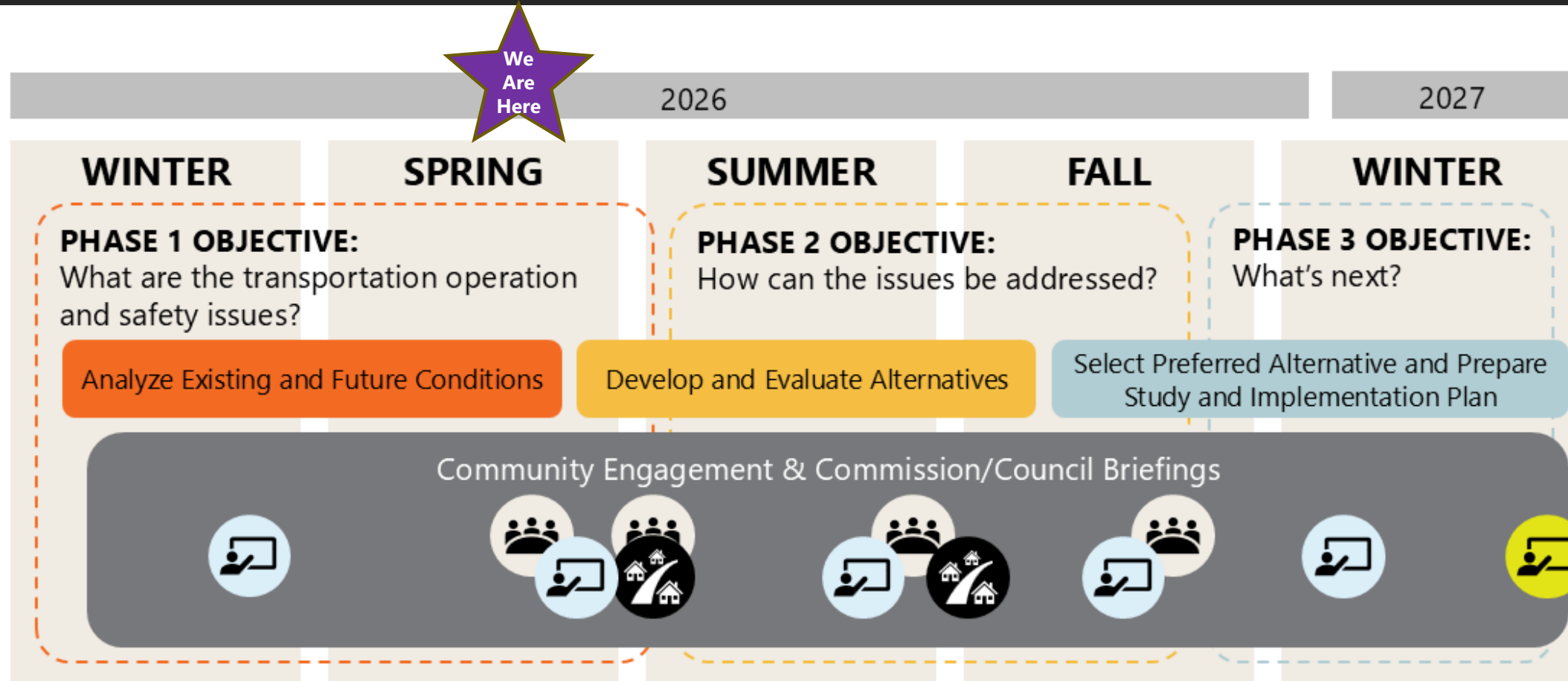
- March 9th Council Meeting
- Viability Analysis of Potential Options
 - Rail Over / Rail Under Options Not Viable
- Timeline If Project Proceeds

- Options to Continue Evaluating
 - Tualatin – Sherwood Road Over Railroad and Boones Ferry
 - At-Grade (Adding Turn Lanes, Bike/Ped, and/or Technology, etc.)
 - No-Build (Leave Intersection As-Is)

- Doubts About Viability of Road – Under – Rail Due To Water Table And Floodplain



Project Process and Schedule



- KEY:**
- Commission & Council Briefing
 - Advisory Committee Meeting
 - Community Meeting
 - Planning Commission & City Council Hearings



Land Use Inventory

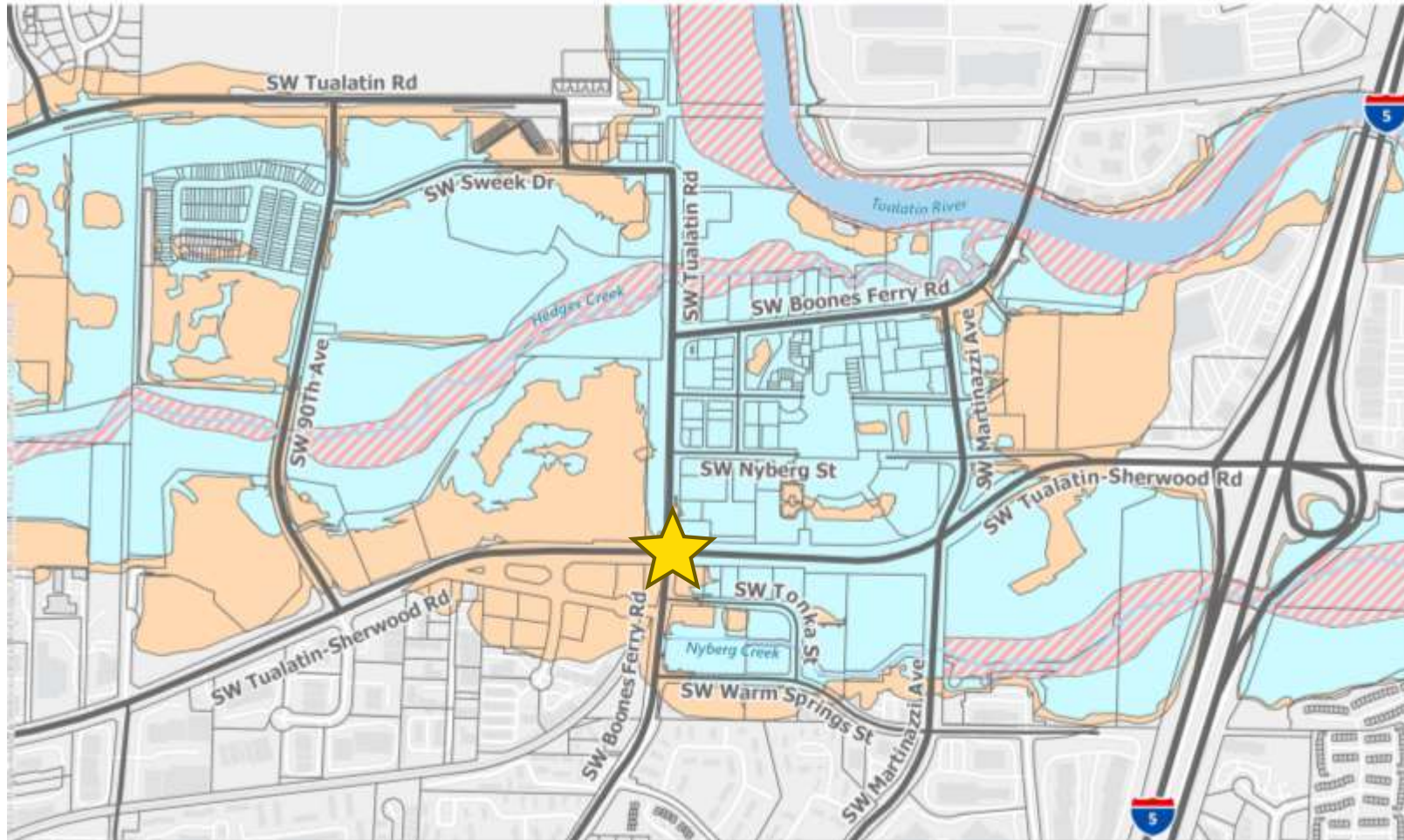
Learn More: Draft Existing and Future No-Build Conditions Memo Pages 5-7

- Commercial, industrial, and residential land uses.
- Most of the study area falls within Core Opportunity and Reinvestment Area Plan (CORA).
- Many of the properties within the study area are over 20-30 years old.



Environmental Conditions

Learn More: Draft Existing and Future No-Build Conditions Memo Pages 46-53



-  Regulatory Floodway
-  1% Annual Flood Chance (Zone AE*)
-  0.2% Annual Flood Chance (Zone X*)

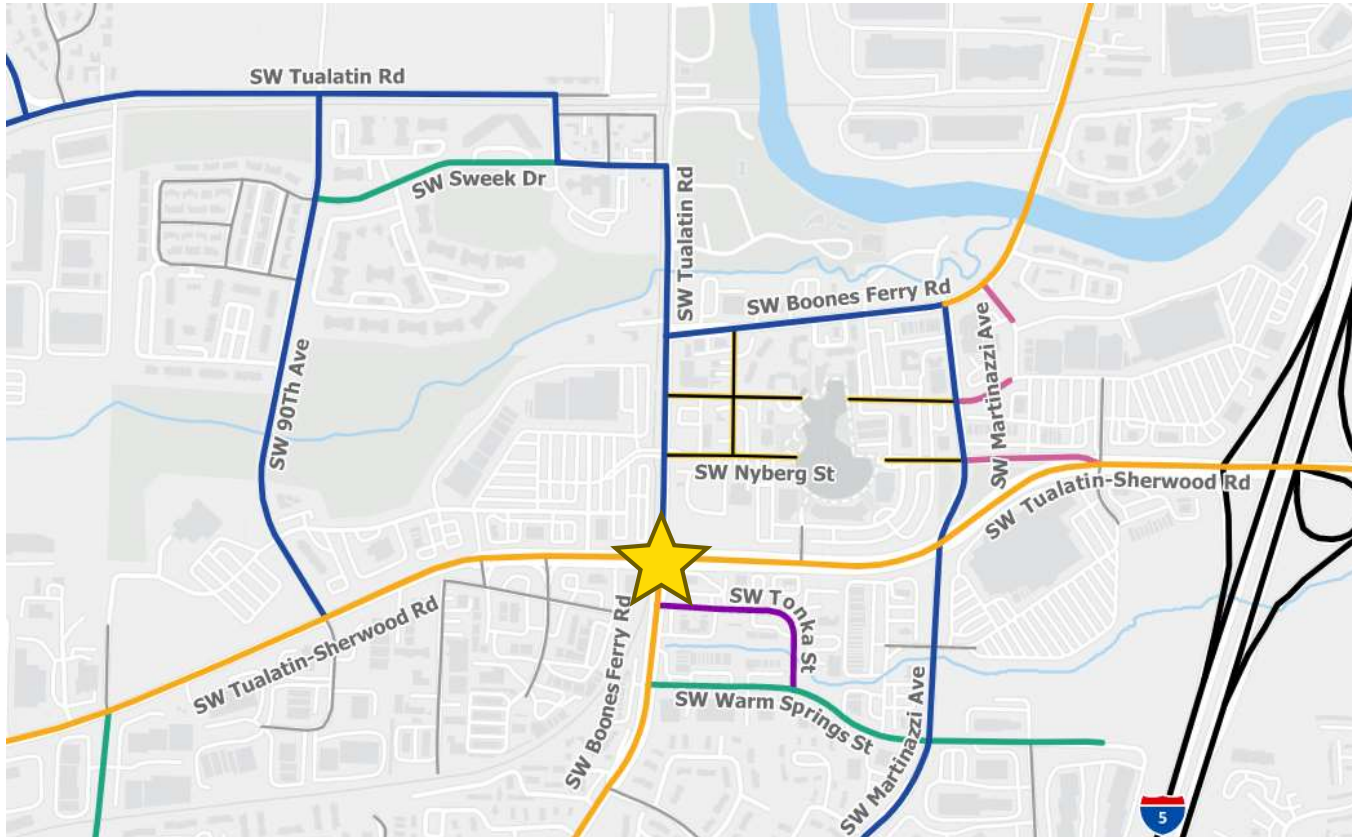
*Zone AE: there is at least a 1% chance of flooding annually, and wave heights do not exceed 3 feet

*Zone X: there is at least 0.2% chance of flooding annually, or 1% chance of flooding annually with average depth less than 1 foot or with drainage areas of less than 1 square mile



Functional Classification

Learn More: Draft Existing and Future No-Build Conditions Memo Pages 25-26



- Freeways
- Primary Arterial
- Arterial
- Collectors
- Neighborhood Route
- Connector Commercial Industrial
- Connector Downtown Core
- Other Local Roads



Rail Facilities

Learn More: Draft Existing and Future No-Build Conditions Memo Pages 8-10

Tualatin-Sherwood Road at-Grade Rail Crossing



Tualatin-Sherwood Road at-Grade Rail Crossing (Looking Westbound)



Tualatin-Sherwood Road at-Grade Pedestrian Crossing (Looking Westbound)



Source: Google Imagery



Transit and Emergency Services

Learn More: Draft Existing and Future No-Build Conditions Memo Pages 28-31

- WES operates 5 trains in each direction during the AM and PM peaks, respectively.
- Transit routes that cross the Portland & Western rail line are less reliable due to delays at the at-grade crossing. Multimodal access to transit is often limited.
- Tualatin Valley Fire & Rescue has a station located at Tualatin-Sherwood Road/90th Avenue.

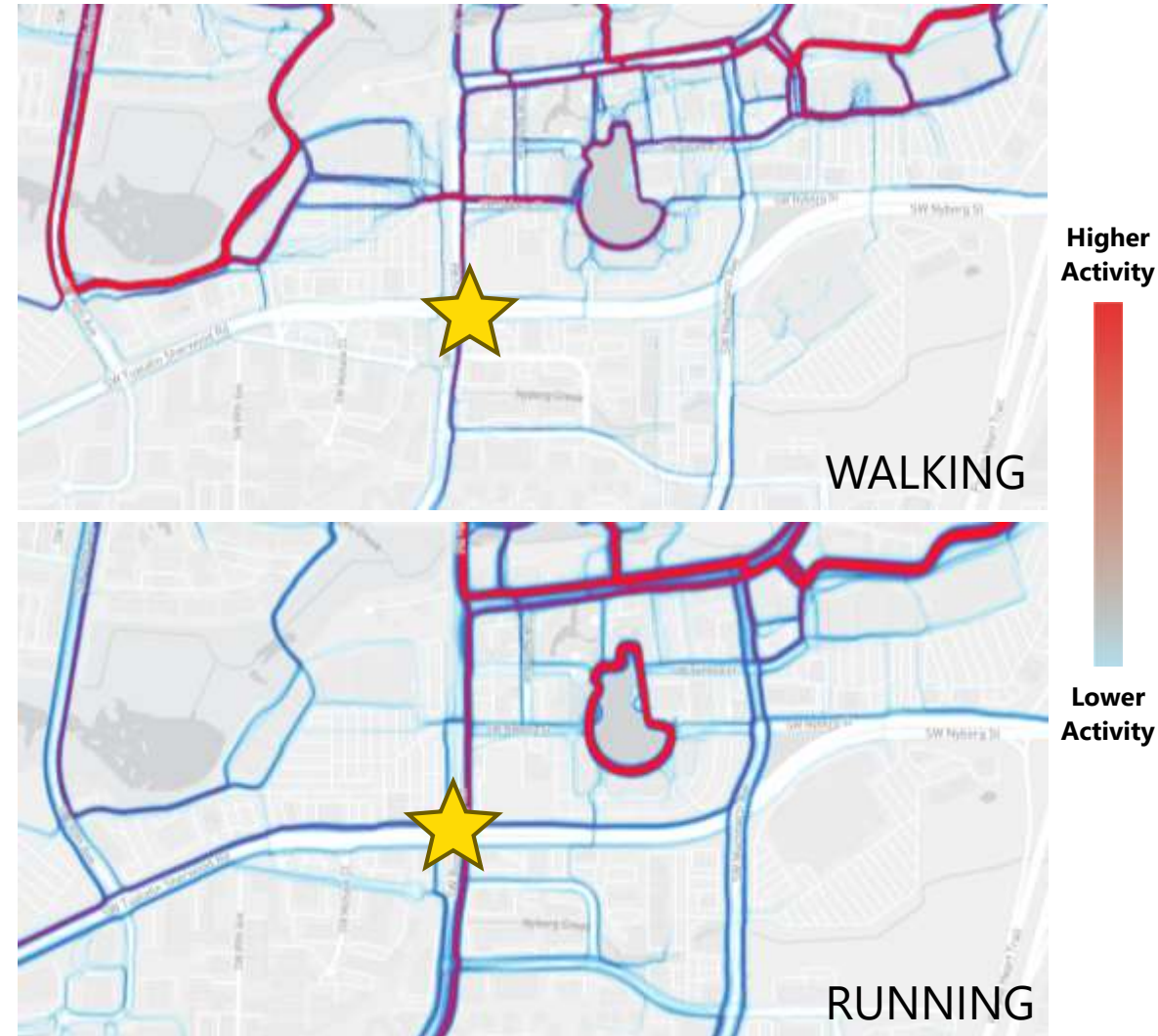
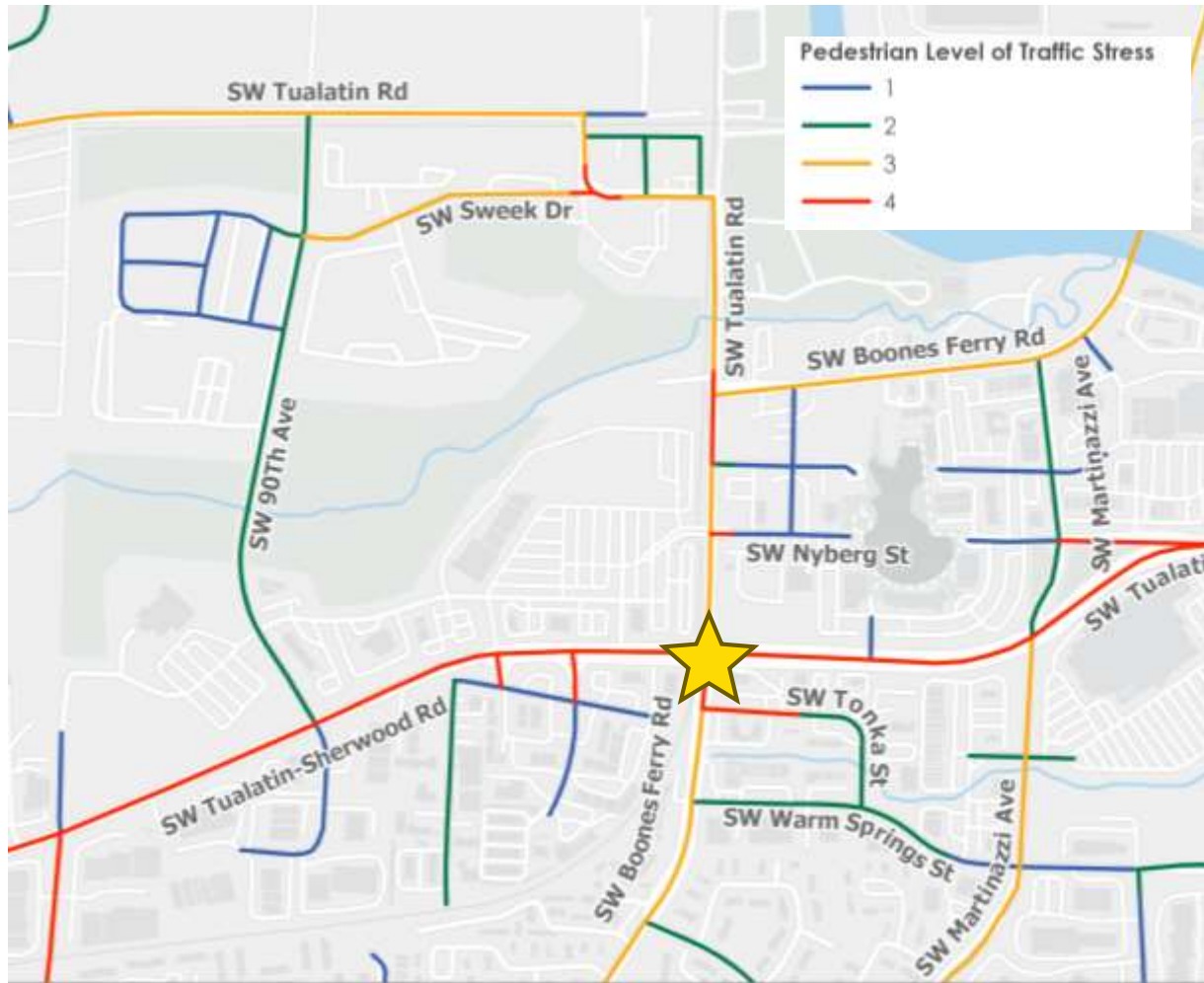


Source: TriMet



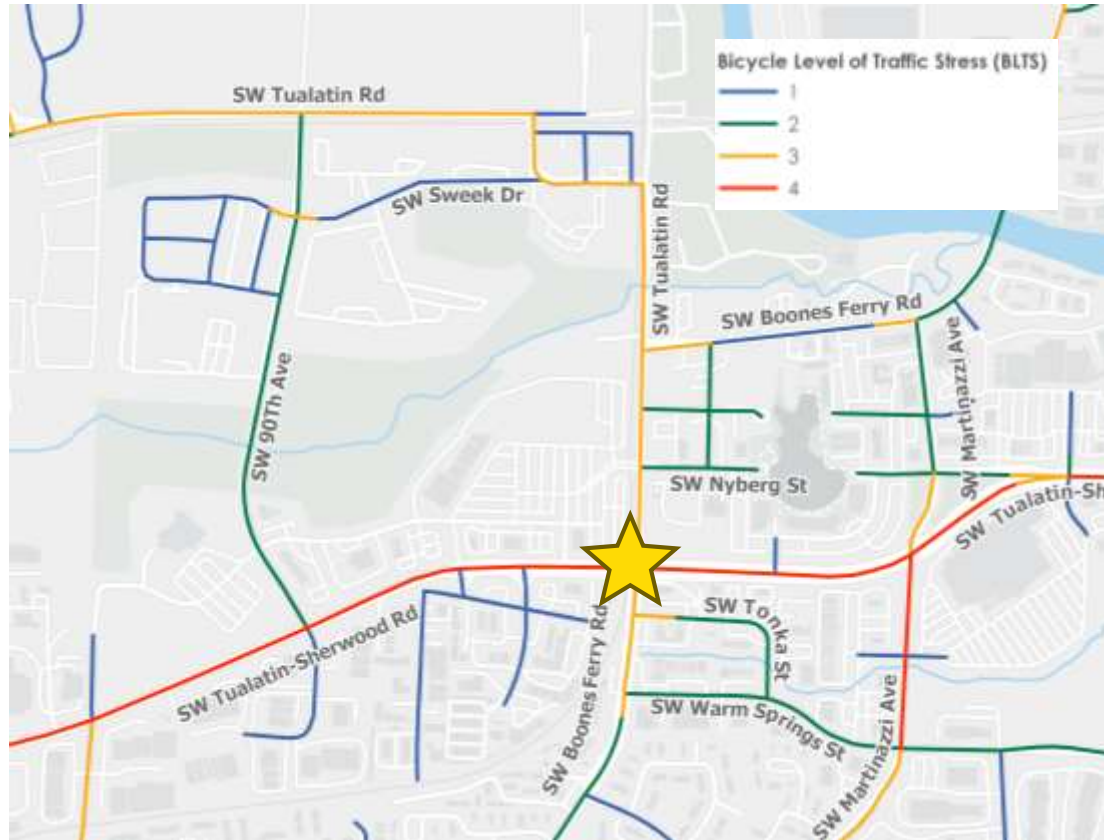
Pedestrian Facilities

Learn More: Draft Existing and Future No-Build Conditions Memo Pages 10-13



Bicycle Facilities

Learn More: Draft Existing and Future No-Build Conditions Memo Pages 15-19



Higher Activity



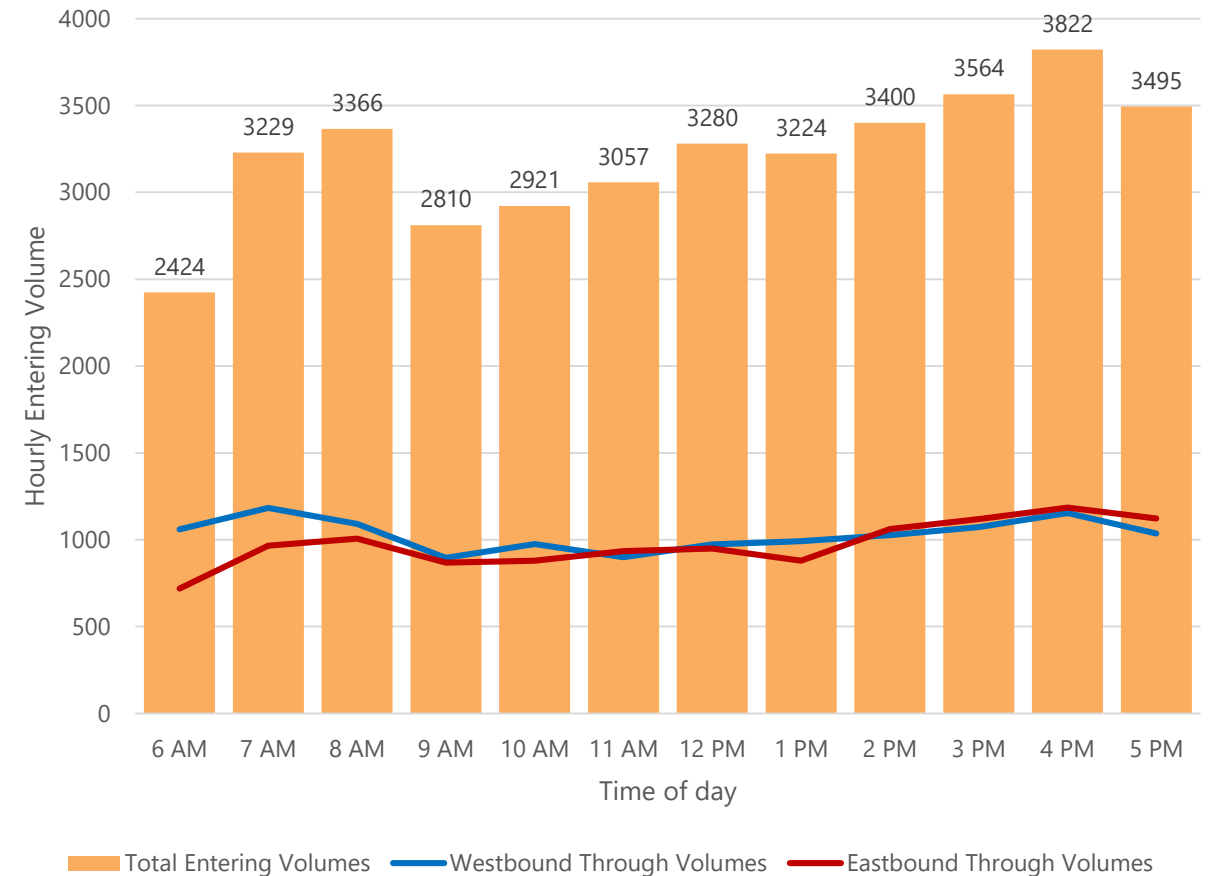
Lower Activity



Traffic Operations

- In the morning, WB through volumes are higher than EB volumes, while in the afternoon EB volumes exceed WB volumes.
- **Traffic volumes peak between 7:00 and 9:00 AM and 4:00 and 5:00 PM.**

Traffic Volumes at Tualatin-Sherwood Road/Boones Ferry Road Intersection



Traffic Operations

*Learn More: Draft Existing and
Future No-Build Conditions
Memo Pages 31-41*

- Tualatin-Sherwood/Boones Ferry Road exceeds the operating standard for the City of Tualatin. This results in blocked through movements, spillback, and corridor-wide delays.
- During the weekday PM peak hour, intersections along Tualatin-Sherwood Road experiences queues that exceed storage capacity particularly for eastbound traffic, resulting in significant delays along the corridor and at intersection with other roads.



Crash Analysis

*Learn More: Draft Existing and
Future No-Build Conditions
Memo Pages 43-46*

- 89th Avenue/Tualatin-Sherwood Road, Tualatin-Sherwood Road/Boones Ferry Road, and Boones Ferry Road/Warm Springs Street were identified within the top 85 percent of scores in the ODOT Safety Priority Index System (SPIS) 2023 list.
- 89th Avenue/Tualatin-Sherwood Road and Tualatin-Sherwood Road/Boones Ferry Road were also identified on the Washington County 2021-2023 SPIS list.
- Tualatin-Sherwood Road corridor is one of Metro's High Injury Corridors.



Traffic Operations and Safety



Project Advisory Committee

PAC Members

- Justin Lindley, Planning Commission Representative
- Darren Morris, Tri-Met
- Grant O'Connell, Tri-Met
- Ally Homqvist, Metro
- Monica Krueger, Metro
- Trevor Rowe, Adjacent Property Owners
- Nancy Kraushaar, TSP Representative
- Sid Sin, Downtown Revitalization Rep
- Quin Brunner, Downtown Revitalization Rep
- Hugh Fuller, Community Member

PMT Members

- Mike McCarthy
- Abby McFetridge
- Aquilla Hurd-Ravich
- Joe Kirkland (WashCo)

Consultant Team

- Marc Butorac
- Amy Griffiths
- Edward Guo








Project Advisory Committee (PAC)

Meeting #1 Summary

- Project Introduction
- PAC Introductions and Roles
- Project To-Date – Decision to Evaluate
- Existing Conditions Overview
- Discussion
 - What Issues Do You Experience?
 - What Would Make a Successful Project?
- Next Steps



Goals and Objectives

	Goal	Objective
	Safety	The alternative addresses safety risk in the study area, particularly along Tualatin-Sherwood Road and at the intersections of 89th Avenue/Tualatin-Sherwood Road, Tualatin-Sherwood Road/Boones Ferry Road, and Martinazzi Avenue/Tualatin-Sherwood Road.
	Multimodal Access	The alternative improves comfort, safety, and access for people walking and biking in central Tualatin.
	Travel Reliability	The alternative reduces congestion and improves travel reliability in central Tualatin.
	Community Development	The alternative encourages and facilitates opportunities for entrepreneurial growth and community development within the CORA.
	Feasibility	The alternative protects the cultural, environmental, and community resources.



Grade Separated Alternatives

Road Over Rail

Potential Alternative Design Options:

- Raise Boones Ferry & Intersection
- Boones Ferry at grade; create new northly connection via Nyberg St
- Boones Ferry at grade; create new southerly connection via Warm Springs St



Disclaimer: This is an initial draft conceptual-level visualization to depict an alternative scenario that could be explored by the community.

Grade Separated Alternatives

Road Over Rail

Potential Alternative Design Options:

- Raise Boones Ferry & Intersection
- Boones Ferry at grade; create new northly connection via Nyberg St
- Boones Ferry at grade; Tualatin-Sherwood Road ramps to/from east



Disclaimer: This is an initial draft conceptual-level visualization to depict an alternative scenario that could be explored by the community.

At-Grade Alternatives

- Roadway Widening
- Intelligent Transportation Systems (e.g., Upstream Train Warning)



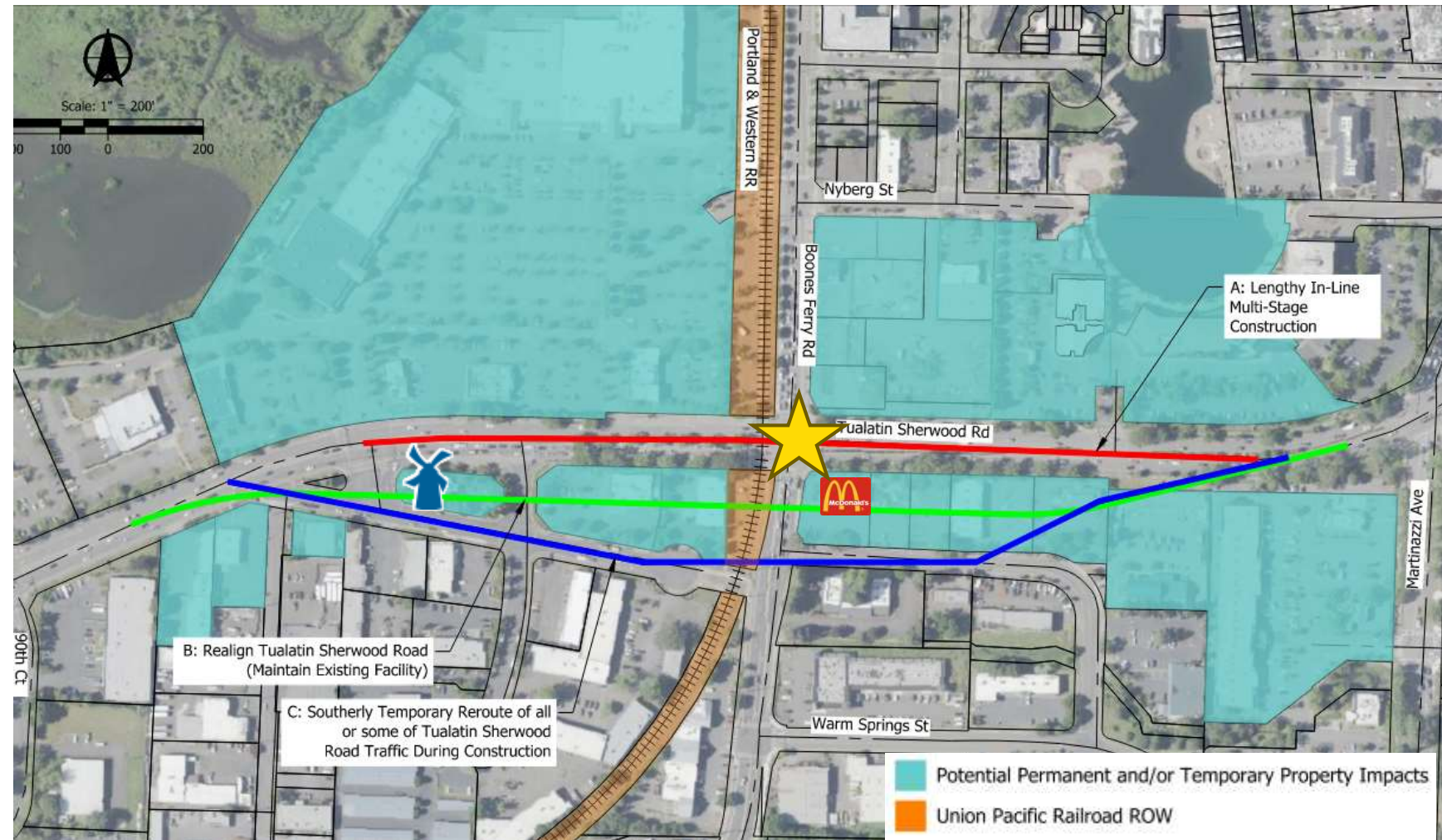
Rights-of-Way

- Construction will have sizeable impacts to properties and businesses
- One or more full property takes will be necessary for grade separation
- Limited rail right-of-way precludes ability to raise or lower the tracks and keep train operations viable during construction



Temporary Traffic and Construction

- How do we build while keeping traffic moving?
- Temporary Roadway Routing?
- Build along different alignment?
- Potential significant property impacts



Thoughts and Discussion?



Tualatin-Sherwood Rail Crossing Study

Next Steps

- Preliminary Design Charette June 2
- PAC Meetings Continue
- Community Engagement
- Further Engineering Evaluation of Options
- Meetings with Planning Commission
- Return to Council

