DOWNTOWN REVITALIZATION COMMUNITY ADVISORY COMMITTEE

APPROVED MEETING MINUTES
FOR JULY 1, 2026

PRESENT: Chair Frank Bubenik, Vice Chair Christen Sacco, *Council President Valerie Pratt*, *Ben Richardson*, Beth Dittman, *Beth Hancock*, *Brian Carney*, Cathy Holland, Chris Brune, Christina George, *Christine Tunstall*, Cosi Slider, Janet Steiger Carr, Jilian Saurage Felton, *Kaiden Edwards*, *Samantha Peterson*, Steve Chao, Susan Noack, *Vy Chao*

ABSENT: Janine Wilson, Kelsea Ashenbrenner, Skip Stanaway

STAFF: Aquilla Hurd-Ravich, Sid Sin, Quin Brunner

Italicized members are alternates. Alternates are invited, but not required, to attend every meeting. Alternates are listed when present but not when absent.

CALL TO ORDER

Chair Bubenik called the meeting to order at 6:00pm.

Chair Bubenik introduced Beth Hancock, representing the Commercial Community Involvement Organization as an alternate to Cathy Holland. Members gave a quick round of introductions.

HOUSEKEEPING

1. Binder Update – Quin Brunner, Urban Renewal / Economic Development Policy Analyst, described the new batch of binder materials. These included new binder covers, an updated roster, an updated timeline and deliverables graphic, an updated study area map, and the final report from the architecture design studio.
2. Approval of Minutes – Mayor Bubenik introduced the minutes from the CAC meeting on June 3, 2026. The minutes were distributed via email on June 25, 2026, one member flagged a typo.
    - **Motion to approve the minutes as amended:** Council President Valerie Pratt
    - **Second:** Beth Dittman
    - **In favor:** Chair Frank Bubenik, Vice Chair Christen Sacco, Beth Dittman, *Brian Carney*, Cathy Holland, Chris Brune, Christina George, Cosi Slider, Janet Steiger Carr, Jilian Saurage Felton, Steve Chao
    - **Opposed**: None
    - **Abstention:** Susan Noack

REVIEW SCORED RECOMMENDATIONS

Quin Brunner displayed the master recommendation and rendering list, reminding the group that all feedback was being captured in this spreadsheet and inviting additional comments.

SCORING ACTIVITY

Recommendations (MCRP, Multimodal Transportation), scores, and comments are summarized on the following pages. See the Urban Design Study and Multimodal Transportation Study produced by University of Oregon students for reference pages. Scores reflect the average of all responses and are on a scale of 1 to 5. CAC members reviewed recommendations 3.17-3.21 and 4.1-4.13 during this meeting.

Recommendation 3.17 – Create a community fitness court with outdoor exercise equipment.

Reference pages 66-67, new community spaces.

An outdoor exercise equipment pad could be added to the east of the pickleball courts, providing a place for people to use gym equipment without the barrier of a monthly fee. Developing an outdoor fitness court near the existing pickleball and basketball courts will further diversify the amenities offered space, encouraging engagement from a wider range of ages. The National Fitness Campaign provides grants for implementing their outdoor fitness courts and they have partnered with artists from across the nation to beautify their courts as well. One such artist is Allison McKlay, an Oregonian who has painted numerous murals across the state, including several in Portland.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
3.82	3.45	3.25	3.33	3.27

CAC Discussion

- Outdoor exercise equipment could be spread out along trails and near the lake, which may be better than a centralized fitness court in community park.

Continued on next page.

Recommendation 3.18 – Create a community garden on the border of the Riverfront Park.

Reference pages 66-67, new community spaces.

A community garden is proposed just south of the Juanita Pohl Center. This should be a community-led project supported with initial funding from the City. Grants for ongoing development and maintenance of community gardens are available through the Food Well Alliance. Grants are also available through the U.S. Department of Agriculture if the garden is registered through the USDA website as a "People's Garden". Construction of wooden garden beds could be completed through partnering with local high school woodworking classes, and a local garden supply store could be asked to donate soil and seeds.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
3.69	3.31	4.08	3.15	3.15

CAC Discussion

- Members like the idea of a community garden but don't like this location. The prospect of having community gardens near affordable housing is appealing.
- Previously, at the Methodist Church and at Jurgens Park, there have been successful community gardens that have lost steam and petered out. Reliable ownership is critical to the sustained success of community gardens, as are committed gardeners, as these take a huge amount of labor that will eventually overwhelm volunteers.
- The Parks Department has its own process for developing the Riverfront Park design; one member questioned how much time we should spend on recommendations that may be decided through a separate process.

Recommendation 3.19 – Add benches along pathways.

Reference page 67, landmarks.

Adding more benches along existing pathways will increase accessibility for individuals who need to take more breaks, while also offering landmarks to help people orient themselves to the space. Individuals with mobility issues, as well as parents with young children, will likely be encouraged to walk paths with more opportunities to sit and rest. The benches themselves can also be an opportunity for beautifying the space, through painting the benches or by making them sculptural pieces to sit on.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
4.55	3.73	4.00	4.45	4.18

CAC Discussion

- Benches are magnetic, they bring people out.
- The addition of benches may have a calming effect, which pairs well with our active identity.
- Benches need to be paired with shade, either from trees or structures, to be fully utilized.

Recommendation 3.20 – Add informational/interactive plaques along walkways.

Reference page 67, landmarks.

Adding informational plaques along walkways would be an opportunity to celebrate the history and the ecology of Tualatin. The plaques themselves could be interactive, with "lift the-flap" and spinning elements to be more engaging to children of all ages. Potential topics for such plaques include history of the Atfalati people, history of the railroads and their role in the incorporation of the city, and wildlife that inhabit the local wetlands such as the green heron and the long-toed salamander. These plaques would contribute to the creation of a shared community identity.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
4.42	4.50	3.25	4.17	3.67

CAC Discussion

- The IDEA Committee's land acknowledgement discussion has evolved into an idea closely resembling this one. The Arts Committee has also been focused on developing an arts passport and potentially pairing it with a self-guided tour of Tualatin's historical assets.
- Adding QR codes linking to dynamic content may be a way of taking this even further, while ensuring sign content remains relevant and up to date. CAC members discussed finding a balance between printed and online content, as trail-goers are more likely to interact with a physical sign than a QR code.
- Maintenance will be critical. Some of our existing interpretive signs are sun-bleached and hard to read.

Recommendation 3.21 – Replace existing art walk signage with intuitive wayfinding signs.

Reference pages 47-48, wayfinding and landmarks; 67, landmarks.

The existing art walk signage should be replaced with a more easily understandable set of signs that can be used for everyday wayfinding. The team proposes naming existing walkway sections after local ecology and creating corresponding signs for those sections, for example having one section of path be "the frog path" and another be "the camas path." The signs should have the name of the path in large black font on a white background, for more age accessible design. Additionally, the signs should include a black silhouette picture that corresponds with the name, as a memory tool. If the City wants to incorporate color into the signs, the team suggests doing so with a thick band of color around the edge of the sign, to maintain the high contrast of black text on a white background. This will make the signs easier to read for seniors who may have deteriorated vision.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
4.67	4.50	3.73	4.75	4.25

CAC Discussion

- Very popular recommendation. Current signs are ineffective and should be replaced.
- People only read signs for a couple of seconds, so be sure new signs are intuitive and legible.

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.
To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
3.20	2.67	3.60	5.00	3.67

CAC Discussion

- The County's Tualatin-Sherwood Road project just widened the road, removed some of the pedestrian crossings, and extended the walk times.
- The Mayor shared that he used to receive lots of negative feedback about the number of crossings on Tualatin-Sherwood Road.
- While it would be nice to connect downtown to the business district on the other side of Tualatin-Sherwood Road, it is necessary to consider the number of cars held up by a pedestrian crossing.
- A flashing pedestrian beacon likely introduces not only a traffic issue, but a pedestrian safety hazard given the speed and volume of vehicles.
- Members suggested a pedestrian bridge, citing Sherwood's 99W bridge as an appealing example.

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.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
3.60	3.40	3.45	4.00	3.40

CAC Discussion

- The new separated bike trail along Tualatin-Sherwood Road feels safe; this type of design would be desirable. On-road infrastructure like pilons feels unsafe given the high traffic volume and may pose maintenance challenges.
- An on-road separated bike-lane In Spain uses rocks instead of pilons, which enables street sweepers to clean the lane and provides more protection for bicyclists. Members noted that this design poses additional safety hazards too.

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.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
1.63	1.75	1.50	1.11	1.40

CAC Discussion

- Community Advisory Committee members resoundingly rejected this idea, primarily due to the traffic impacts. Martinazzi is a critical downtown connector and there are no alternative routes on this side of the lake.

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.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
3.83	3.67	3.73	4.00	3.75

CAC Discussion

- Mayor Bubenik shared that the CORA Community Advisory Committee considered making 84th Avenue downtown's main street, extending it across Tualatin-Sherwood Road and connecting into the southern commercial district. This recommendation would be consistent with that vision.

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.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
4.67	4.42	4.58	4.83	4.50

CAC Discussion

- Existing directional signs along the greenway trail are relatively readable, but more of them, particularly in the trail gap, would be useful.
- A directory in high-traffic areas would also add value, although we need to ensure it stays updated.
- Wayfinding signs for businesses would also help drive traffic from the trail to the Commons.
- A member also suggested adding landmark directional signs, like those you would see on vacation.

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.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
3.38	3.15	2.83	3.33	2.64

CAC Discussion

- This idea received a tepid response and was described as "pretty mediocre."
- Members raised maintenance concerns but highlighted that those learning to ride e-bikes, scooters, and skateboards may be potential users.

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.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
3.33	3.25	3.33	3.58	3.50

CAC Discussion

- Sid Sin, Urban Renewal / Economic Development Manager, provided an update on the grade separation study being led by the Engineering Division. Council President Pratt shared that Council had narrowed the study to three options: road-over-rail, at-grade improvements, and no build.
- Members were wary of the substantial disruption to downtown businesses but spoke favorably of the possibility of extending the downtown footprint to the south, as well as the opportunity this project would provide to fix a lot of the downtown road/connectivity issues all at once.

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.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
3.38	3.08	3.54	3.54	3.00

CAC Discussion

- The project should be extended to Community Park and consider how bicycle and pedestrian infrastructure can tie into the greenway trail connection.
- It also should address the challenge of exiting Community Park, which is a significant bottleneck during peak hours.

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.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
2.31	2.08	2.42	2.62	2.54

CAC Discussion

- Pedestrian connectivity at this intersection is a low priority. This portion of Nyberg is the entryway to downtown and the traffic flow should not back up. It is also likely unsafe for pedestrian crossings, as cars are coming in quickly from Tualatin-Sherwood Road and may not have time to response.
- Seneca Street should be explored as the safe crossing of Martinazzi, as it is better situated and simultaneously connects to the library and greenway trail.

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.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
4.15	4.08	4.54	4.69	4.54

CAC Discussion

- Aquilla Hurd-Ravich, Community Development Director, shared that this is an existing project in the Transportation System Plan.
- Members referenced the inclusion of smart traffic management infrastructure on Tualatin-Sherwood Road and asked about its effectiveness. Quin Brunner shared that these systems are most effective when deployed at a district level.
- A member asked if it is possible to include WES crossing information in a smart traffic management system.

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.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
4.33	3.92	4.25	4.58	4.75

CAC Discussion

- Members were generally supportive of this idea and suggested the Century Hotel lot as a potential location.
- Putting a parking structure on the north side of Tualatin-Sherwood Road was raised as important, given the challenge of making that crossing as a pedestrian.

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.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
2.42	2.80	3.70	2.73	2.30

CAC Discussion

- While generally supportive of green space, this is the wrong spot. Community Advisory Committee members agree this should be a building.

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.

To what extent would this recommendation help to make downtown…

A Vibrant Mixed-Use Area	Distinct & Magnetic	Environmentally Sustainable	Navigable & Safe	Supportive of Business
2.85	2.50	2.92	2.83	3.00

CAC Discussion

- It may make sense to look at this proposal in conjunction with the creation of a structured parking garage. Once we solve for parking availability, this may be viable.
- While members do not want to lose parking, they like the idea of developing above ground floor parking. The floodplain also raises questions around the viability of ground floor development.
- Turning a parking lot into a parking structure was suggested as an early move that could relieve pressure on other parking lots.
- Walking three to four blocks can be difficult for those aging in place. We need to balance park-once aspirations with accessible parking spaces.

DOWNTOWN UPDATES
Sid Sin, Urban Renewal / Economic Development Manager, shared that Metro Council awarded the City $740,000 for phase three of the downtown revitalization project. This phase includes the creation of an urban design framework and updated downtown design standards. Consultant selection will begin on July 6, with the release of a request for proposals.

Sid shared that Quin hosted a table at the Riverpark CIO Fair on June 20, and that upcoming outreach events include a concert in the park on July 10, ¡Viva! Tualatin on July 11, and a table at a golf tournament hosted by the Westside Economic Alliance on July 27. A Community Advisory Committee member invited Sid and Quin to attend the Ibach CIO Fair on July 18 and the Northwest Model Sailboat Regatta, hosted by the Commercia CIO, on September 19.

Sid highlighted the City's new website and invited members to provide feedback on the downtown revitalization project page. He also previewed an upcoming presentation to the Tualatin Development Commission, thanking Beth Dittman and Kaiden Edwards for delivering the update.

Aquilla Hurd-Ravich, Community Development Director, shared that new signage for the public parking lots had been approved by the Core Area Parking Board. The Public Works Department has ordered the signs, along with signs pointing drivers toward parking, and has scouted out posting locations.

WRAP UP, LOOSE ENDS, PREVIEW OF NEXT MEETING

Chair Bubenik previewed the CAC meetings through October, when phase three is expected to begin. He shared that the August CAC meeting would focus on recommendations related to the Lake of the Commons, encouraging members who will be absent to send their feedback to Quin.

ADJOURNMENT

Meeting adjourned at 7:31pm.

Respectfully submitted,
Quin Brunner
Policy Analyst