



## **TUALATIN CITY PLANNING COMMISSION MEETING**

**WEDNESDAY, MAY 15, 2024**

**TUALATIN CITY SERVICES BUILDING  
10699 SW HERMAN ROAD  
TUALATIN, OR 97062**

**OR VIA ZOOM**

<https://us02web.zoom.us/j/87917988208?pwd=eFJEdE5lVG9hUzNLZkpKNGtIWUtxQT09>

Bill Beers, Chair Janelle Thompson, Vice Chair,  
Ursula Kuhn, Randall Hledik,  
Brittany Valli, Zach Wimer

---

### **CALL TO ORDER & ROLL CALL**

### **ANNOUNCEMENTS & PLANNING COMMISSION COMMUNICATION**

### **APPROVAL OF MINUTES**

1. Review of Minutes from March 27, 2024

### **COMMUNICATION FROM THE PUBLIC (NOT ON THE AGENDA)**

Limited to 3 minutes

### **COMMUNICATION FROM CITY STAFF**

1. TriMet will provide an informational presentation on its Forward Together ridership and equity-focused system redesign
2. Ride Connection will provide an informational presentation on its service and operations

### **FUTURE ACTION ITEMS**

### **ADJOURNMENT**



## Tualatin Planning Commission

### MINUTES OF MARCH 27, 2024 (NOT ADOPTED)

---

**TPC MEMBERS PRESENT:**

William Beers, Chair  
Janelle Thompson, Vice Chair  
Randall Hledik, Commissioner  
Zach Wimer, Commissioner  
Brittany Valli, Commissioner

**STAFF PRESENT:**

Erin Engman, Senior Planner  
Lindsey Hagerman, Office Coordinator

**TPC MEMBERS ABSENT:**

Ursula Kuhn, Commissioner  
Daniel Bachhuber, Commissioner

---

**CALL TO ORDER AND ROLL CALL**

The meeting was called to order at 6:30 p.m. and roll call was taken.

**APPROVAL OF MINUTES**

Commissioners unanimously voted to approve the February 21, 2024 minutes.

**ACTION ITEMS**

- 1. The Planning Commission is asked to provide a recommendation to the City Council on a city initiated proposal to adopt amendments to the Tualatin Development Code known as the Short Term Priority Code Bundle (PTA 24-0001).**

Erin Engman, Senior Planner, presented an overview of the project. She went over the objective of the meeting, which was to ask the Planning Commission to provide a recommendation on a short-term code bundle.

Ms. Engman highlighted the project background and Council's direction to implement this bundled amendment. The short-term priority bundle project is a plan text amendment that would expand and modernize permitted land uses and limitations in various commercial zoning districts in support of economic enterprise.

She shared the project would amend the development code to add retail sales of home improvement materials as a use in the Central Commercial (CC) Zone; add health and fitness facility use in the General Commercial (CG) Zone; add battery electric vehicle showroom as a use in the Mixed Use Commercial (MUC) Zone; and expand the hours of operation for cannabis facilities and medical dispensaries. She shared the project supports Comprehensive Plan Goal 4.2 to encourage business retention, growth, and attraction.



Ms. Engman walked through the proposed amendments overview of the affecting five development code chapters. The project includes limitations for the new uses and some clarifying language.

Chair Beers asked for clarification on TDC 57.210(1)(b). Ms. Engman shared that the regulations are similar to Tigard's for Washington Square. She also mentioned that she understands that test drives are scheduled in advance to avoid storage of vehicles on-site.

Ms. Engman explained the approval criteria and request for a recommendation to City Council. She noted the included finding and analysis responses to statewide planning goals, Oregon Administrative rules, Metro Code and Tualatin Development Code.

Ms. Engman explained the project Findings and Analysis are included as Attachment A and found the project will maintain consistency with the applicable Oregon Planning Goals, Oregon Administrative Rules, and Metro Code. The findings also found the project will maintain the various characteristics of the city identified in the Comprehensive Plan, as well as the Development Code approval criteria.

The Tualatin Planning Commission is being asked to forward a recommendation of approval of the proposed amendments PTA 24-0001 to the City Council.

Chair Beers asked about outdoor storage regulations written in Chapter 53. Ms. Engman noted this particular amendment is of a housekeeping nature where outdoor uses were reorganized to follow the format of other chapters.

Vice Chair Thompson asked about pickle ball fencing height and lighting restrictions. Ms. Engman shared that staff did not hire a consultant to study conditions specific to pickle ball. She shared that she reviewed Pickleball ordinances from other states to see what regulations are generally applied to the use. Ms. Engman shared that no additional lighting restrictions are proposed in addition to our standard regulation which protects public right away, residential land, and wetland resource areas from light glare.

Commissioner Hledik asked about the building footprint limitation in Chapter 57. He shared that that the building limitation proposed is written in a different manner than other commercial Chapters. He suggested that the limitation follow the existing format of "must not be greater than x square feet of gross floor area per building or business." He also inquired why the General Commercial and Mixed Use Zone include a limitation of 60,000 square feet, while the Central Commercial is proposed to have a 65,000 square foot limitation. Ms. Engman answered that the property owner requested the 65,000 square foot limitation to make use of the vacant tenant space at the Haggen's site. She also shared that Council's direction included a limited project scope to accommodate the various property owner requests through the amendment process. And because of this, the building size limitations in other chapters were not considered for amendment.



Commissioner Hledik also inquired about the existing hours of operation for cannabis facilities. Ms. Engman shared that she was unsure of the previous ordinance, but speculates that the City chose limited hours under the home rule for time, place, and manner. Chair Beers shared that he recalls this as well.

Commissioner Hledik asked about liquor and pharmacy hours. Ms. Engman noted that she was unsure what the typical hours are for these uses but could report back on the matter. He then went on to ask who regulates cannabis hours. It was speculated that the hours are set by OLCC.

The meeting was opened up to public testimony.

Susan Noack from The Chamber of Commerce shared the Chamber's support with the changes recommended by city staff. She noted the support this in encourage business retention, growth, and attraction

Donald Pearson with NW Cannabis Company shared his request to expand the hours of operation would comply with the standard OLCC hours of operation. He added that a dispensary up the next exit operates under the OLCC hours of operations.

Commissioner Hledik asked about OLCC hours of operation if they were similar to pharmacy and liquor stores. Erin answered the change would be following the states recommended hours of operation under OLCC law.

Commissioner Wimer motioned to approve amendments for PTA24-0001 as proposed and presented by the city staff and that the Council review the building size limitations found in the commercial chapters.

5 AYE

0 NAY

MOTION PASSED UNANIMOUSLY

#### **COMMUNICATION FROM STAFF**

Ms. Engman spoke about upcoming meetings potential agenda.

#### **ADJOURNMENT**

A motion to adjourn was made by Vice Chair Thompson. The motion was seconded by Chair Beers. The Planning Commissioners unanimously voted to adjourn the meeting at 7:00 p.m.





May 15, 2024 – Tualatin Planning Commission

# Forward Together Overview



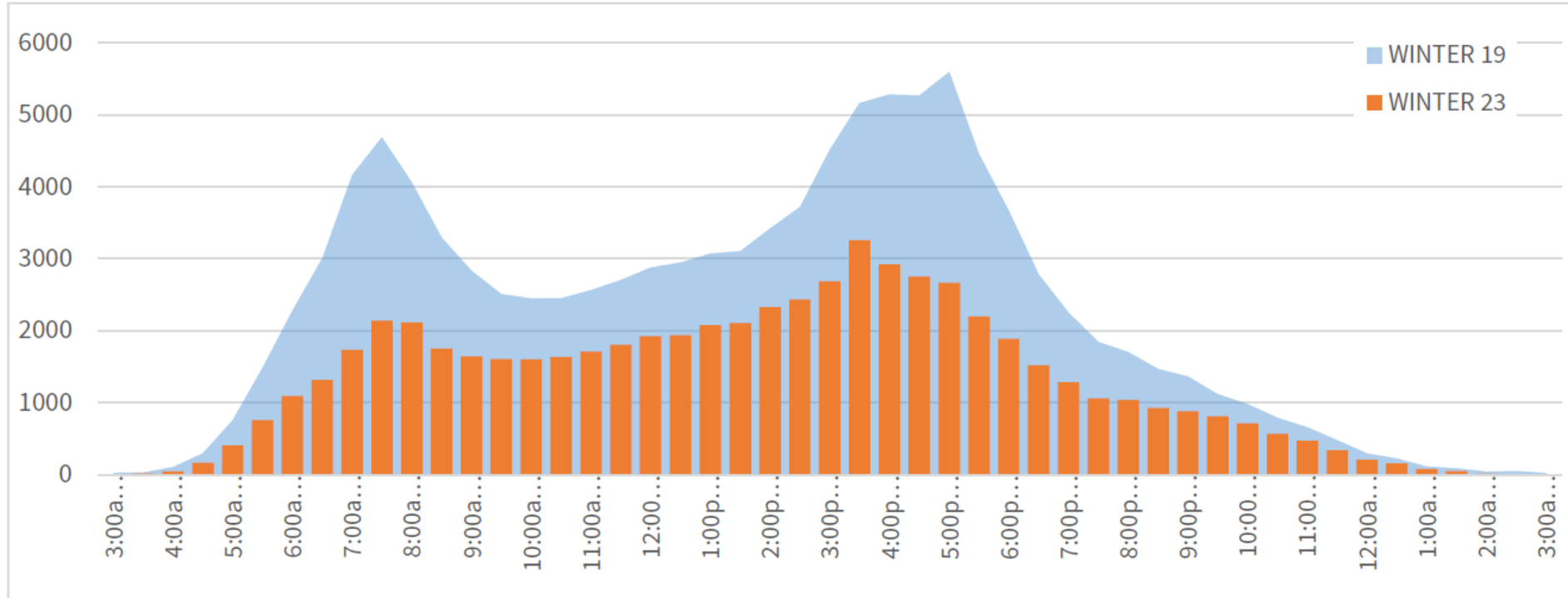


- TriMet's post-pandemic service concept to guide restoration and growth.
- Network changes that respond to:
  - Changes in **ridership patterns**.
  - Changes in **goals and expectations**.

# What is Forward Together?



# Changes in Ridership Patterns



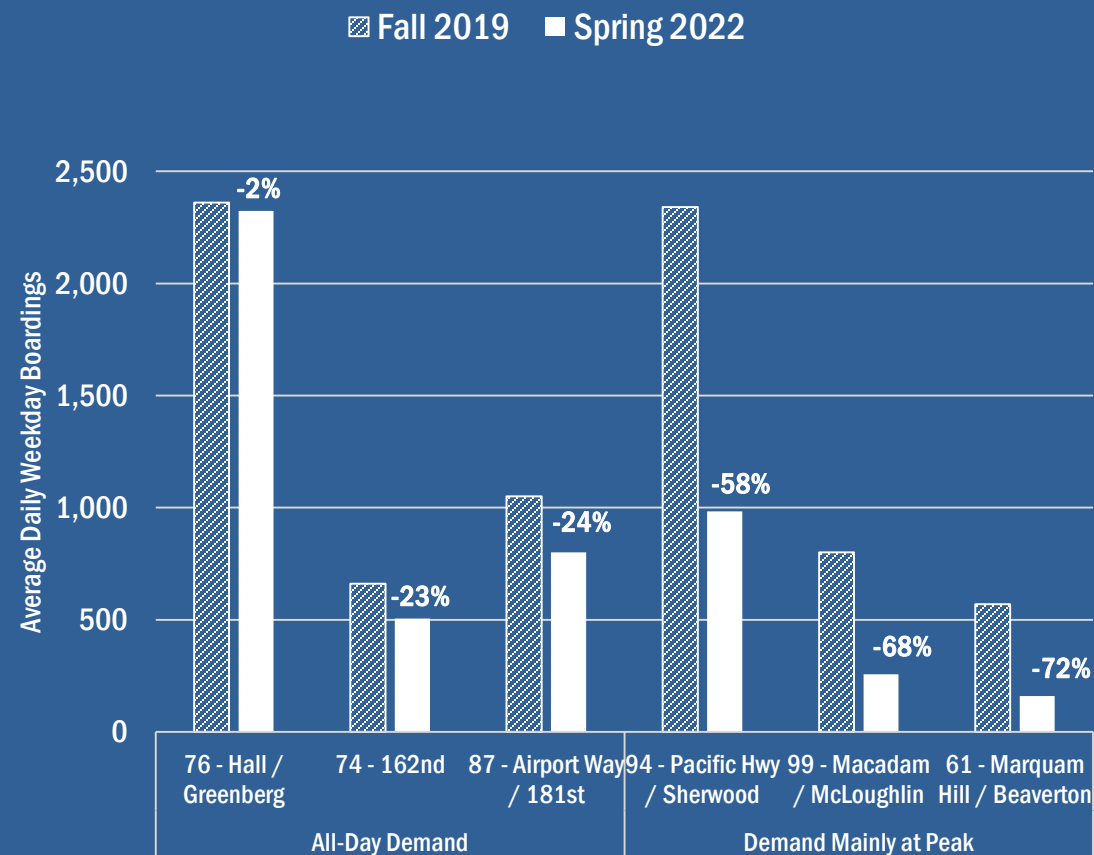
^^ where the 6:00am column denotes the half hour between 6:00 and 6:29:59am, etc.

- Lines retained ridership serve:
  - Centers of in-person work
  - Low-income communities
- Lines lost more ridership more serve:
  - Work centers where hybrid and remote work have become the norm
  - Higher-income communities



# Changes in Ridership Patterns

- Lines retained ridership serve:
  - Centers of in-person work
  - Low-income communities
- Lines lost more ridership more serve:
  - Work centers where hybrid and remote work have become the norm
  - Higher-income communities



***Want to learn more about how TriMet's network and ridership has changed since 2020?***

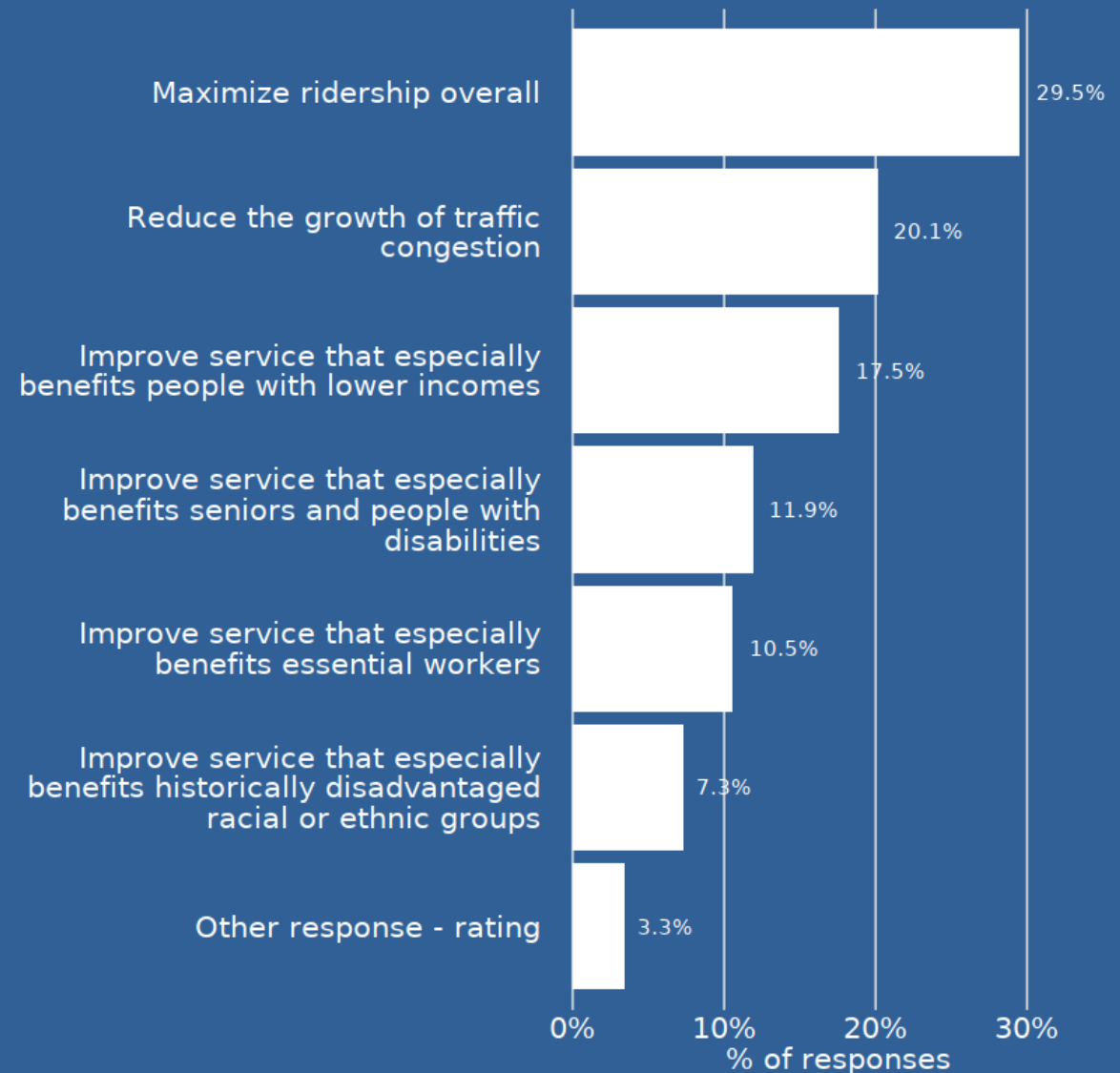
Read the Transit Existing Conditions report, available at [trimet.org/forward/](https://trimet.org/forward/).



# Changes in Goals

- In spring 2022, TriMet engaged in a public outreach effort intended to guide its service recovery planning.
- This survey focused on asking about what TriMet's priorities should be as it restores service. Over 5,500 people responded.
- The three most popular responses:
  - Restore ridership.
  - Reduce congestion.
  - Improve services for lower-income people.

Forward Together Survey  
Top Service Restoration Priority





# ***What is guiding these changes?***

## ***Access to Opportunity***

**Here is a person.**



JARRETT  
WALKER  
+ ASSOCIATES



# Access to Opportunity

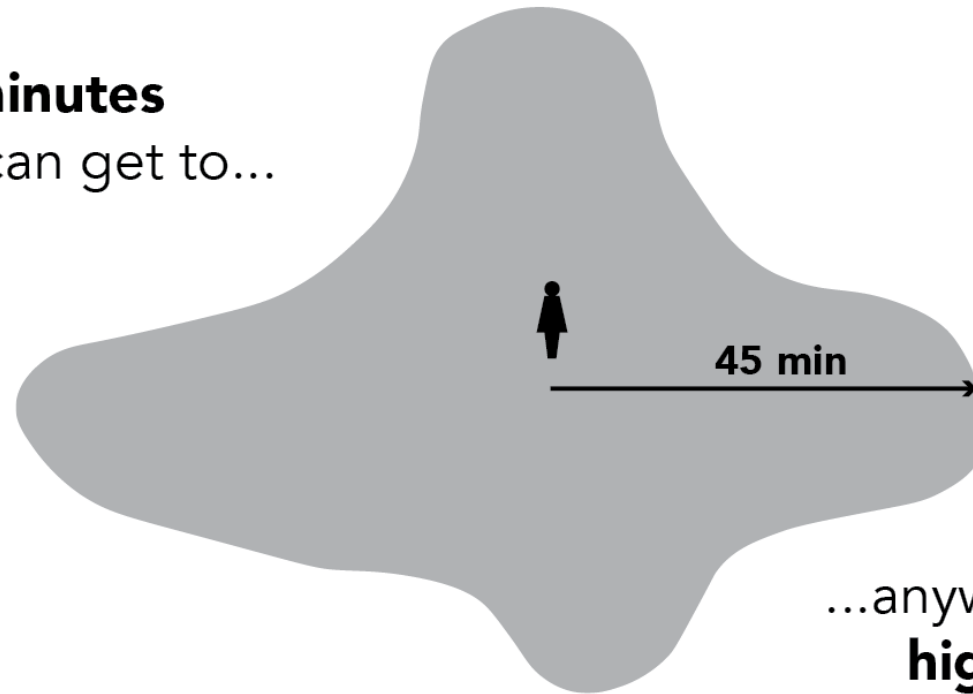
She is in **a city full of possible destinations.**





# Access to Opportunity

In **45 minutes**  
she can get to...



...anywhere in the  
**highlighted area.**

JARRETT  
WALKER  
+ ASSOCIATES



# Access to Opportunity

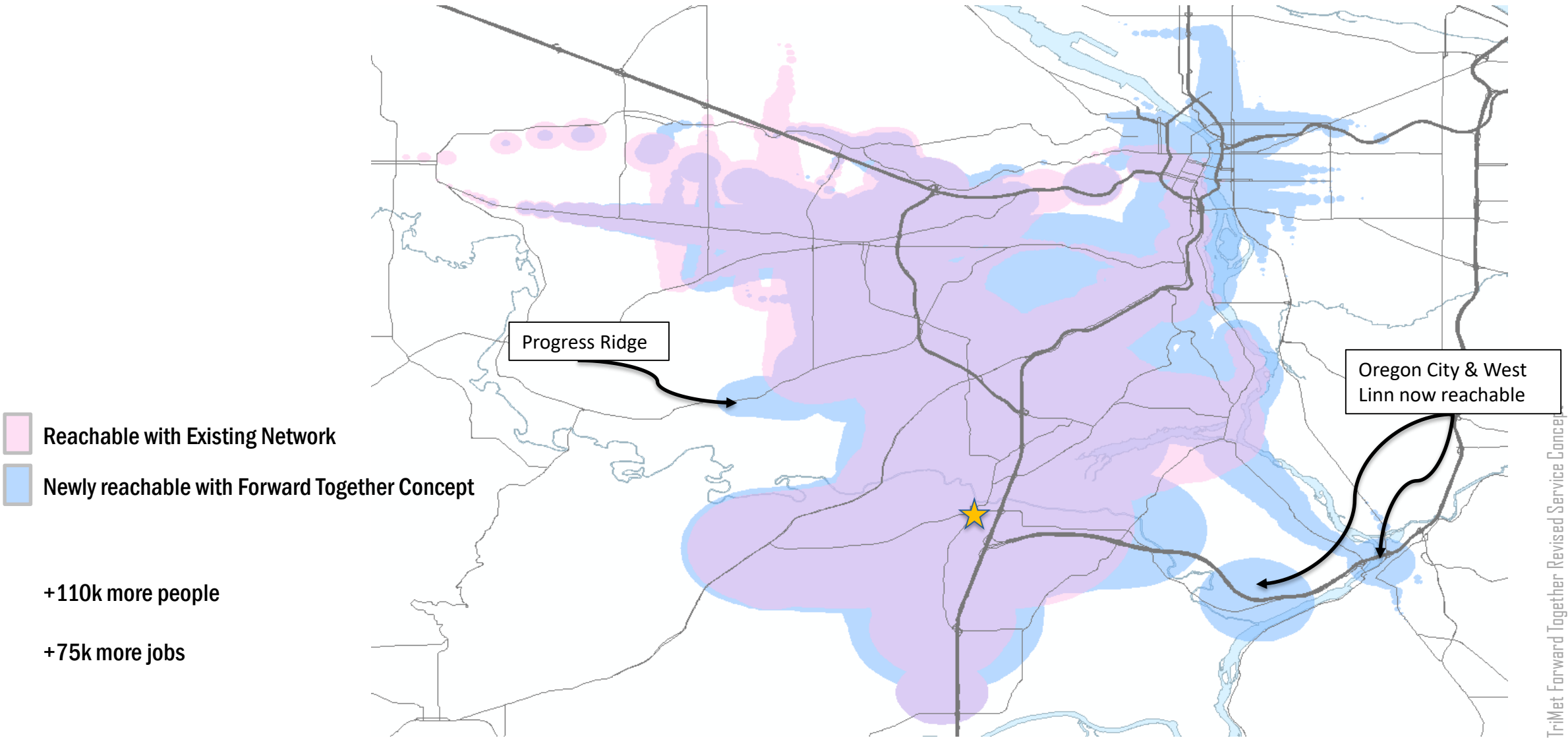
Her **access to destinations** is the **number of destinations in that area.**



You can count **the jobs or schools or shopping** in that area to **estimate her access.**



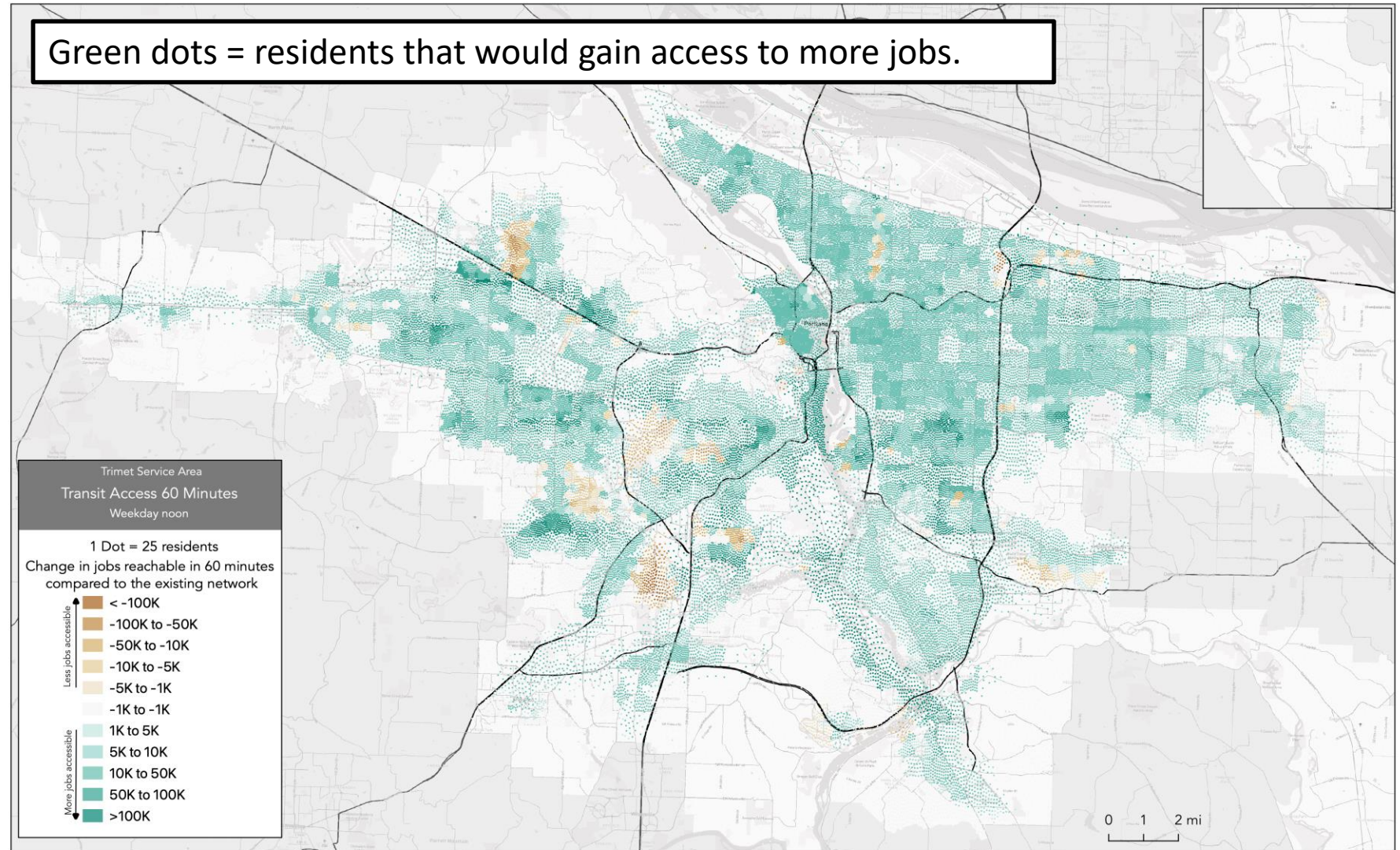
# Where could I travel in 60 minutes from Tualatin WES Station?





# Region-wide Transit Access Analysis

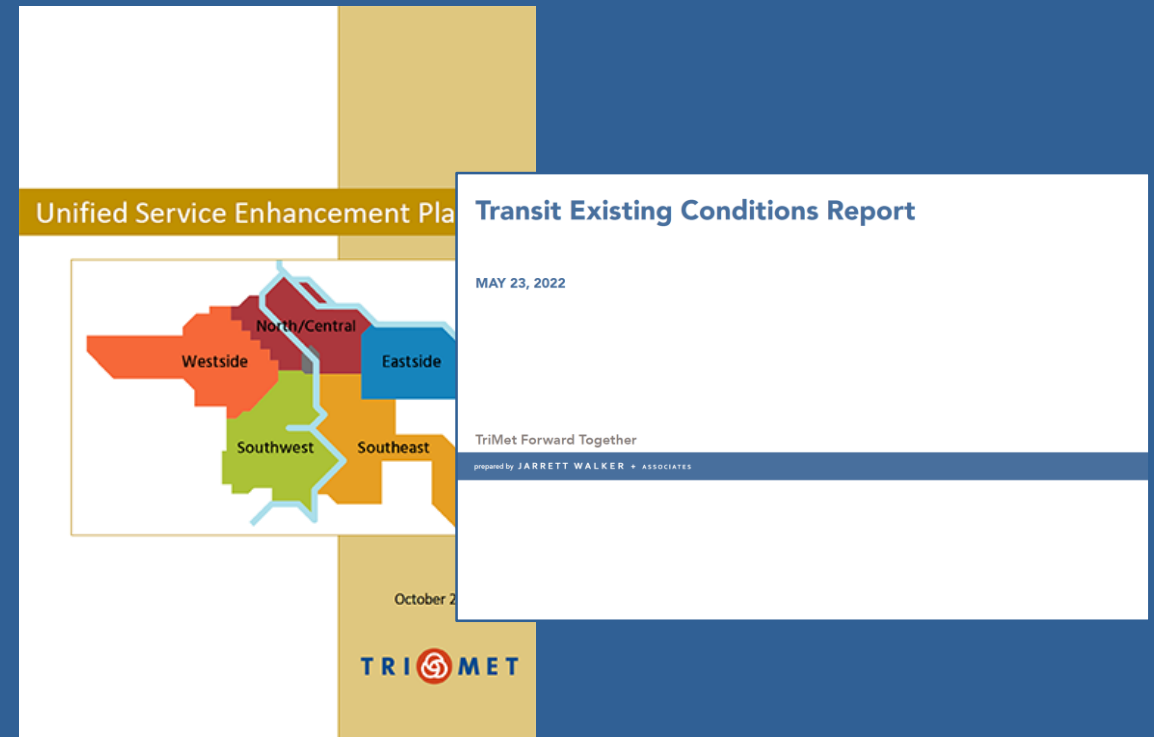
- The median number of jobs reachable by service area residents in **45 minutes** would increase by over **45%**.
- Over **80%** of service area residents would see some improvement in access to jobs.
- Improvement in access to key destinations (food, education, healthcare).





## ***What's in the service concept?***

- More than **30%** more service.
- An expanded Frequent Network.
- More local services running every 30 minutes.
- Expanded weekend service.
- New lines serving areas that are far from transit today.
- Reduced service to some low-demand, mostly higher-income areas.



## ***Where did these ideas come from?***

Many of the ideas come from the TriMet's Service Enhancement Plans (2011-2016).

The Forward Together "Transit Existing Conditions Report" added more recent data and insights.

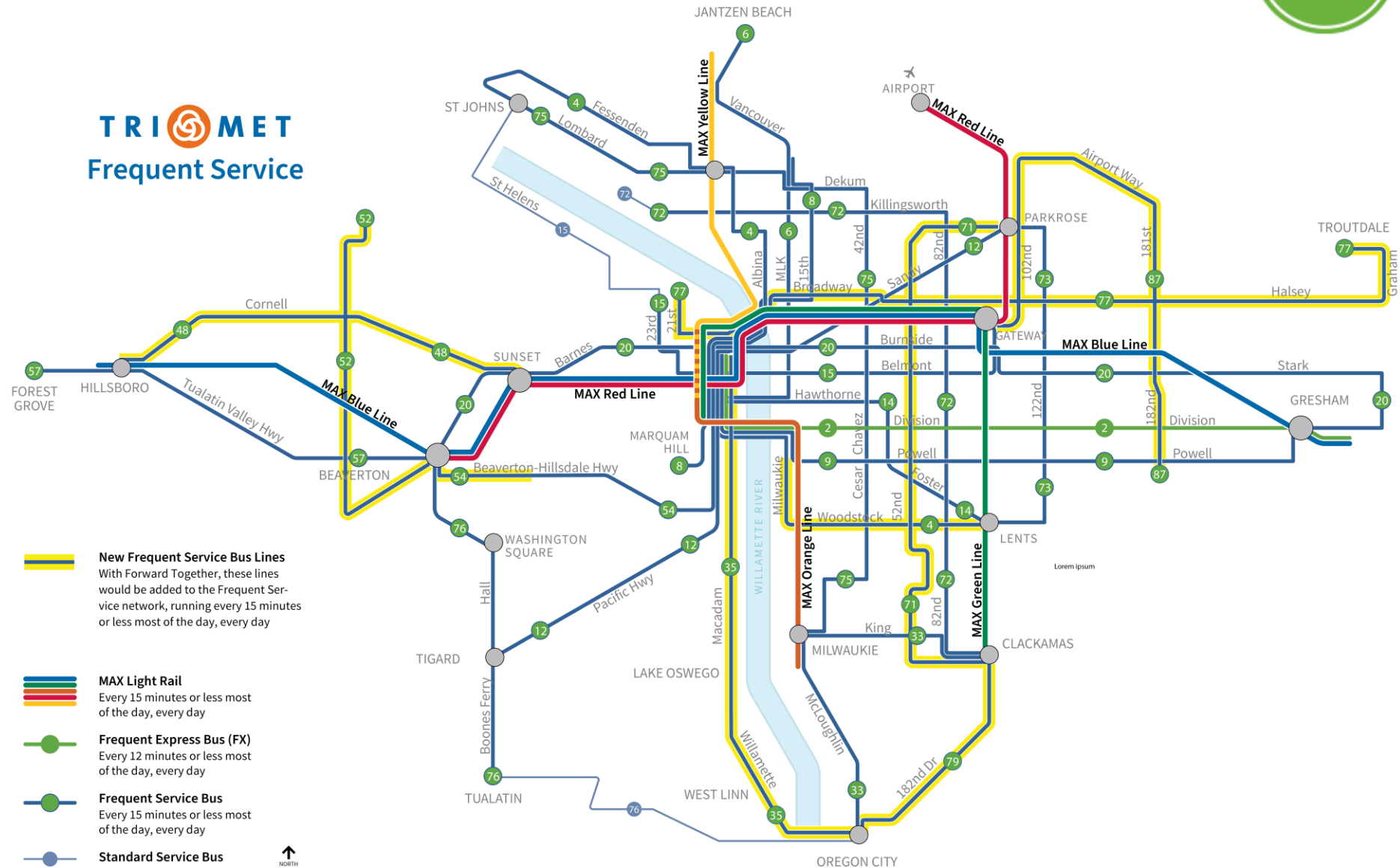
Municipal staffs participated in workshops to develop the concept.



**Frequent Service**

## New Frequent Service corridors:

- Woodstock (Line 4)
- Macadam (35)
- Cornell Rd (48)
- 185<sup>th</sup> Ave (52)
- 52<sup>nd</sup> / 60<sup>th</sup> (71)
- Broadway / Halsey (77)
- 82<sup>nd</sup> Dr (79)
- Airport Way / 181<sup>st</sup> (87)





## ***Specific Tualatin Service Concepts***

- Line 94 – *Completed Fall 2023!*
  - Upgraded to run every 20 minutes between Sherwood and Tigard on Hwy 99.
  - Express trips to Downtown Portland discontinued. Service is available on Line 12.
- Line 76
  - North of Bridgeport, move to 72<sup>nd</sup> Ave to serve Tigard Triangle.
  - Extend to Oregon City via Borland Road/I-205. – *Planned for Fall 2024!*
- Line 12
  - Extended from Tigard to Tualatin via Hall and Durham.
- Line 96
  - Adds midday service south of Mowhawk Park & Ride.
  - Adds weekend service.
  - Provides new connections to Lake Grove and PCC Sylvania.
- Line 97
  - Extends to Bridgeport Village and Lake Oswego.
  - Adds weekend service.



# Summary

**+38% more  
resources.**

**+45% more  
jobs reachable  
by the median  
resident.**

**+50% more  
people and  
jobs near  
Frequent  
Service.**

**+50,000 more  
residents near  
service.**

**New routes  
serving new  
areas in all 3  
counties.**

**+100,000  
people near  
service running  
on the  
weekend.**

More at: [trimet.org/forward](https://trimet.org/forward)



# Progress

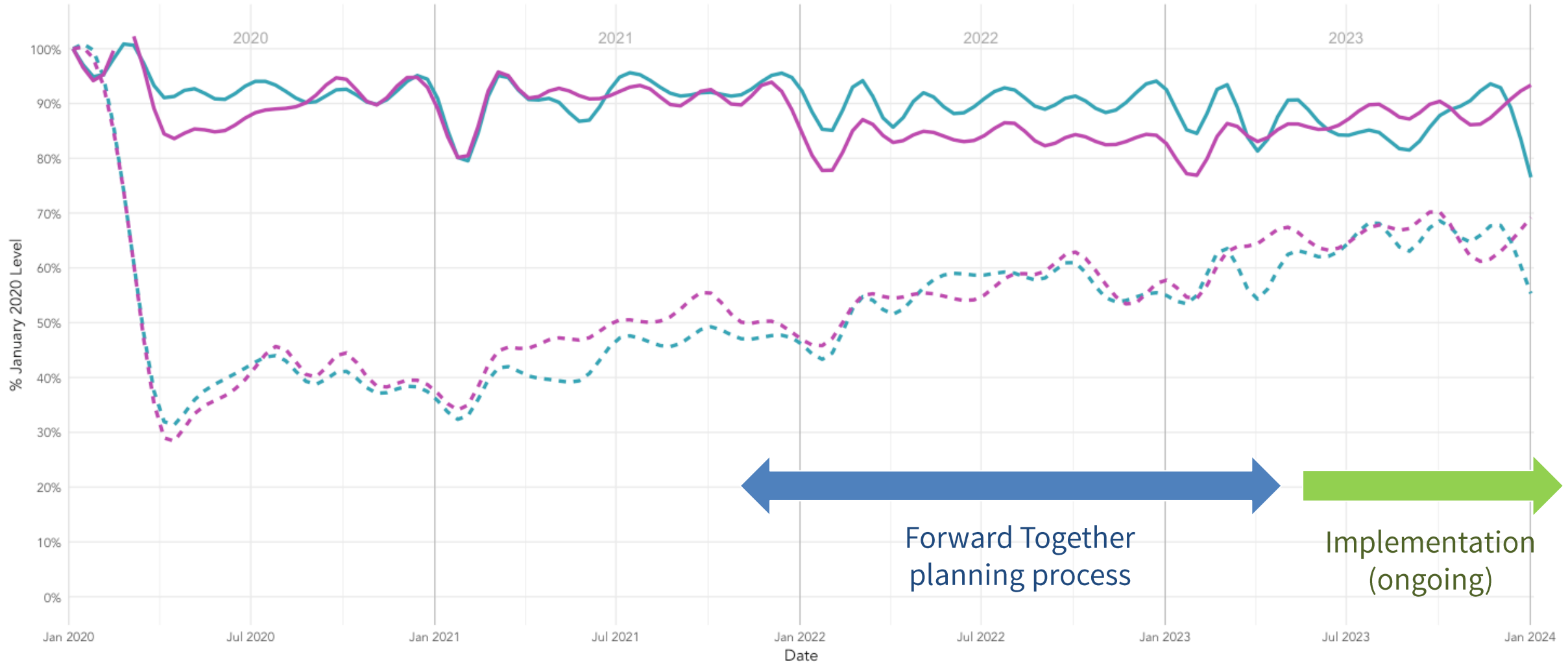
Key highlights from initial changes in FY24:

- Ridership growth over the same week last year: 20.6%
- Weekend ridership growth to OHSU: >35%
- 3 new Frequent Service Lines where buses arrive every 15 minutes or better including Cornell Road on the Westside.
- 7% service growth since December '22 out of a projected >30% total growth.



# Service and Ridership Recovery

Mode: — MAX — Bus Measure: — Service Level - - Ridership





# Implementation



- Forward Together is being implemented through our annual service plan and budget process each year until completed.
  - includes 2 rounds of public outreach
  - Opportunities to revise and adapt to evolving needs
  - Operator hiring is biggest challenge.

## Annual Service Plan Process

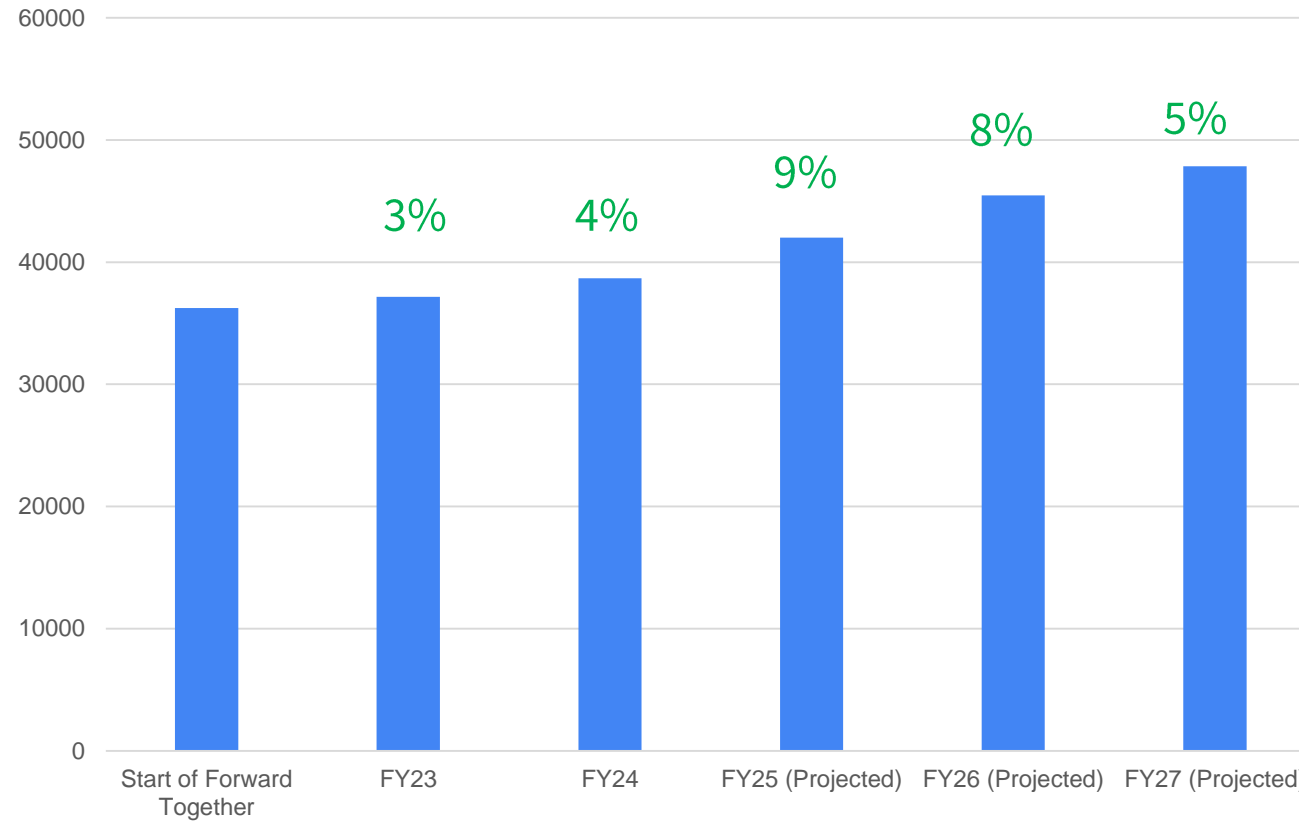
- ☐ Study & Revision
- ☐ Outreach
- ☐ Study & Revision
- ☐ Outreach
- ☐ Public Hearing
- ☐ Board Adoption
- ☐ Routes changed



# Implementation



Tracking >30% Weekly Vehicle Hour Growth





# Forward Together 2.0

- Provide aspirational vision for TriMet service growth
- Respond to community desires and support TriMet's Vision 2030
- Identify how to meet targets for ridership in the Regional Transportation Plan
- Catalog unmet needs from Forward Together 1.0

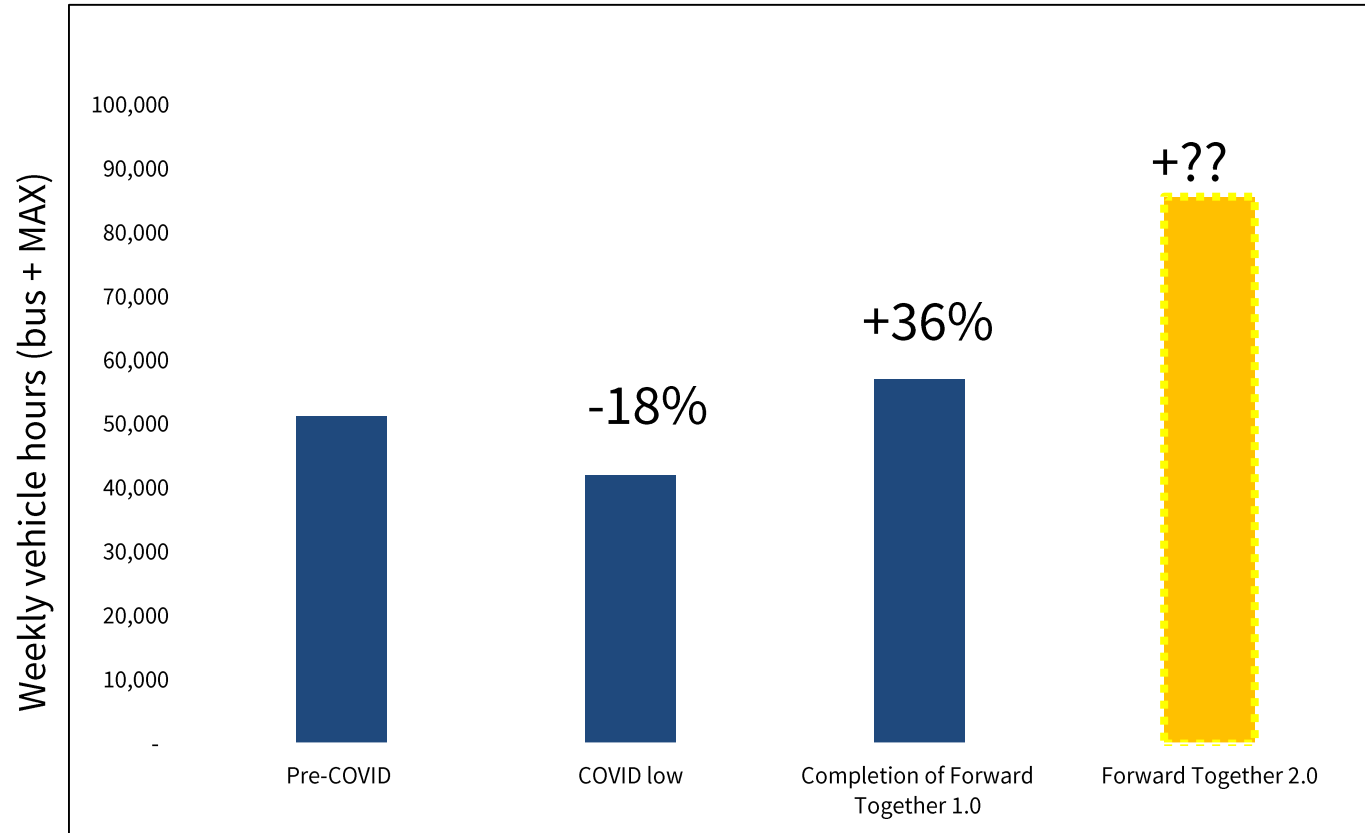


# Goals for Transit Ridership

Plan	Goal
Regional Transportation Plan (2023 update)	<ul style="list-style-type: none"><li>• <i>Triple</i> transit mode share by 2045, to 12.2% of all trips<ul style="list-style-type: none"><li>• Current modeling shows an increase from 4.1% to 5.4% by 2045, better but way short of the goal</li></ul></li></ul>
TriMet Vision 2030	<ul style="list-style-type: none"><li>• 120M Annual Boarding Rides by 2030<ul style="list-style-type: none"><li>• 57.4M in last fiscal year (FY23)</li></ul></li></ul>



# Potential Service Growth



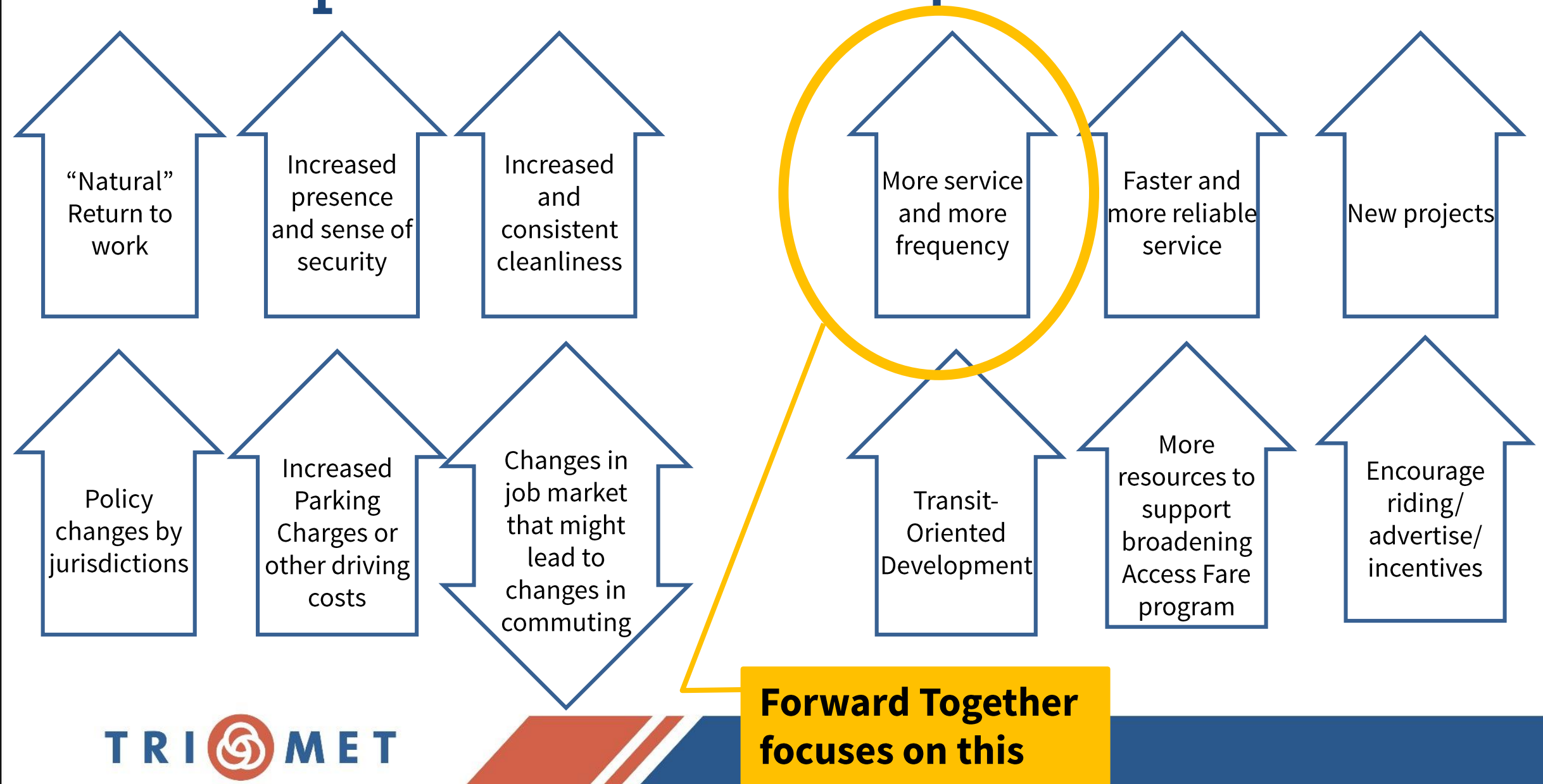
Forward Together 2.0 will help define a desired future service level that would include:

- ✓ New bus routes
- ✓ More frequent service on existing bus routes
- ✓ More frequent service on existing MAX lines

*Implementing Forward Together 2.0 **would** require new financial resources for TriMet.*



# Components of Ridership Return/Growth



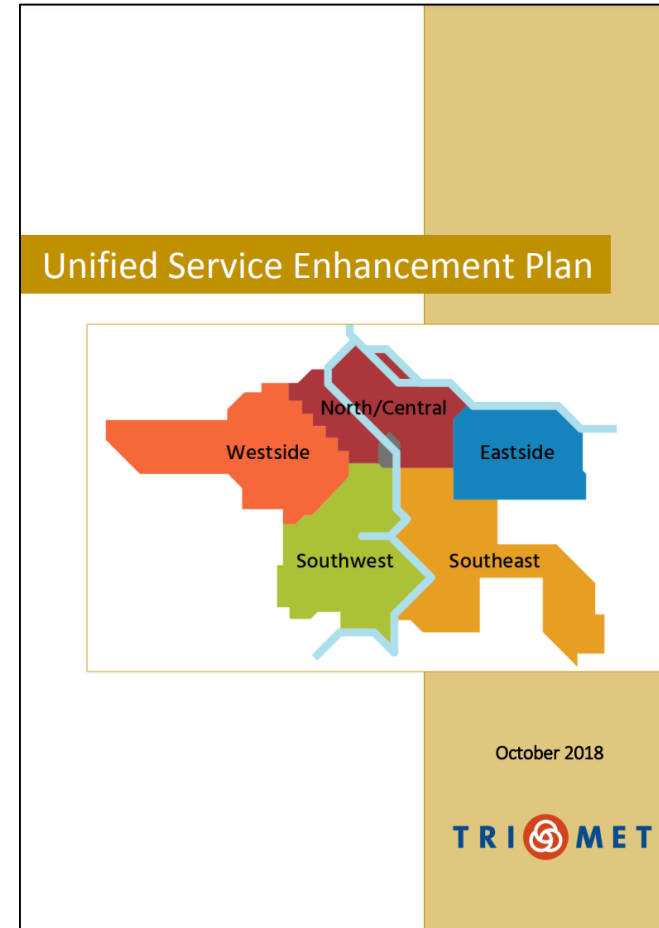


# Build on this



[Trimet.org/forward](https://trimet.org/forward)

# Replace this





# Next Steps

- **Forward Together 1.0**
  - Continue implementing through annual service plan cycle until complete. Current projection is FY27
- **Forward Together 2.0**
  - Modeling and analysis currently underway
  - Public engagement around draft future transit network in late Summer and Fall.
  - Finalize vision by the end of the calendar year.



# Thank you!

Grant O'Connell

[oonnellg@trimet.org](mailto:oonnellg@trimet.org)



# Tualatin Shuttle

Presentation to Tualatin Planning Commission

May 15, 2024





# Goals for this evening

- Overview of Ride Connection
- Tualatin Shuttle and other area services
- Current operations





# Ride Connection Overview





# Ride Connection in Washington County

## **Tualatin – Beaverton – Hillsboro – Forest Grove**

- Community Connectors
- RideAbouts (shopping shuttles)
- Demand Response
- Volunteer Driver Program
- Ride Together
- Shared Vehicle Agreements
- RideWise (Travel Training)
- Travel Options Counseling
- Mobility for Health



# Impacts, Value and Benefits

- Creates community connections and enhances livability
- Boosts economic vitality by providing access to jobs and ability to buy/stay local
- Supports community's long-standing desire to expand transit service in Tualatin
- Reduces greenhouse gas emissions and VMT
- Increases mobility for vulnerable residents, commuters and students
- Supported through regional transit plans and coordination
- Provides safe transportation option during inclement weather
- Serves as a model for the region

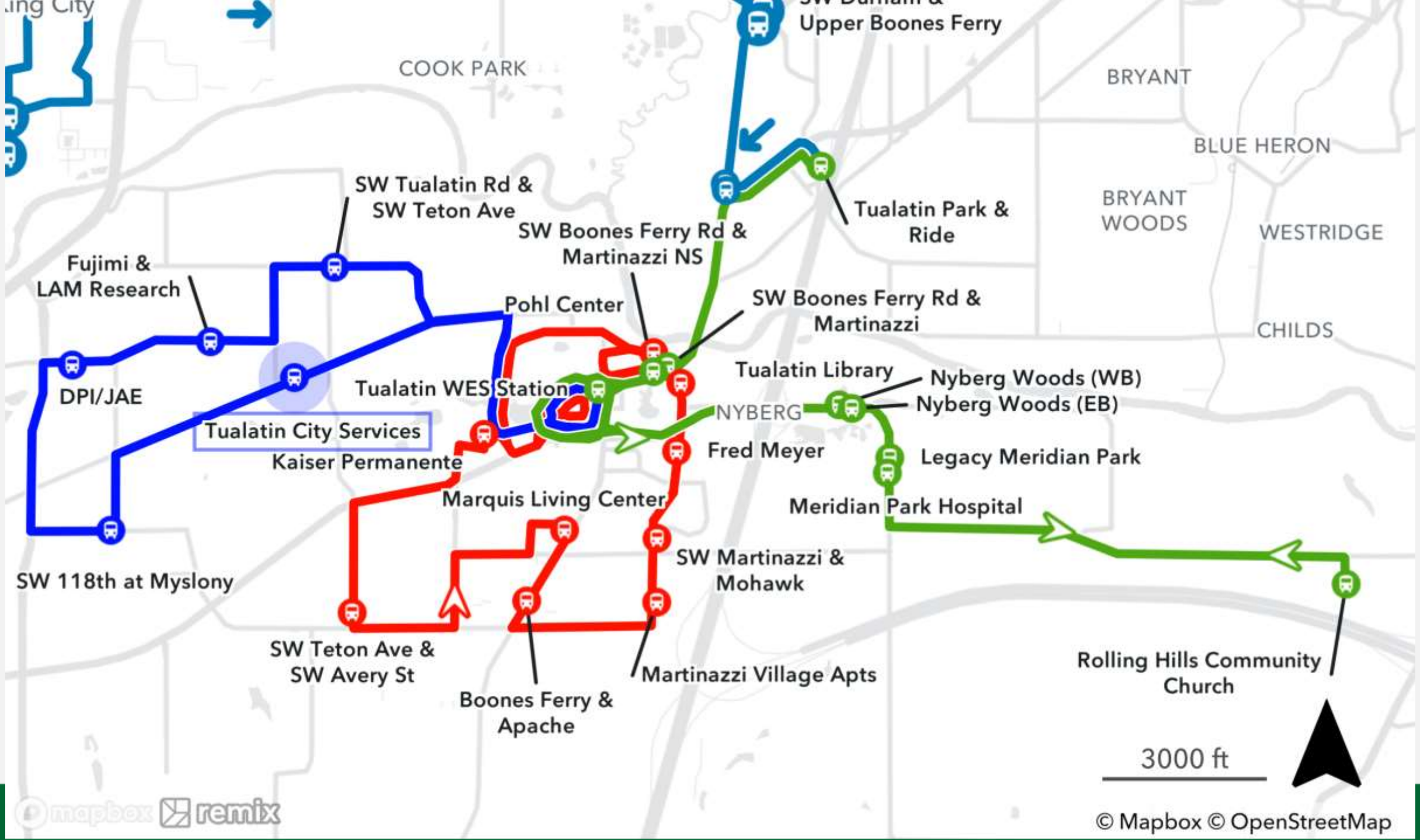


# 2023 Rider Survey for the Tualatin Shuttle

- **82%** Tualatin Shuttle riders commute for work
- **69%** of riders identify as transit dependent/ car free
- **79%** ride Tualatin Shuttle at least 3 days a week
- **69%** of Tualatin Shuttle riders connect with TriMet as part of their trip.





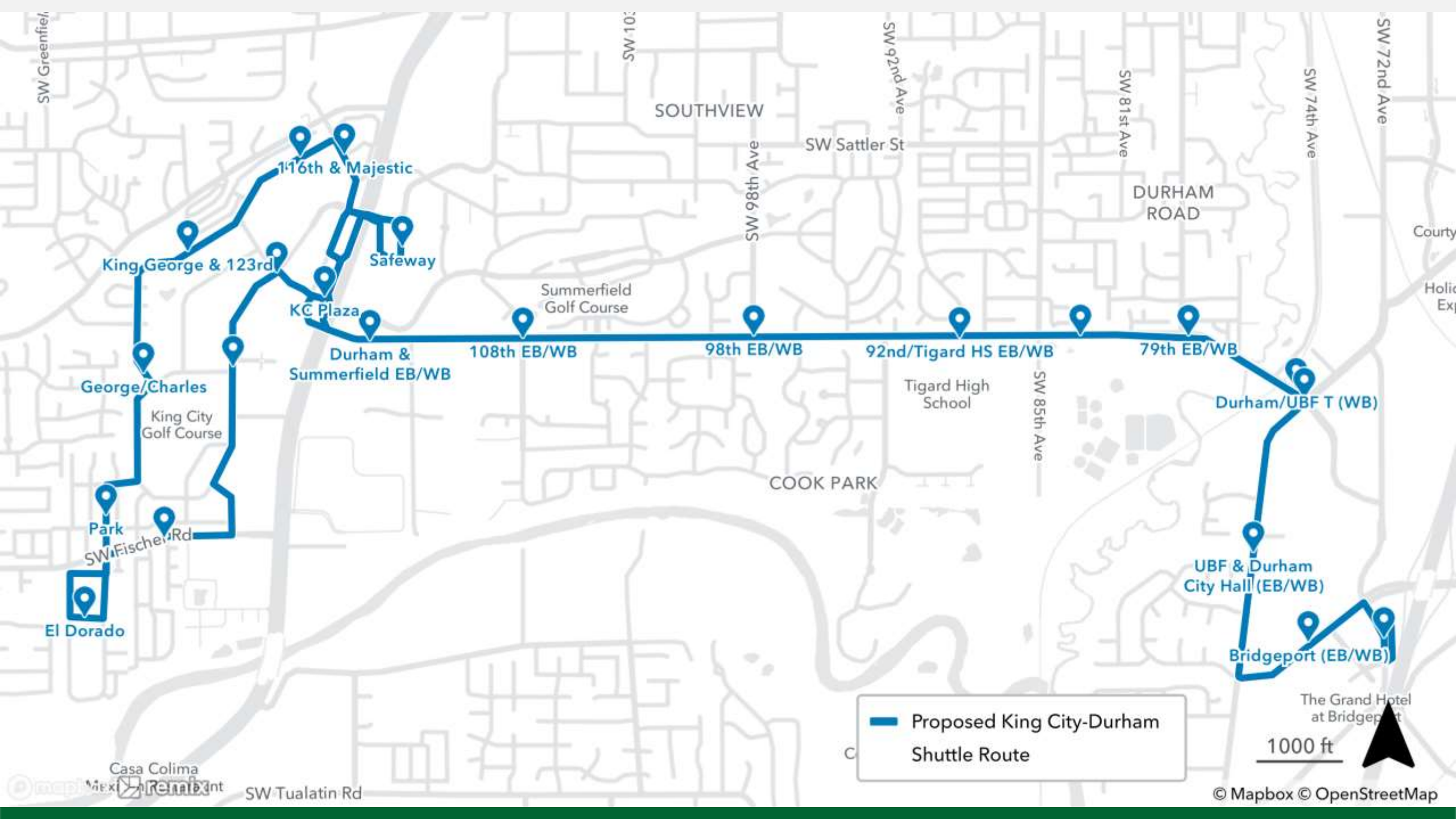




# Tualatin Green Line









# Thank you!

Tualatin Operations:  
Debbie Waalkes



## **Project Contacts:**

Tangerine Behere (503) 290-3686  
[tbehere@rideconnection.org](mailto:tbehere@rideconnection.org)

Miranda Seekins (971) 286-5398  
[mseekins@rideconnection.org](mailto:mseekins@rideconnection.org)