FALL 2025

TUALATIN

PPPM 399: URBAN TRANSPORTATION

SCHOOL OF PLANNING, PUBLIC POLICY & MANAGEMENT

Pathways to Progress: Transportation Planning for People, Parking, and Public Spaces in the City of Tualatin

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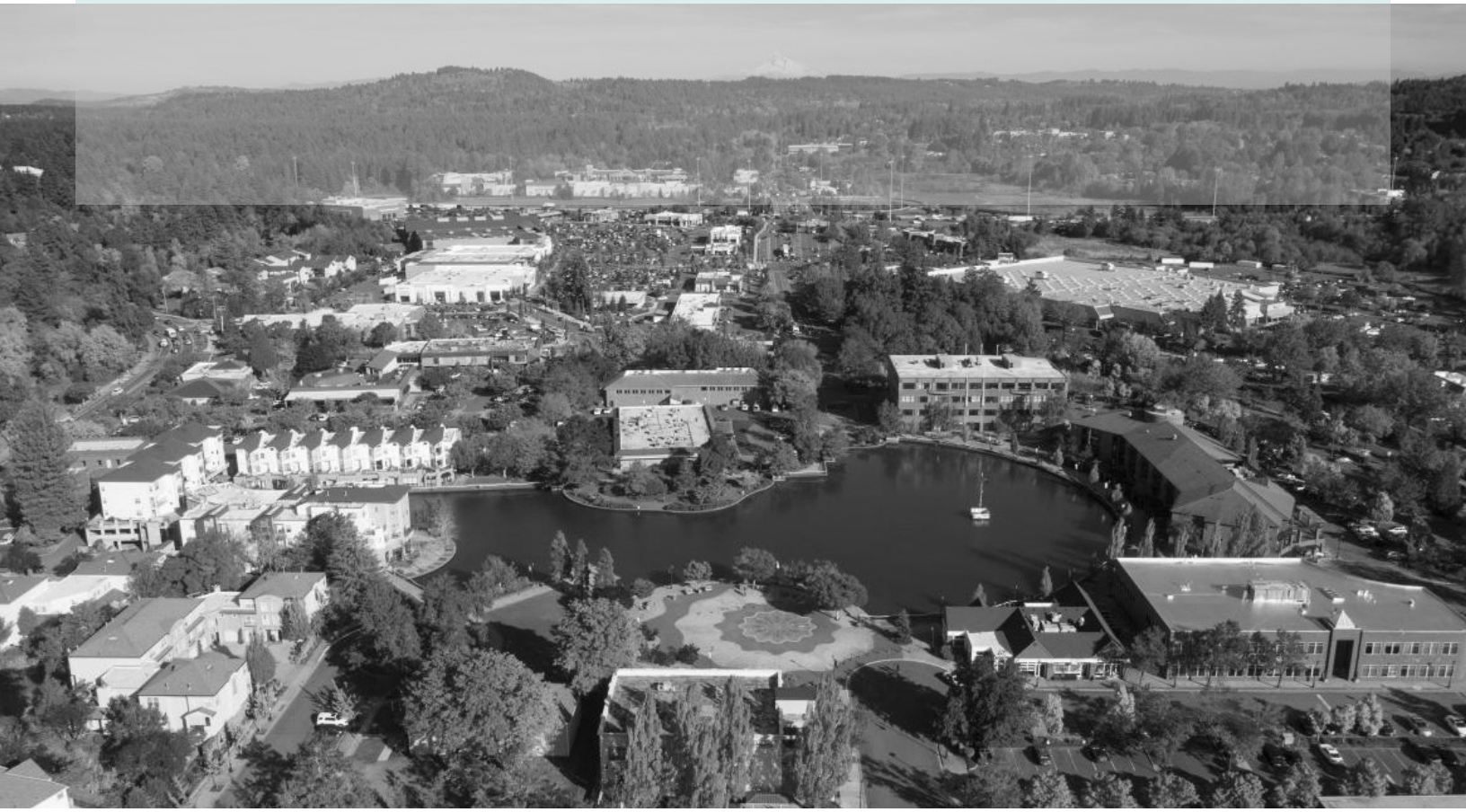

UNIVERSITY OF OREGON

CITY of TUALATIN

SCI Sustainable Cities Institute

SCYP Sustainable City Year Program

Acknowledgments

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Valerie Pratt, City Council President

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About SCI

The Sustainable Cities Institute (SCI) is an applied think tank focusing on sustainability and cities through applied research, teaching, and community partnerships. We work across disciplines that match the complexity of cities to address sustainability challenges, from regional planning to building design and from enhancing engagement of diverse communities to understanding the impacts on municipal budgets from disruptive technologies and many issues in between.

SCI focuses on sustainability-based research and teaching opportunities through two primary efforts:

1. Our Sustainable City Year Program (SCYP), a massively scaled university-community partnership program that matches the resources of the University with one Oregon community each year to help advance that community's sustainability goals; and
2. Our Urbanism Next Center, which focuses on how autonomous vehicles, e-commerce, and the sharing economy will impact the form and function of cities.

In all cases, we share our expertise and experiences with scholars, policymakers, community leaders, and project partners. We further extend our impact via an annual Expert-in-Residence Program, SCI China visiting scholars program, study abroad course on redesigning cities for people on bicycle, and through our co-leadership of the Educational Partnerships for Innovation in Communities Network (EPIC-N), which is transferring SCYP to universities and communities across the globe. Our work connects student passion, faculty experience, and community needs to produce innovative, tangible solutions for the creation of a sustainable society.

About SCYP

The Sustainable City Year Program (SCYP) is a yearlong partnership between SCI and a partner in Oregon, in which students and faculty in courses from across the university collaborate with a public entity on sustainability and livability projects. SCYP faculty and students work in collaboration with staff from the partner agency through a variety of studio projects and service- learning courses to provide students with real-world projects to investigate. Students bring energy, enthusiasm, and innovative approaches to difficult, persistent problems. SCYP's primary value derives from collaborations that result in on-the-ground impact and expanded conversations for a community ready to transition to a more sustainable and livable future.

Community partnerships are possible in part due to support from U.S. Senators Ron Wyden and Jeff Merkley, as well as former Congressman Peter DeFazio, who secured federal funding for SCYP through Congressionally Directed Spending.

About City of Tualatin

The City of Tualatin is a thriving, welcoming community of nearly 28,000 residents. Known for its exceptional quality of life, strong community involvement, and attractive location. Tualatin offers a balance of small-town charm and big-city access. Its strategic location 12 miles south of Portland and 30 miles north of Salem at the crossroads of Interstates 5 and 205, combined with commuter rail access via the Westside Express Service (WES), makes Tualatin a vital hub for both residents and businesses in the Portland metropolitan area.

The city's history dates back to the mid-1800s and is rooted in entrepreneurship and transportation. From its early days as a ferry crossing and rail depot, Tualatin has grown into a forward-thinking city with a strong economic base. Today, its economy is anchored by key industry clusters in advanced manufacturing, software and technology, health and wellness, transportation and logistics, and corporate services.

Tualatin's residents enjoy over 200 acres of public parks and riverfront spaces, top-rated schools through the Tigard-Tualatin School District, and one of Oregon's premier shopping destinations—Bridgeport Village. The city is also rich in recreational and cultural offerings, including the famed Giant Pumpkin Regatta.

Downtown Tualatin, anchored by the Lake at the Commons, serves as a central gathering place for residents and visitors alike. With its blend of residential, retail, and office space surrounding a small manmade lake and public plaza, the Commons exemplifies the city's emphasis on livability and smart design.

Course Participants

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Course Description

PPPM 399 URBAN TRANSPORTATION

Transportation is central to how people move through space and access opportunities. This course provides a foundation in transportation planning and covers a variety of topics related to the planning for and management of transportation systems. The course presents a survey of issues transportation planning raises—such as equity, congestion, health, and environmental—across a variety of modes, as well as considers the opportunities and challenges new technologies present. Course assignments use Oregon cities as a transportation laboratory and challenge students to synthesize knowledge and original data collection into planning and policy recommendations.

Executive Summary

This report reflects a collaborative effort to evaluate transportation conditions and opportunities in and around the Lake at the Commons area of Downtown Tualatin, Oregon. The report focuses on three integrated focus areas: (1) Multimodal Transportation, (2) Network and (3) Parking & Land Use.

Collectively, these focus areas identify opportunities to support Tualatin's vision of a safe, multimodal, accessible, and future-oriented transportation system that supports community, livability, economic development and sustainable growth (City of Tualatin, 2025).

Downtown Tualatin currently functions as an auto-oriented corridor shaped by major arterials, commuter-through traffic, and physical barriers such as Interstate 5 (I-5) and rail crossings.

Key existing conditions include:

- Major arterials (SW Boones Ferry Road, SW Tualatin-Sherwood Road, SW Nyberg Street) that provide high vehicle volumes yet create hostile walking and biking conditions.
- Gaps in comfortable, intuitive multimodal connections between destinations such as the WES station, downtown businesses, trails, and the Lake at the Commons.
- Extensive, underutilized surface parking that limits downtown vibrancy and limits connectivity.

The proposed recommendations emphasize building a cohesive downtown core while preserving regional connectivity on key corridors.

The recommended projects include:

- Rail grade separation at SW Boones Ferry Road & SW Tualatin-Sherwood Road: Reduce recurring congestion and reliability issues caused by rail crossings at high-volume intersections.
- Boones Ferry Road Corridor Improvements: Clearer lane organization to improve connectivity to the WES station, trail system and downtown core using protected bike facilities, safer crossings and reduced conflict points.
- Targeted Pedestrian Safety Interventions on SW Tualatin-Sherwood Road: Improve controlled crossings, through pedestrian hybrid beacons, traffic calming and speed management.
- Downtown placemaking and pedestrianization: Shift priority from through-traffic to local access and community life, including a Martinazzi Pedestrian Plaza and a downtown pedestrian alley connection into the Lake at the Commons.
- Parking and Consolidation and redevelopment: Develop a multi-level parking structure to free land for mixed-use, cultural, retail and social spaces, complemented by converting a gravel lot to a green space to improve aesthetics, placemaking and climate resilience.

Put together, these projects offer recommendations to improve safety, multimodal connectivity, support placemaking and economic development, and shift Tualatin from car-dominant design toward a safer, more connected, and sustainable downtown.

Introduction

The City of Tualatin envisions "an efficient, accessible, innovative, sustainable, and connected transportation system that effectively and safely meets the needs of our entire community" (City of Tualatin, 2030 Vision). Guided by that vision, the City of Tualatin partnered with the University of Oregon's Sustainable City Year Program (SCYP) to better understand the current challenges and identify key opportunities to support a more connected, livable, and sustainable downtown core.

This report presents the work of student teams in PPPM 399: Urban Transportation, produced in collaboration with the City of Tualatin. Over the course of the term, students engaged in an applied transportation planning process that included field observations, mapping exercises, evaluations of existing conditions, and policy reviews.

The class began with a site visit to downtown Tualatin in early October 2025. Each student documented observations related to safety, mobility, access, and land-use conditions through an individual memo. An in-class community engagement simulation then challenged students to identify broader themes, articulate community values, and consider the perspectives of multiple stakeholder groups. Students then prepared a second memo with insights from this simulated engagement process.

Students were then assigned to one of three focus areas: (1) Multimodal Transportation, (2) Network or (3) Parking & Land Use, to conduct an existing condition and needs assessment. These assessments identified recurring challenges such as congestion, gaps in pedestrian and cycling infrastructure, barriers to transit access, and underutilized land and parking lots. Based on these assessments, each focus-area group developed an initial list of potential projects to improve the needs they identified.

In the final phase of the course, students were grouped into three large multidisciplinary teams with members from all three focus areas. These teams refined their analyses, integrated multimodal and mixed-use considerations, and created cohesive presentations. Each team presented a final briefing with Tualatin staff, Community Advisory Council members, and the mayor.

Focus Areas

MULTIMODAL TRANSPORTATION

Multimodal transportation refers to a system that supports multiple travel options, such as walking, biking, rolling, and transit, through infrastructure like sidewalks, bike lanes, and transit stops. The purpose of multimodal transportation is to provide safe, convenient alternatives to driving so users can access opportunities and resources regardless of car ownership.

Multimodal transportation is an important consideration because it expands mobility choices, reduces dependency on single-occupancy vehicles, lowers greenhouse emissions, and supports active modes of travel (Litman, 2024). Including multimodal transportation ensures the transportation system is designed for all users and aligns with the City of Tualatin's goals for sustainability, equity, and improved access ("Core Opportunity Reinvestment Area Plan", 2022).

NETWORK CONNECTIVITY

Network connectivity refers to a system of roadways and transit routes that enable the movement of people and goods throughout an area. The network includes streets, intersections, highways, and transit corridors to support efficient and reliable travel.

A well-functioning transportation network is important because it provides the foundation for local and regional mobility. Roadways support day-to-day travel and freight movement, while transit offers mobility for regional access and high-capacity travel in congested areas. Including network connectivity ensures the transportation system is designed to support safety, mobility, efficiency, and long-term growth.

PARKING & LAND USE

Land Use refers to how land is developed and used, including housing, commercial, industrial and public use, and how these spaces shape where people live, work, and travel. Parking refers to the supply, location, and use of parking spaces, including on-street parking, surface lots, and structured parking.

Together, land use and parking strongly influence travel behavior, transportation demand, and the overall efficiency of the transportation system. Including land use and parking ensures the transportation system supports mobility, development patterns, and economic growth.

Study Area

This report will focus on transportation surrounding the Lake at the Commons area of downtown Tualatin, Oregon. Key locations within the study area have been identified.

Map of Study Area w/ Key Planning Locations Identified

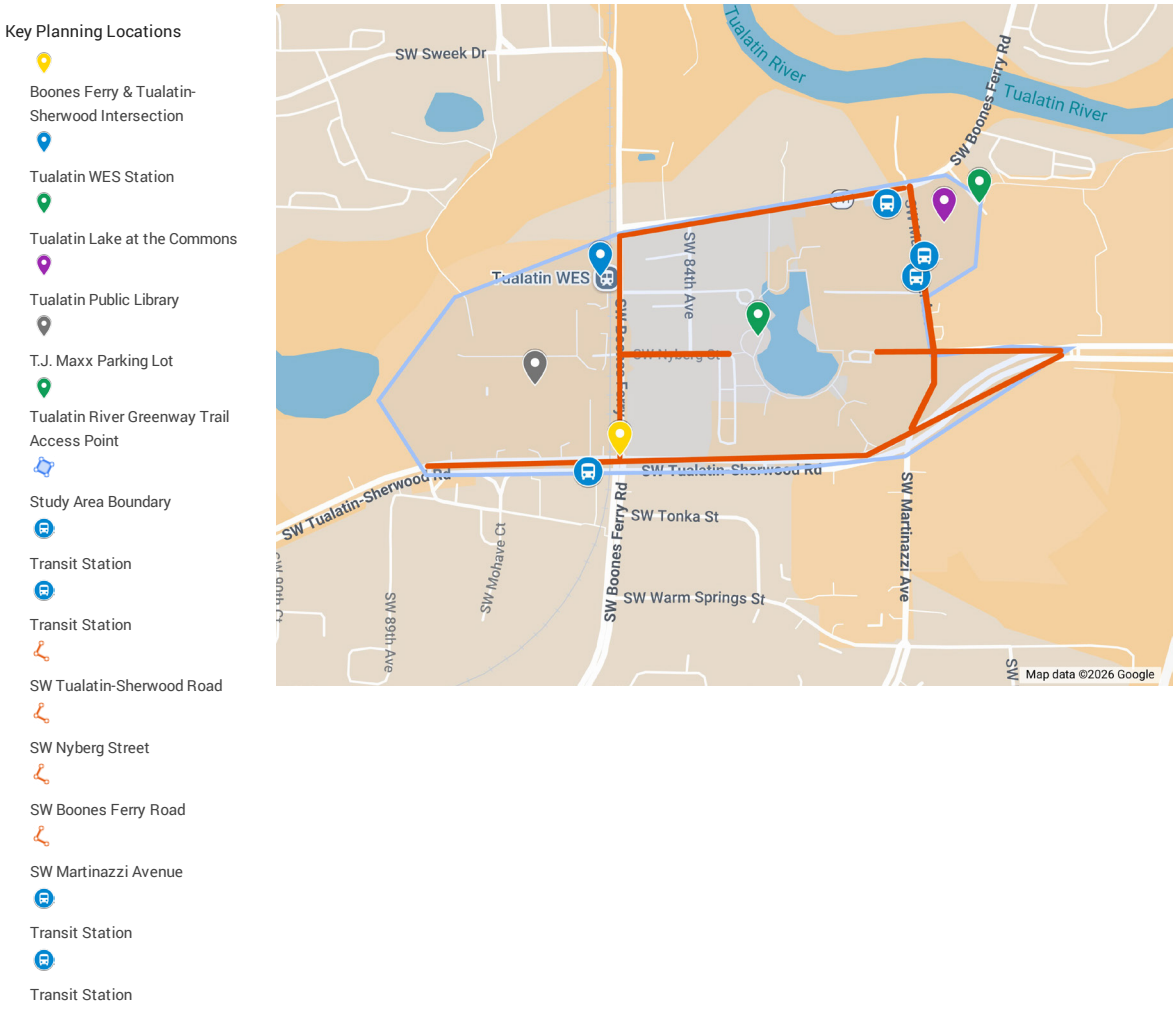

FIG. 1

Map of Study Area with Key Planning Locations Identified.

Image credit: PPPM 399

Current Transportation Plans and Policies

Tualatin's current transportation planning emphasizes multimodal accessibility, improved community space, and sustainable mixed-use development. Key documents include the 2045 Transportation System Plan (TSP) (effective September 2025), the Core Opportunity Reinvestment Area Plan (CORA) (2022), and the Comprehensive Plan 2040.

Together, these documents establish a vision and goals for transportation including multimodal access, quality of life, and strategic reinvestment in underutilized space. The City of Tualatin envisions a safe, multimodal, accessible, and future-oriented transportation system that supports community, livability, economic development, and sustainable growth (City of Tualatin, 2025).

Existing Conditions & Needs by Focus Area

MULTIMODAL TRANSPORTATION

Existing Conditions:

Downtown Tualatin offers infrastructure for walking, biking, and rolling but connections among trails, Lake at the Commons, shopping centers, and transit infrastructure often lack safe infrastructure, intuitive connections, and protective separation from high-speed traffic.

Bicycle infrastructure on fast arterials is largely unprotected (often paint-separated), and safety concerns have been reported in cyclist-involved collisions along Boones Ferry Road and SW Tualatin-Sherwood Road. Similarly, pedestrian safety improvements (e.g. installations of Rectangular Rapid Flashing Beacons) address some crossing issues, but do not fully resolve broader connectivity to key destinations for pedestrians.

Transit hubs include the WES Commuter Rail (weekday peak-period service), the Tualatin Park & Ride (bus connections to Lines 76, 96, 97), and the Ride Connection Tualatin Shuttle for first/last-mile access. However, gaps remain in first/last mile connectivity between transit stops/hubs and the downtown core, particularly across large arterials and through areas with large surface parking.

Needs:

Close pedestrian gaps, add protected bike lanes on high-volume corridors, provide safer and more legible crossings, upgrade transit access and amenities near high-demand nodes inducing the WES, Park & Ride, and commercial zones.

NETWORK CONNECTIVITY

Existing Conditions:

The downtown network is shaped by automobile-oriented design and the dominance of major regional corridors, including SW Tualatin-Sherwood Road, SW Boones Ferry Road, and SW Nyberg Street. Additionally, Interstate 5 (I-5) provides major access to the greater Portland Metropolitan area and neighboring states, reinforcing the City's role in regional mobility.

However, this auto-centered design combined with the presence of rail infrastructure and multiple at-grade crossings, creates reliability challenges

and recurring traffic flow disruptions. These conditions contribute to an environment that prioritizes vehicle throughput over local mobility, multimodal access, and comfortable downtown connectivity.

The intersection of SW Tualatin-Sherwood Road and SW Boones Ferry Road is one of the busiest in Washington County and is further constrained by an adjacent at-grade rail crossing. Congestion near I-5 and along Nyberg Street and Martinazzi Avenue corridor also frequently restricts traffic flow, leading to spillback, turning conflicts, and traffic delays.

Traffic volumes at the intersection of SW Boones Ferry Road and SW Tualatin-Sherwood Road are among the busiest in the county with 25,000 to 38,000 vehicles travelling per day in each direction between 2021 to 2025. When trains block the at-grade crossing, delays place further strain on existing congestion and significantly reduce network reliability. These recurring issues suggest that grade separation or operational redesign could improve Tualatin's overall transportation system.

Needs:
Improve safety and reliability at key intersections like SW Tualatin-Sherwood Road and Boones Ferry Road. Maintain regional person throughput for freight and commuters and create predictable and comfortable crossings for non-drivers.

Due to Tualatin's geographical position, it serves as a throughway for commuters, bringing in high traffic volumes that often cause congestion. Tualatin would benefit from redesigning major arterial roads to incorporate safer mid-block crossings, protected bike lanes, and linkages to trail systems.

PARKING & LAND USE

Existing Conditions:
The downtown district includes extensive surface parking that appears largely underutilized and poses barriers to a vibrant, walkable downtown core. In addition to reducing downtown activity, large parking spaces can create unsafe conditions for pedestrians due to car activity.

These conditions present various opportunities to consolidate parking and redevelop freed land for active uses such as mixed-use retail, cultural districts, community gathering spaces, and green space. Additionally, the recent state policy updates of HB2001 eliminate parking minimums and opens pathways for parking consolidation and mixed-use design.

Needs:
Consolidate parking space into a structured facility to free up land for green space, public space, and/or retail. Ensure design adheres to updated code and advances walkable and mixed-use design.

Evaluation Criteria for Project Recommendations

Project recommendations were assessed using a weighted, multi-criteria approach emphasizing (C1) Safety & Accessibility, (C2) multimodal connectivity, (C3) Efficiency, (C4) Sustainability & Placemaking, (C5) Feasibility & Strategic Fit. These criteria along with the City's vision of creating a transportation system that is "efficient, accessible, innovative, sustainable, and connected in a way that effectively and safely meets the needs of the entire community." Each project was then scored based on their alignment with each criterion. Scores reflect the project's impact and prioritization and are a tool to guide further planning and phasing stages.

#	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.

Project Recommendations by Focus Area

MULTIMODAL TRANSPORTATION PROJECT RECOMMENDATIONS

A1. Safer, Controlled Crossing on SW Tualatin-Sherwood Rd

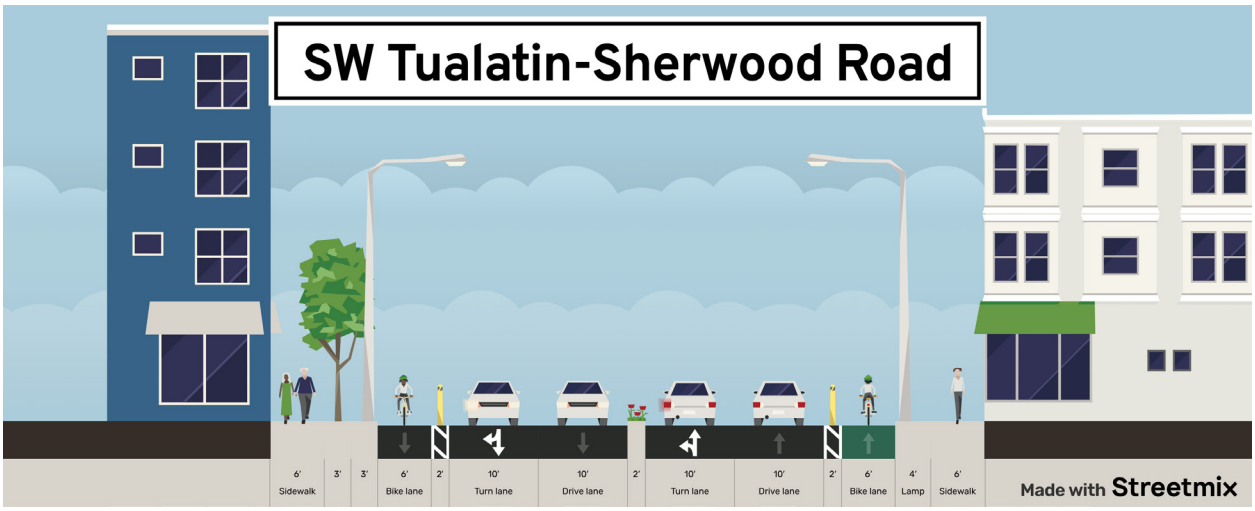

FIG. 2

Safer, Controlled Crossing on SW Tualatin-Sherwood Road.

Image credit: PPPM 399

Location

SW Tualatin-Sherwood Road corridor

Problem

High speeds and arterial design create unsafe conditions for pedestrians, especially in high-risk segments where crash risks are concentrated.

Recommendation

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 existing driveways and parking lots.

Expected Outcomes

Reduce crash risk, improve access through street crossings, and safer access between shopping areas and the Lake at the Commons district.

A1 Score: 80

This project prioritizes safety on a high-speed arterial that could significantly improve pedestrian protection, comfort, access, and is strongly aligned with existing transportation policies.

A2. Protected Bike Lanes and Enhanced Bikeway Connections

Location

SW Tualatin-Sherwood Road segments that currently lack bike lanes or have connectivity gaps; extensions toward Martinazzi Ave connections.

Problem

Lack of protected infrastructure and disconnected biking networks create safety risks and discourage cycling, particularly where bike lanes end near high-conflict intersections.

Recommendation

Reconfigure roadway space to implement protected bike lanes or a protected two-way bike lane to connect existing bike facilities, transit hubs, and downtown destinations.

Expected Outcomes

Safer, more comfortable biking, improved downtown access from neighborhoods; increased healthy, active modes of transportation.

A2 Score: 82

This project transforms a complex corridor into a protected multimodal link, enhances biking safety, and closes major gaps in connectivity.

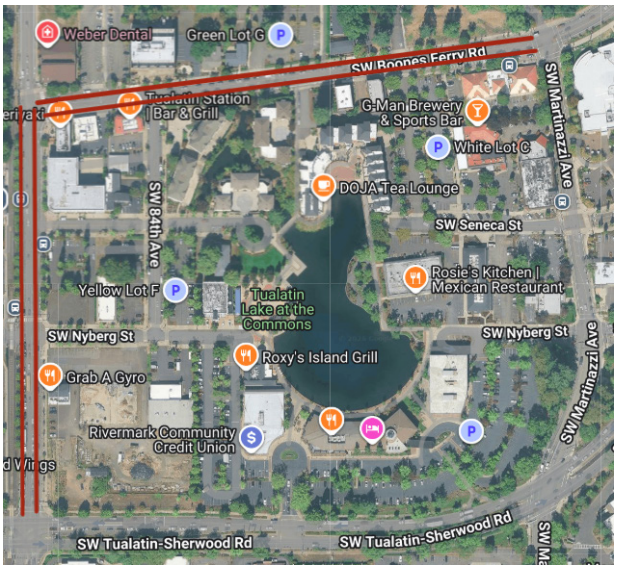

FIG. 3

Current Bike Lane Segments on SW Boones Ferry Road and SW Tualatin-Sherwood Road.

Image credit: PPPM 399

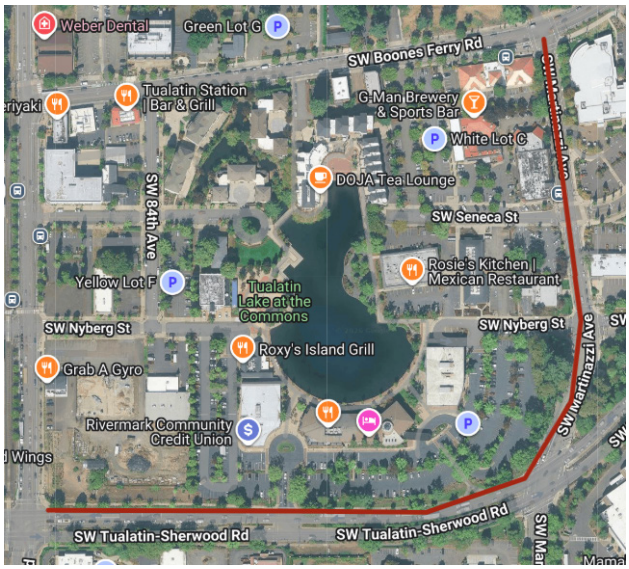

FIG. 4

Proposed 2-Way Bikeway Segment on SW Tualatin-Sherwood Road and SW Martinazzi Avenue.

Image credit: PPPM 399

A3. Pedestrian Plaza on Martinazzi Avenue

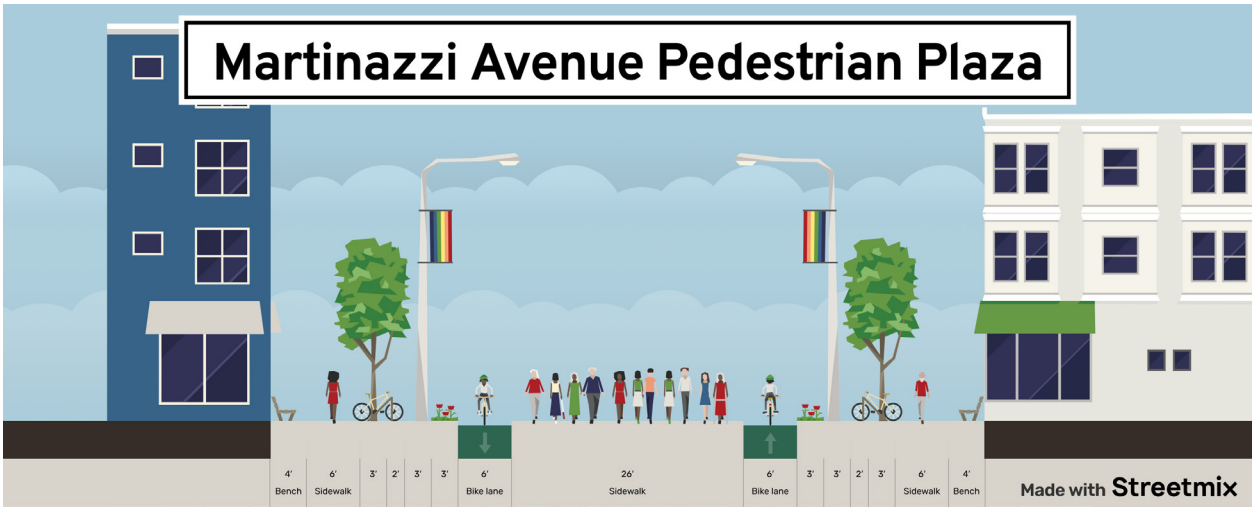

FIG. 5

Concept of Martinazzi Avenue Pedestrian Plaza.

Image credit: PPPM 399

Location

Martinazzi Avenue segment from Nyberg Street to Boones Ferry Road.

Problem

Downtown's auto-centric design reduces safety and connections to public spaces like the Tualatin Public Library and Lake at the Commons.

Recommendation

Convert the Martinazzi Avenue segment into a pedestrian plaza that restricts vehicle access while maintaining emergency access and transit options. Add pedestrian and cycling amenities such as benches and bike parking to improve practicality and accessibility.

Expected Outcomes

Stronger downtown identity, improved access to key destinations including the Tualatin Public Library and local businesses, enhanced safety for pedestrians and cyclists, and increased economic activity from foot traffic.

A3 Score: 73

This project creates a designated pedestrian-priority space that supports downtown walkability and placemaking, connecting key destinations in and around the Lake at the Commons while reducing vehicle conflicts.

A4. Downtown Pedestrian Alleyway (Connection to Lake District)

Location
SW 84th Avenue between SW Seneca Street & SW Nyberg Street, connection to Lake District.

Problem
Car-centric alley conditions and limited pedestrian infrastructure reduce comfortable access into the Lake at the Commons area from transit stops and nearby neighborhoods.

Recommendation
Rebuild the alley as a pedestrian-first connector with planting buffers, lighting, seating, bike racks and accessible pathways.

Expected Outcomes
Improved connectivity among parking, public transit and downtown spaces, and enhanced multimodal access into the downtown core.

A4 Score: 67
This project turns an underutilized vehicle-oriented alley into a safe, welcoming and walkable connection directly into the Lake at the Commons, with strong feasibility and local impact. This project also offers opportunities for public art projects.

A5. Wayfinding of Tualatin River Greenway Trail

Location
Tualatin River Greenway Trail connecting toward WES station and Lake at the Commons.

Problem
The existing trail entrances and links lack clearer signage for wayfinding; and limit connectivity between the Tualatin River Greenway Trail, WES Station and the Lake at the Commons.

Recommendation
Improve trail visibility and create continuous pedestrian/cycling connections, including protected segments and clear wayfinding, that allow people to travel safely through the Tualatin River Greenway Trail, WES Station and downtown.

Expected Outcomes
Better first/last mile connectivity, and stronger linkage between green space and Tualatin's downtown core.

A5 Score: 61
This project improves clarity and usability of multimodal paths among major destinations, strengthening connectivity with minimal costs and simple implementation, though direct safety or operational impacts are limited.

A6. Traffic Garden

FIG. 6

Example of a Traffic Garden.

Image credit: Oregon Dept of Transportation Safe Routes to School

Location

Lake at the Commons District.

Problem

Even with better corridors, limited secure bike parking and safety education can reduce biking activity and family-friendly transportation.

Recommendation

Add a traffic garden in or near the Lake at the Commons for recreation and bicycle safety education. Install playful, secure, and user-friendly bike racks.

Expected Outcomes

Increase bicycle safety education, safer riding behavior, and stronger community participation in active transportation for cyclists of all ages.

A6 Score: 59

This project supports community biking culture and youth safety education through a playful, low-cost public space.

RECOMMENDED MULTIMODAL PROJECTS

PROJECT	PURPOSE	SCORE
A1. Safer, Controlled Crossing SW Tualatin-Sherwood Road	Control crossings, calm speeds, predictable gaps.	**80**
A2. Protected Bike Lanes & Enhanced Bikeway Connections SW Tualatin-Sherwood Road segments	Close high-crash gap, provide safe and protected multimodal facility.	**82**
A3. Pedestrian Plaza Martinazzi Avenue segment from Nyberg Street to Boones Ferry Road	Improve pedestrian safety and enhance connectivity to public spaces.	**73**
A4. Downtown Pedestrian Alleyway SW 84th Avenue between SW Seneca Street & SW Nyberg Street	Enhance multimodal access into the downtown core.	**67**
A5. Wayfinding of Tualatin River Greenway Trail Toward WES Station and the Lake at the Commons	Improve first/last mile connectivity and strengthen linkage from trail to downtown core.	**61**
A6. Traffic Garden Lake at the Commons District	Increase bicycle safety education, safer riding behavior and active transportation for users of all ages	**59**

SCORED MULTIMODAL PROJECTS

PROJECT NAME	SAFETY & ACCESSIBILITY (X5)	MULTIMODAL CONNECTIVITY (X4)	EFFICIENCY (X4)	SUSTAINABILITY & PLACEMAKING (X4)	FEASIBILITY (X3)	TOTAL SCORE
A1	5 ➛→25	4➛→16	3➛→12	3➛→12	5 ➛→ 15	80
A2	5➛→25	5➛→20	3➛→12	4➛→16	3➛→9	82
A3	4➛→20	4➛→16	2➛→8	5➛→20	3➛→9	73
A4	3➛→15	4➛→16	2➛→8	4➛→16	4➛→12	67
A5	2➛→10	4➛→16	2➛→8	3➛→12	5➛→15	61
A6	3➛→15	3➛→12	1➛→4	4➛→16	4➛→12	59

B. NETWORK PROJECT RECOMMENDATIONS

B1. Rail Grade Separation at SW Boones Ferry Road & SW Tualatin-Sherwood Road

FIG. 7

Boones Ferry Rd & Tualatin-Sherwood Rd Intersection.

Image credit: PPPM 399

Location

Intersection of SW Boones Ferry Rd & SW Tualatin-Sherwood Rd (rail crossing).

Problem

At-grade rail interference contributes to congestion and unpredictable delays at a high-volume intersection, disrupting traffic flow and network reliability.

Recommendation

Implement some grade separation to remove rail disruption from the intersection. One proposal is to lower the intersection/roadway or to otherwise elevate or separate the rail crossing with the aim of improving network reliability, safety, and support rail and multimodal functionality.

Expected Outcomes

Improve traffic operations, reduce delays, and integrate enhanced pedestrian crossings and protected bike facilities as part of reconstruction.

B1 Score: 76

This project would be highly impactful by removing one of the city's biggest reliability and delay issues while improving safety and multimodal access; but is extremely complex, costly, and long-term.

FIG. 8

Case Study Blackstone McKinley Grade Separation in Fresno, CA

Image credit: PPPM 399

B2. Boones Ferry Road Corridor Redesign

Location

Boones Ferry Road corridor connecting downtown trails and WES station access areas.

Problem

The SW Boones Ferry Road corridor is a key gateway to the WES station but contains multimodal conflicts including uncomfortable crossings and limited protection for pedestrians and cyclists.

Recommendation

Maintain vehicular throughput while improving pedestrian and cycling connectivity between the Greenway Trail, WES station, and downtown area by adding protection to existing bike lanes and adding clearer crossings at SW 84th Avenue & Nyberg Street.

Expected Outcomes

Safer, more predictable multimodal travel between downtown and transit stations; reduced crash risk through clearer geometry and separation.

B2 Score: 73

This project enhances safety and multimodal travel on a key corridor by improving crossings and adding protection for pedestrians and cyclists; strengthening the overall transportation network.

FIG. 9

Current Bike Lane SW Boones Ferry Road, Southbound

Image credit: PPPM 399

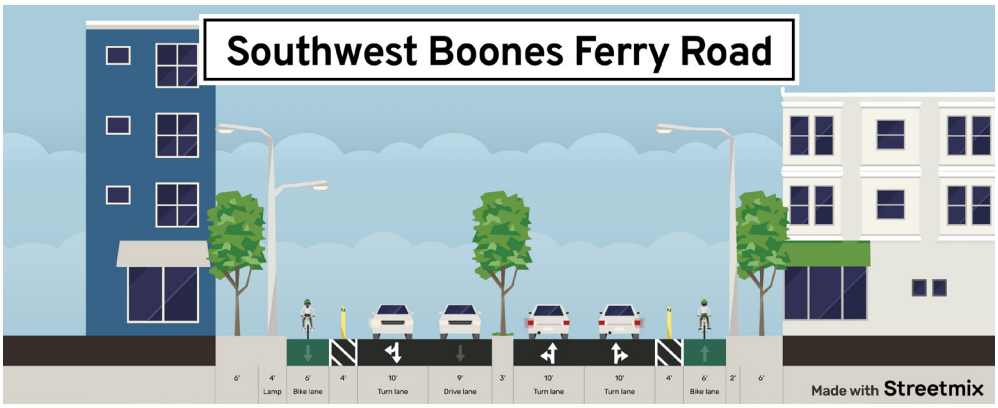

FIG. 10

Concept for Southwest Boones Ferry Road Bike Lane Protection

Image credit: PPPM 399

B3. Intersection redesign at SW Nyberg Street & SW Martinazzi Avenue

Location

SW Nyberg Street & SW Martinazzi Avenue Intersection.

Problem

The intersection currently features long pedestrian crosswalks, multilane turns, and limited pedestrian protection. These conditions reduce comfort and safety for pedestrians and cyclists, despite the intersection's proximity to parks, trails and downtown destinations. High vehicle volumes and turning conflicts further complicate movement for all users.

Recommendation

Redesign the intersection to shorten pedestrian crossings, simplify turning movements, and incorporate protected multimodal elements such as curb extensions, and enhance crosswalk visibility. Improve intersection geometry to reduce conflict points and create clearer, more predictable travel patterns for all users.

Expected Outcomes

Safer, more predictable multimodal travel for pedestrians and cyclists, reduced turning conflicts and improved access to recreational and downtown destinations.

B3 Score: 73

This project improves pedestrian safety, simplifies vehicle movements, and supports recreational and commercial access; offering strong local mobility and placemaking.

B4. Smart Traffic Management System

Location

Coordinated intersections along Tualatin-Sherwood Road, Martinazzi corridors and downtown approaches.

Problem

Peak-period congestion and variability reduce network performance and potentially incentivize risky driving behavior.

Recommendation

Install adaptive signal control and data systems to optimize traffic efficiency in real time, prioritize transit operations where appropriate, and improve corridor reliability. This recommendation would ideally be paired with corridor redesign projects (e.g. Boones Ferry Corridor) to improve traffic flow and safety.

Expected Outcomes

Operational improvements, reduce delays, and improve safety and network reliability.

B4 Score: 57

This project improves operational and reliability through adaptive signals and is simple to implement, though it offers limited placemaking impacts.

RECOMMENDED NETWORK PROJECTS

PROJECT	PURPOSE	SCORE
B1. Rail Grade Separation Boones Ferry & Tualatin-Sherwood	Removes rail delays and integrates multimodal safety.	**76**
B2. Boones Ferry Road Corridor Redesign	Provides protected facilities, safer crossings, and improves traffic flow.	**73**
B3. Intersection Redesign SW Nyberg Street and Martinazzi Avenue	Shortens crossings, calms traffic operations and increases recreational accessibility.	**73**
B4. Smart Traffic Management SW Tualatin-Sherwood Road and Martinazzi Avenue	Improves safety and traffic flow through adaptive signaling.	**57**

SCORED NETWORK PROJECTS

PROJECT NAME	SAFETY & ACCESSIBILITY (X5)	MULTIMODAL CONNECTIVITY (X4)	EFFICIENCY (X4)	SUSTAINABILITY & PLACEMAKING (X4)	FEASIBILITY (X3)	TOTAL SCORE
B1	5 ➛→25	4➛→16	5➛→20	3➛→12	1➛→3	76
B2	4➛→20	5➛→20	3➛→12	3➛→12	3➛→9	73
B3	4➛→20	4➛→16	3➛→12	4➛→16	3➛→9	73
B4	2➛→10	2➛→8	4➛→16	2➛→8	5➛→15	57

C. PARKING & LAND USE PROJECT RECOMMENDATIONS

C1. Multi-Level Parking Structure

Location

Parking area on the East side of T.J. Maxx and Staples, near SW Tualatin-Sherwood Road & SW Boones Ferry Road.

Problem

Underutilized surface parking consumes downtown land and limits opportunities for walkable, mixed-use development and social activity.

Recommendation

Construct a multi-level parking garage to consolidate parking supply and free land for redevelopment into active uses for mixed-use, retail, green infrastructure and/or public space.

Expected Outcomes

Improved land use efficiency and walkability, stronger downtown identity, support for long-term economic development.

C1 Score: 66

This project consolidates surface parking to free land for higher value uses, improving circulation and enabling mixed-use development and green space, with moderate feasibility.

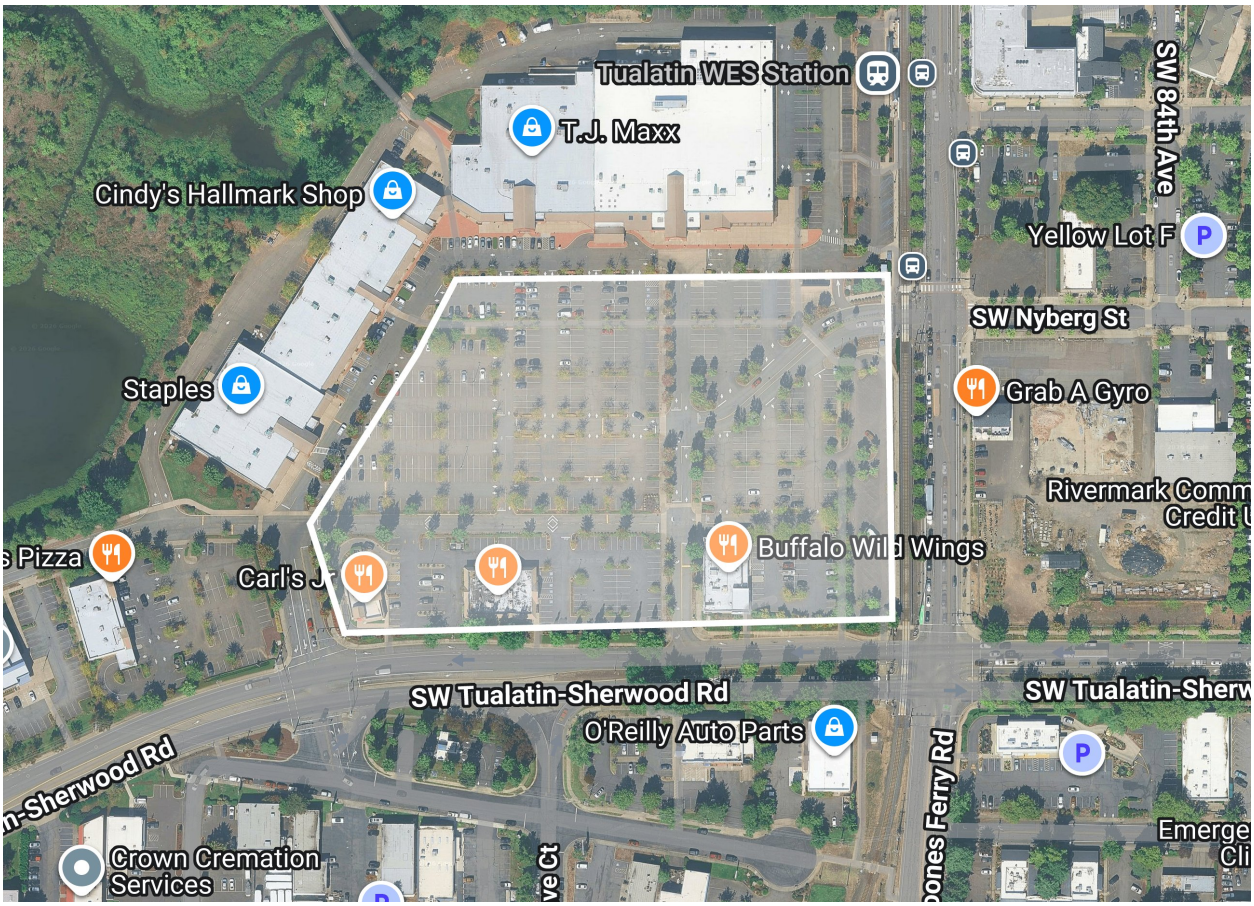

FIG. 11

Proposed Location for Multi-Level Parking Structure.

Image credit: PPPM 399

C2. Gravel Lot Conversion to Green Space (Or Compliant Repaving Option)

Location
Gravel lot near downtown commercial activity and lake district.

Problem
Gravel lot conditions reduce aesthetics and usable land, that may conflict with local ordinance. Downtown has limited inviting public green areas that encourage recreation.

Recommendation
Convert the gravel lot to a green space with shade, seating and play features. Alternatively, repave to a complaint surface if parking supply remains necessary.

Expected Outcomes
More inviting downtown space while increasing climate resilience and strengthening pedestrian activity near the Lake at the Commons.

C2 Score: 63
This project converts a gravel lot into green infrastructure that enhances climate resilience, comfort and downtown aesthetics with straightforward implementation.

C3. Cultural, Retail, & Social District

Location
Redevelopment areas enabled by parking consolidation near the Lake at the Commons.

Problem
Downtown currently offers limited socially engaging destinations that foster community identity and consistent foot traffic.

Recommendation
Develop a mixed-use district with local businesses, cafes and bars, event spaces, and public art installations, supported by walkable and multimodal access.

Expected Outcomes
Increased sense of place, community, and economic development; a downtown core that serves as a destination rather than a pass-through zone..

C3 Score: 55
This project activates downtown with a vibrant, community-oriented district that enhances placemaking and economic growth. While its mobility and operational benefits are more indirect, developing an active district could encourage people to spend more time in the downtown core rather than just passing by.

RECOMMENDED PARKING & LAND USE PROJECTS

PROJECT	PURPOSE	SCORE
C1. Multi-Level Parking Structure	Allocate land for mixed-use and public space improvements.	**66**
C2. Gravel Lot Conversion	Add green space with shade, seating, and play to enhance placemaking and support climate resilience.	**63**
C3. Cultural, Retail, & Social District	Activate downtown; support local businesses and enhance placemaking.	**55**

SCORED PARKING AND LAND USE PROJECTS

PROJECT NAME	SAFETY & ACCESSIBILITY (X5)	MULTIMODAL CONNECTIVITY (X4)	EFFICIENCY (X4)	SUSTAINABILITY & PLACEMAKING (X4)	FEASIBILITY (X3)	TOTAL SCORE
C1	2➛→10	3➛→12	4➛→16	4➛→16	4➛→12	66
C2	3➛→15	3➛→12	1➛→4	5➛→20	4➛→12	63
C3	2➛→10	3➛→12	1➛→4	5➛→20	3➛→9	55

Combined Recommended Project List

All three focus areas share priorities in connectivity, safety, placemaking, and sustainability. Projects that repurpose auto-centered spaces (e.g. parking redevelopment, plaza conversions) complement corridor and crossing improvements that make walking and biking accessible and safe. Additionally, network improvements that reduce delays and improve predictability can support downtown growth by providing local connectivity without compromising regional mobility.

PROJECT	PURPOSE	SCORE
A1. Safer, Controlled Crossing SW Tualatin-Sherwood Road	Control crossings, calm speeds, predictable gaps	**80**
A2. Protected Bike Lanes & Enhanced Bikeway Connections SW Tualatin-Sherwood Road segment	Close high-crash gap, provide safe and protected multimodal facility	**82**
A3. Pedestrian Plaza Martinazzi Avenue segment from Nyberg Street to Boones Ferry Road	Improve pedestrian safety and enhance connectivity to public spaces	**73**
A4. Downtown Pedestrian Alleyway SW 84th Avenue between SW Seneca Street & SW Nyberg Street	Enhance multimodal access into the downtown core	**67**
A5. Wayfinding of Tualatin River Greenway Trail WES Station & the Lake	Improve first/last mile connectivity and strengthen linkage from trail to downtown core	**61**
A6. Traffic Garden Lake at the Commons District	Increase bicycle safety education, safer riding behavior and active transportation for users of all ages	**59**
B1. Rail Grade Separation Boones Ferry & Tualatin-Sherwood	Removes rail delays and integrates multimodal safety	**76**
B2. Boones Ferry Road Corridor Redesign	Provides protected facilities, safer crossings, and improves traffic flow	**73**
B3. Intersection Redesign SW Nyberg Street and Martinazzi Avenue	Shortens crossings, calms traffic operations and increases recreational accessibility	**73**

PROJECT	PURPOSE	SCORE
B4. Smart Traffic Management SW Tualatin-Sherwood Road and Martinazzi Avenue	Improves safety and traffic flow through adaptive signaling	**57**
C1. Multi-Level Parking Structure	Allocate land for mixed-use and public space improvements	**66**
C2. Gravel Lot Conversion	Add green space with shade, seating, and play to enhance placemaking and support climate resilience	**63**
C3. Cultural, Retail, & Social District	Activate downtown; support local businesses and enhance placemaking	**55**

Conclusion

The Lake at the Commons presents various opportunities for Tualatin to advance its vision of creating "an efficient, accessible, innovative, sustainable, and connected transportation system that effectively and safely meets the needs of [the] entire community" (City of Tualatin, 2030 Vision). While existing conditions reflect decades of auto-oriented development, characterized by high-volume arterials, rail conflicts, and large plots of underutilized parking, this report presents pathways for meaningful progress toward the City's goals.

Through a comprehensive assessment of multimodal transportation, network connectivity, and parking and land use, this report outlines a set of recommendations that collectively shift Downtown Tualatin toward a more walkable, accessible and vibrant core. The proposed projects prioritize safety, reinforce critical transit and trail connections, emphasize public spaces, and encourage development patterns that support community life and economic growth.

Implementing these improvements, ranging from protected bike facilities and pedestrian plazas to strategic parking consolidation and grade separation of the City's most constrained intersection, will help Tualatin transition from a pass-through corridor for commuters to a thriving destination centered around the Lake at the Commons. These investments will improve day-to-day mobility and reliability for all users and will also strengthen placemaking, climate resilience, and the overall livability of Downtown Tualatin. Together, these recommendations provide a roadmap for Tualatin to evolve into a sustainable, connected, and community-oriented downtown.

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