TUALATIN CITY COUNCIL MEETING

Monday, August 11, 2025

TUALATIN CITY SERVICES
10699 SW HERMAN ROAD
TUALATIN, OR 97062

Mayor Frank Bubenik
Council President Valerie Pratt
Councilor Maria Reyes *Councilor Bridget Brooks*
Councilor Christen Sacco *Councilor Cyndy Hillier*
Councilor Octavio Gonzalez

To the extent possible, the public is encouraged to watch the meeting live on local cable channel 28, or on the City's website.

For those wishing to provide comment during the meeting, there is one opportunity on the agenda: Public Comment. Written statements may be sent in advance of the meeting to Deputy City Recorder Nicole Morris up until 4:30 pm on Monday, August 11. These statements will be included in the official meeting record, but not read during the meeting.

For those who would prefer to make verbal comment, there are two ways to do so: either by speaking in person or entering the meeting using the zoom link and writing your name in chat. As always, public comment is limited to three minutes per person.

Phone: +1 669 900 6833

Meeting ID: 861 2129 3664

Password: 18880

Link: https://us02web.zoom.us/j/86121293664?pwd=SS9XZUZyT3FnMk5rbDVKN2pWbnZ6UT09

Work Session

1. ***5:30 p.m. (40 min) – Safe Parking Programs in Washington County.*** Staff will present information about existing Safe Parking programs in Washington County.

2. ***6:10 p.m. (20 min) – Duck-keeping in Residential Areas.*** Staff seeks direction on whether to commence a Plan Text Amendment to allow for duck keeping as a permitted use in the Low-Density Residential Planning District.

3. ***6:30 p.m. (30 min) – Council Meeting Agenda Review, Communications & Roundtable.*** Council will review the agenda for the August 11 City Council meeting, hear a report from the City Manager, and brief the Council on issues of mutual interest.

7:00 P.M. CITY COUNCIL MEETING

Call to Order

Pledge of Allegiance

Announcements

1. New Employee Introductions- Water Division Staff Levi Weldon and Mason Williams
2. New Employee Introductions- Police Officers Chase Charbonneau and Matthew Vorberg

Public Comment

This section of the agenda allows anyone to address the Council regarding any issue not on the agenda, or to request to have an item removed from the consent agenda. The duration for each individual speaking is limited to 3 minutes. Matters requiring further investigation or detailed answers will be referred to City staff for follow-up and report at a future meeting.

Consent Agenda

The Consent Agenda will be enacted with one vote. The Mayor will ask Councilors if there is anyone who wishes to remove any item from the Consent Agenda for discussion and consideration. If you wish to request an item to be removed from the consent agenda you should do so during the Citizen Comment section of the agenda.

1. Consideration of Approval of the Work Session and Regular Meeting Minutes of July 14, 2025
2. Consideration of **Resolution No 5898-25** Awarding a Contract for the Construction of the Nyberg Creek Trail to Nutter Corp
3. Consideration of **Resolution No. 5899-25** Authorizing the Second Amendment to the Agreement Between the City of Tualatin and Randall and Karen Alvstad for Management and Operations of Basalt Creek Parkland
4. Consideration of **Resolution No. 5900-25** Authorizing the First Amendment to the Agreement Between the City of Tualatin and Marguerite Robb for Management and Operations of River Front Parkland
5. Consideration of **Resolution No 5901-25** Authorizing the First Amendment to the Agreement Between the City of Tualatin and Dan Cash and Marsha Riley for Management and Operations of River Front Parkland
6. Consideration of **Resolution No 5903-25** Amending the City of Tualatin Fee Schedule and Rescinding Resolution No 5871-25

Special Reports

1. Washington County Levies Presentation

Public Hearings - *Legislative or Other*

1. Consideration of **Ordinance No. 1451-25** Adopting the 2045 Transportation System Plan and Related Amendments to the Tualatin Comprehensive Plan and Development Code. File Nos: PTA 25-0001 and PMA 25-0001

Items Removed from Consent Agenda

Items removed from the Consent Agenda will be discussed individually at this time. The Mayor may impose a time limit on speakers addressing these issues.

Council Communications

Adjournment

Meeting materials, including agendas, packets, public hearing and public comment guidelines, and Mayor and Councilor bios are available at www.tualatinoregon.gov/citycouncil.

Tualatin City Council meets are broadcast live, and recorded, by Tualatin Valley Community Television (TVCTV) Government Access Programming. For more information, contact TVCTV at 503.629.8534 or visit www.tvctv.org/tualatin.

In compliance with the Americans with Disabilities Act, this meeting location is accessible to persons with disabilities. To request accommodations, please contact the City Manager's Office at 503.691.3011 36 hours in advance of the meeting.

CITY OF TUALATIN

Staff Report

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Megan Cohen, Homelessness City/County Liaison
Megan George, Deputy City Manager

DATE: August 11, 2025

SUBJECT:
Overview of Safe Parking Programs in Washington County

EXECUTIVE SUMMARY:
Homelessness in our communities requires a range of responses, and one option is Safe Parking, which directly addresses the need for people living out of their cars and experiencing homelessness to have a safe space to sleep and receive services, with the goal of obtaining permanent, stable housing. There are two Safe Parking Programs currently active in Washington County, in Beaverton and Tigard. This presentation will provide an overview of what Safe Parking is and how it operates in the two cities.

Safe Parking is a high barrier program that requires background checks for participants and an agreement to engage in a housing case management plan. With long waitlists for shelter and housing programs in the County, Safe Parking provides stability and support to individuals and families without anywhere to go. Safe parking has been successful at housing participants of the program.

This high barrier program is funded by local jurisdictions, not Washington County Supportive Housing Services (SHS). This allows the program to take referrals directly from police departments, libraries, and service providers within the communities they are located, ensuring a local response. The intake and waitlist processes are managed by the contracted case management provider. Host sites provide five 24/7 parking spaces – three for cars, and one each for a porta-potty/handwashing station and pod storage.

ATTACHMENTS:

-PowerPoint Presentation
-Safe Parking Packet

- Tigard Guidelines
- Tigard One Pager
- Tigard Report
- Beaverton FAQ
- Beaverton Report

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Safe Parking Overview

August 11, 2025

Megan Cohen, Homelessness City/County Liaison

Homelessness in Tualatin

- Families facing rent increases and eviction without resources
- Few local resources to offset costs or help with resource navigation
- Federal and state changes impact stability for many community members, especially those relying on SSI/SSDI, with low-wage jobs, or in mixed-status families
- 2025 Washington County PIT revealed that for every 10 families that are housed, 15 are becoming unhoused

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Homeless Response Strategies

Reducing inflow of houselessness	1. Affordable Housing 2. Eviction Prevention
	3. Addiction Treatment and Support
Reconnecting people with stable housing	4. Housing Programs 5. Emergency Shelter

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What is Safe Parking?

- Three dedicated parking spaces for households living in their vehicles at a designated location (24/7)
- All guests are background checked for histories of sexual or person-on-person crimes
- Guests must work with a case manager on a plan toward stable housing
- Guests must follow the code of conduct for the site, including no drug or alcohol use
- Bathroom, hand-washing station, trash disposal, and storage on-site
- Program cost is ~100k for 5 sites (50k for case management, 10k per site for infrastructure)

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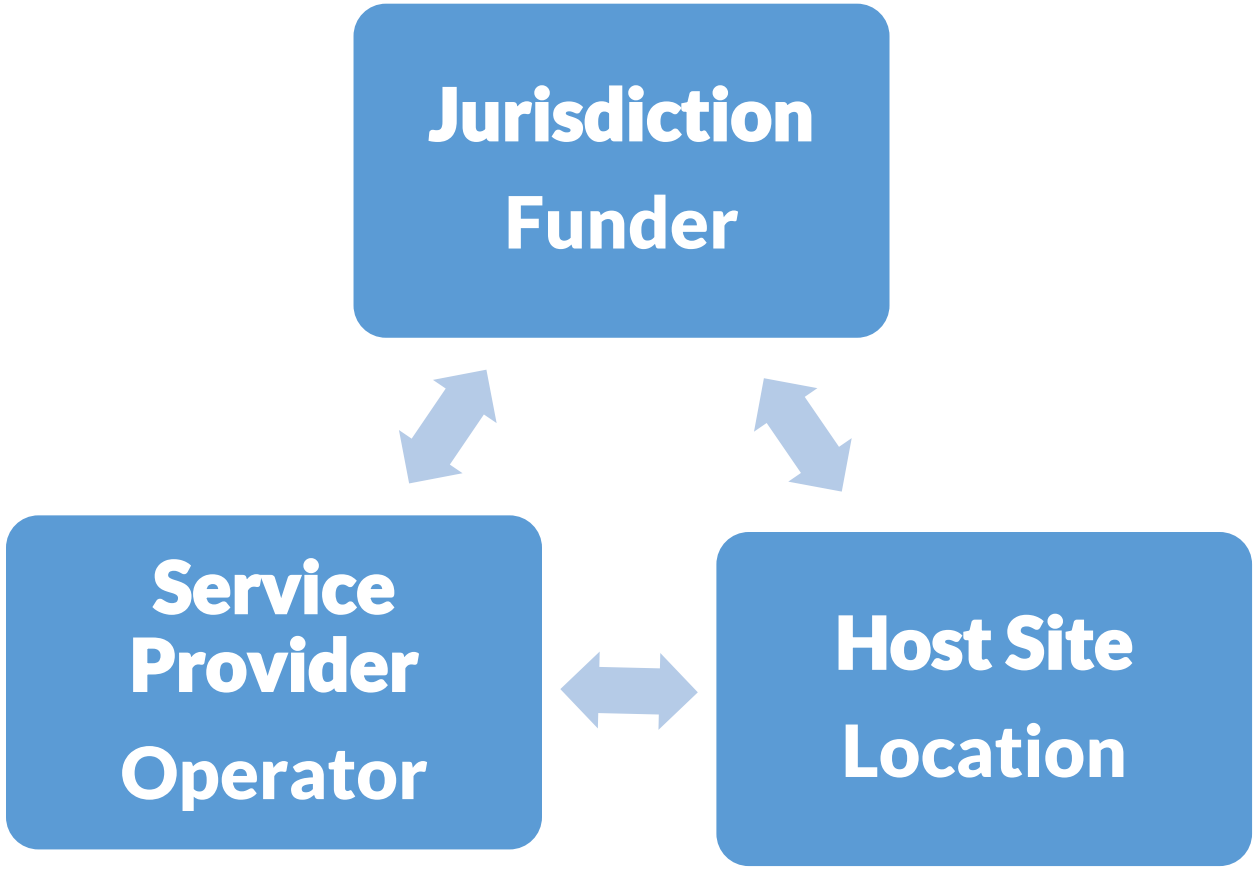
Safe Parking Model



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What does Safe Parking look like?

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Neighbor Agreements

- Respect and Dignity
- Alcohol and Drug Use
- Smoking
- Case Management
- Trash
- Parking Lot
- Pets
- Guests
- Quiet Hours
- Belongings
- Vehicle
- Security
- Preschool

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Safe Parking in Beaverton

- Started in 2019
- **5 Host sites** (4 churches, 1 municipal lot), total of 15 spaces

<u>Highlights:</u>

- In the last year, **65** individuals were served, with **85%** transitioning into housing from the program.
- Partnership with Beaverton Police Department for **referrals and problem solving**
- **Increased stability and access to resources** including shelter, housing
- **Program rules** focus on behavior and working towards individual goals
- Host sites create a relationship with their guests and the sites have **reduced calls to the police** with the program in place

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Safe Parking in Tigard

- Started in September 2024
- **2 host sites** (with a third pending): 1 church, 1 municipal lot

Highlights

- **12 households** have already been served by the program, **with 4** households transitioning into **housing/alternative shelte**r.
- Sites have reported **fewer nuisance calls** and greater safety with added presence of safe parking participants
- Partnership with Tigard Police and Tigard Library has helped address needs of local Tigard residents through **direct referrals**
- Providing a **bridge for services** with long waiting lists

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Other Examples

Wilsonville

- Not a structured program, part of their TPM ordinance
- Space for camping and parking from 7pm-7am

Redmond

- 7 locations, offering 29 spaces
- In 2023, 96 people were served with 68% transitioning into housing
- Average stay is 4-6 months

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SAFE PARKING TIGARD

TIGARD UNITED METHODIST CHURCH SAFE PARKING GOOD NEIGHBOR GUIDELINES

Tigard United Methodist Church (TUMC) hosts a Safe Parking lot as part of the Safe Parking Program operated by Just Compassion of East Washington County (JCEWC) at 9845 SW Walnut Place, Tigard, OR 97223.

JCEWC is a non-profit organization that addresses the needs of individuals experiencing houselessness by providing shelter, resource navigation, and wraparound services.

The Safe Parking lot hosts up to three households living in their vehicles at the TUMC parking lot location.

The Program's purpose is to help people obtain stable housing by offering a safe and secure place to sleep at night and a Case Manager to help them reach their goals.

CITY OF Tigard

Tigard Church
UNITED METHODIST

SAFE PARKING TIGARD

TIGARD UNITED METHODIST CHURCH SAFE PARKING GOOD NEIGHBOR GUIDELINES

These guidelines serve as a shared understanding between TUMC, JCEWC, and the Tigard community for how the Safe Parking lot will operate, how rules will be enforced, and the expectations for addressing issues at the site.

These guidelines apply to the Tigard United Methodist Church site.

These guidelines will prioritize neighborhood safety and access to services. Inherent in this document is the assumption that all parties have certain basic rights, including the right of all community members to feel safe and welcome and the right to access available community resources, services, and public facilities.

Mutual Goals

We aim to accomplish common goals, which include:

- Reduce the number of individuals experiencing unsheltered. houselessness in Tigard.
- Maintain a peaceful, safe, and clean neighborhood.
- Share open and honest communication.
- Help each other address concerns and solve problems.
- Offer public service for the benefit of the Community.
- Respect others and their properties.
- Allow community members to safely access services.

Safety and Security

We understand that safety and security are essential for community members to live peacefully, free from harm, and for neighborhoods to remain desirable and attractive.

To promote safety and security for the entire community, the City and JCEWC entered into a Grant Agreement that requires the JCEWC establish a system for providing on-call crisis intervention services.

Below is the process for reporting concerns and JCEWC's process for response:

If a community member witnesses anything of concern at the Safe Parking lot, they should follow this protocol:

- If it is an emergency (defined as an immediate threat to life or property) call 911.
- If the concern is not an emergency, contact JCEWC at their 24-hour contact number; 503-624-4666.
- The community may also contact police non-emergency if the concern is not an immediate threat to life or property, but you feel a police response is necessary. The number is 503-629-0111.

Any incident reported to JCEWC's 24/7 contact line will be reported to the Safe Parking Coordinator who will respond as soon as practicable but no later than 48 hours after JCEWC is notified of the incident.

If the incident involves a report of a violation of the Code of Conduct, the Safe Parking Coordinator will investigate the report.

If it involves a violation of the no drugs, no alcohol, or no violent activity rules, the participant will be exited from the Program.

For all other Code violations, the Safe Parking Coordinator will document the violation and work with the participant to correct the behavior. A participant may be exited from the Program for one or more Code of Conduct violations at the discretion of JCEWC.

Program exits will be considered on a case-by-case basis and will be evaluated based on these criteria:

- The safety and security of other participants
- The safety and security of the surrounding neighborhood
- The likelihood of the participant correcting their behavior and successfully completing the program

SAFE PARKING TIGARD

TIGARD UNITED METHODIST CHURCH SAFE PARKING GOOD NEIGHBOR GUIDELINES

Property

The Safe Lot property needs to be presentable to maintain the neighborhood's appearance.

The Grant Agreement between the City and JCEWC requires that JCEWC place and maintain one locked portable restroom, one hand-washing station, and one locked storage pod at the site.

TUMC will provide trash services for the participants.

The Code of Conduct requires participants to deposit all trash and pet waste in the provided trash can.

Anyone not enrolled in the Safe Parking Program cannot live in their cars on the property and will be excluded by Tigard Police Department if required.

No tent camping is permitted within 350 ft. of Tigard United Methodist Church. The map of this prohibition is available online and will be communicated by the Tigard Police Department to anyone in violation.

Participant Guidelines

Individuals are free to act as they please, provided their actions are lawful and do not harm others or infringe upon their rights, and are within the boundaries of the Code of Conduct. The Safe Parking Program's Code of Conduct is attached.

JCEWC staff will inform all participants of the Code of Conduct and the Code must be signed by participants before they are enrolled in the Program. Violations of the Code can result in consequences ranging from written warnings to exit from program services.

Violation of the no drug and alcohol use policy or any violent act is grounds for immediate exit from the Safe Parking Program.

Communication

It's important for the success of the Program that the City maintain a direct line of communication with the community. The City will communicate the status and outcomes of the Program in the following ways:

- JCEWC is required by the Grant Agreement to submit a monthly report to the City on the status of the Program that will include:
  - Number of current participants
  - Number of participants that have successfully exited to stable housing or alternative services (month and year-to-date)
  - Number of participants that have unsuccessfully exited the program (month and year-to date)
  - Participants' City and State origin before entering the Program
  - Participants' City and State destination exiting the Program
  - Summary of any incidents that have occurred at Host Sites, including all calls for emergency service.
- The City will review the monthly report, remove any personal identifying information, and post the report on the City Safe Parking website each month.

Community Expectations

Safe Parking is a new Program in Tigard and has sparked community curiosity and concerns. We ask the community to provide Safe Parking participants with dignity and space in the Program.

While participants are in the Program, their parking space is their home, and we ask that you do not enter their space.

The desire to approach and interact with participants comes from compassion and a desire to help others. If you would like to volunteer your time, provide goods, or give money, please consider one of our excellent houseless providers in Tigard for your generosity:

Just Compassion of East Washington County
www.justcompassionewc.com

Family Promise of Tualatin Valley
www.familypromiseoftv.org

Good Neighbor Center
https://gncnw.org

Project Homeless Connect
www.phcwc.org

CITY OF Tigard

www.tigard-or.gov/SafeParking

SAFE PARKING TIGARD

CHILD & FAMILY SAFETY POLICY

All families with children that are placed in the program must agree to the Just Compassion Family and Child Safety Policy, which is comprised of the following:

1. Eligibility & Legal Guardianship

1.1. Families with children under the age of 18 may participate in the Safe Parking Program, provided that the parent or legal guardian can provide documentation verifying guardianship (e.g., birth certificate, custody agreement, court order).

1.2. Any concerns regarding custody or guardianship disputes must be resolved prior to program entry. The program does not mediate legal disputes.

1.3. In the case of a documented Joint Custody arrangement, the guardian can provide the name and contact information of the alternating parent for emergency purposes.

1.4. If alternating parent's rights have been removed by the courts, documentation of this must be provided to the program.

2. Child Safety & Supervision

2.1. Parents or legal guardians are responsible for the direct supervision of their children at all times. Children may not be left unattended in vehicles or program facilities.

2.2. If staff observe a child left unsupervised, they may conduct a welfare check and, if necessary, notify appropriate child welfare authorities.

3. School Attendance & Educational Support

3.1. School-aged children (6-18) must be enrolled in and regularly attend school. Parents must provide proof of enrollment upon request.

3.2. Families who choose to homeschool must provide verification of their child's registration with the Oregon Department of Education (ODE) as required by state law.

3.2. The program may assist families in connecting with local school liaisons, transportation options, and educational resources.

3.3. Truancy concerns may be reported to appropriate educational and child welfare authorities.

4. Health & Wellness Requirements

4.1. Parents are responsible for ensuring children receive adequate medical care, including vaccinations and regular check-ups. The program can provide referrals to local health clinics.

4.2. Oregon state law (ORS 811.173) prohibits smoking in a vehicle when a minor under 18 is present. Violation of this law within the program will result in program dismissal.

5. Prohibited Conduct & Program Compliance

5.1. Any form of child abuse, neglect, or endangerment will result in immediate removal from the program and a report to the Oregon Department of Human Services (DHS).

5.2. Alcohol and drug use are strictly prohibited in vehicles occupied by children. Violation will result in immediate removal from the program.

6. Reporting & Accountability

6.1. Staff and volunteers will report any suspected child abuse, neglect, or endangerment to DHS or law enforcement.

6.2. Participants may report safety concerns to program staff. All reports will be reviewed and addressed according to program procedures.

Just Compassion
East Washington County
Be Seen. Be Heard. Be Known.

SAFE PARKING TIGARD

CODE OF CONDUCT

1 Respect and Dignity

Treat everyone with respect and dignity, including host site personnel and guests, program staff, neighbors, and visitors. No violence, intimidation, sexually explicit behavior, nudity, harassment, or abusive language (e.g. degrading racist, sexist, homophobic, or other degrading remarks) is allowed.

2 Alcohol and Drug Use

Any use of alcohol, use of marijuana, or illegal drugs on church property will not be tolerated and such usage will immediately disqualify participants from the Safe Parking Program. Prescription drugs prescribed to a participant are exempt from this prohibition.

3 Smoking

Smoking is only allowed in your vehicle, otherwise, cigarette smoking is not permitted on church property. Please dispose of cigarette butts appropriately and do not throw cigarette butts on the parking lot or lawn of the church.

4 Case Management

Follow through with case management plan and attend check-in meetings with Just Compassion Case Manager at least once a week.

5 Trash

Participants are responsible for placing all trash in the garbage bins near their parking space and must keep the area around their vehicle clean and free from trash.

6 Parking lot

Participants are to park ONLY in the designated space which has been assigned to them. All the other parking areas are utilized by the church, its ministries, and authorized community groups.

7 Pets

Participants must clean up after their pets and dispose of their waste in the provided trash cans. Pets must be on a leash no longer than 6 feet anytime they are not in the vehicle. Pets that are aggressive towards people or animals should be constantly monitored inside and outside the vehicle.

8 Guests

Only registered Safe Parking Program participants are permitted in the Safe Parking Program area. Participants are not permitted to invite others onto the property or share provided services with them.

9 Quiet Hours

Observe quiet hours 10pm-7am and refrain from playing loud music or creating disruptive noise at all times.

10 Belongings

Belongings should be stored in the vehicle or provided storage container. Flammable substances and weapons are not permitted in the storage container. There will not be any type of temporary structure as part of the Safe Parking program. This includes tarps, tents, canopies, etc. The use of grills and other cooking equipment is not allowed and prohibited.

11 Vehicle

Vehicle must be in good working condition, including not continually leaking fluid. RVs are not allowed in the program.

12 Security

Tigard UMC contracts with a cleaning and security company who locks the building every evening. They are aware of the Safe Parking Program. There are security cameras all around the church property. If you see a security concern such as theft or vandalism, please call the Tigard Police Department. The non-emergency dispatch number is 503-629-0111. For emergencies, call 911.

13 Preschool

There is a preschool affiliated with our church that uses our facilities in the back of the church. This area is specifically for the preschool and its teachers only. Please stay away from this area. No exceptions will be made regarding this.

CITY OF Tigard | Tigard Church UNITED METHODIST

SAFE PARKING TIGARD

The City of Tigard is partnering with a houseless service provider and local property owners to provide safe, legal places for people living in their cars to sleep.

While no one should have to live in their car, providing a safe place to park can help families and individuals in this situation stabilize their lives and gain better access to services.

SAFE PARKING BY THE NUMBERS

3 HOUSEHOLDS

Each designated host site will allow three households to park and sleep in their parking lot.

All guests must pass a criminal background check before being enrolled in the program.

1 CASE MANGER

The City will fund one Case Manager to review applications for participants, address concerns at the Safe Parking locations, and help participants find stable, permanent housing.

62 PEOPLE FIND STABLE HOUSING

Last year, Beaverton's successful program helped 62 people find stable housing. Over the last four years, the program has helped over 110 people!

30 DAYS PROBATION

Guests in the program start with a 30-day probationary period where they meet with the Case Manager to create a case management plan. As long as guests follow the site rules and meet with their Case Manager, they are welcome to stay for up to 120 days.

FEATURES OF EACH HOST SITE

Each host site also has one portable restroom, one hand-washing station, and one storage pod for guests to store their belongings.

CITY OF Tigard

SAFE PARKING PROGRAM FAQS

Who is eligible for the program? How do they enroll?

Washington County families and individuals that are experiencing homelessness and using their vehicle as primary residence are eligible to apply for this program. Vehicles must be operational with up-to-date registration.

Potential guests contact the contracted management organization to enroll in the program. The Case Manager will invite the applicant in for an interview and intake process, during which they will complete a background check and inquire about individual needs and challenges in finding housing and their strengths and abilities to contribute, follow rules, and abide by the structure and rules of the program. Applicants will need to commit to working on a case management plan to transition into housing. Beaverton's successful program has found that many of their guests are seniors on fixed incomes and the gap between their fixed income and rent is the primary reason for homelessness.

Will this program cause more people to park in my neighborhood?

The Safe Parking Program provides a safe place for families and individuals in crisis to park but they must apply and be assigned to a host site. Guests accepted into the program are the only ones permitted to stay, and are not allowed to have visitors onsite.

What guidelines will participants need to follow while they are in the Program?

Guests will sign agreements with the host sites that they will abide by the rules and program expectations. Guests are expected to attend regular case management meetings with their Case Manager. There will be zero tolerance for violent behavior or drug and alcohol use on-site. No firearms or weapons are allowed on the property. Guests are expected to keep the site tidy, refrain from disruptive behavior, and be good neighbors. They are responsible for parking only in their designated space and displaying their parking pass, notifying the Case Manager if they will not be on-site for more than three consecutive days, and observing quiet hours. The Tigard Police Department will be aware of program host sites and should be contacted if an emergency occurs.

Will other individuals be allowed to camp or park at the Safe Parking Lot?

No, only households enrolled in the program will be allowed to park in the parking lot. Also, the City prohibits any camping within 500 ft. of a shelter or shelter alternative. This applies to any properties enrolled in the Safe Parking program.

To learn more about the Safe Parking Program please visit:

www.tigard-or.gov/SafeParking

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SAFE PARKING TIGARD

Program Report

Reporting Period: June 1 – June 30, 2025

Data Point	Month (June)	Year-To-Date
# Currently Enrolled Households/People	5 Households | 5 People	12 Households | 16 People
# Households Transitioned to Stable Housing/Alternative Service	1 Household	4 Households
# Households with Neutral Exits	Zero	3 Households
# Households with Non-Voluntary Exits	Zero	Zero

Participants' City and State Origin Before Entering the Program

12 Households
10 - Tigard, OR
2 - Beaverton, OR

Participants' City and State Destination Exiting the Program

7 Households
1- Forest Grove, OR (Alternate Shelter)
1- Aloha, OR (Alternate Shelter)
3- Tigard, OR (Housing, Neutral Exit*)
1- Gresham, OR (Neutral Exit*)
1- Hillsboro, OR (Transitional Housing)

Summary of Any Incidents that Have Occurred at the Host Sites Including Tigard Police and Tualatin Valley Fire & Rescue Calls

Total calls for service: 0

Additional Program Information

- This month, one participant exited from the program into transitional housing.
- The Safe Parking Coordinator has been checking in with folks during hot weather to make sure they have water, gas cards, and know about access to showers and other services at the Just Compassion Resource Center.

Definitions:

 # Households Transitioned to Stable Housing/Alternative Service: This is the number of households in the program that have transitioned directly to housing, or to an alternative service such as family or non-congregate shelter. We consider these to be successful exits that are part of a larger housing case management plan that is supportive and sustainable for our participants.

 # Households with Neutral Exits: This category refers to households who decide to leave the program on their own and have stated they are able to self-resolve their own situation or need to move due to other factors. For example, we have had individuals leave the program because there is a family emergency they need to attend elsewhere, they have found a job that takes them to a different community, or they feel that the program is not the right fit for them. Households that chose to leave the program are provided with resource/service information and advised on local ordinances around parking/camping.

 # Households with Non-Voluntary Exits: This category is the number of households that were asked to the leave the program because of noncompliance with program guidelines. This includes households that do not engage in a case management plan or follow through on housing. Households that are asked to the leave the program are provided with information about alternative services and advised on local ordinances around parking/camping.

Safe Parking Program

Frequently Asked Questions

What is the Safe Parking Program?
The Safe Parking Program supports families and individuals experiencing homelessness and provides assistance to transition from living in their vehicles into housing. For people who have lost their homes, living in a vehicle may be their only option besides sleeping on the street. Providing designated places for people to park while living in their vehicles helps stabilize lives and improve the chances of gaining access to services and employment.

How does the program work?
The program will consist of host sites distributed throughout the city with assigned parking spaces and onsite portable restrooms, storage, and garbage removal, as well as case management. The Program Manager will manage intake and case management of guests, assignment of parking spaces, and coordination of host sites in collaboration with the city.

Who operates the sites?
The City of Beaverton contracted with Just Compassion of East Washington County, a non-profit that will provide program management. Just Compassion will be responsible for intake and case management of the guests participating in the program.

The focus of Just Compassion is to serve as a community centered response for addressing the needs of people experiencing homelessness by building relationships and creating a community that connects people to services that expand their support system and help them overcome barriers to housing. Just Compassion has been managing the Beaverton Severe Weather Shelter for the last three years and currently operates a day center in Tigard twice a week. The organization actively fosters permanent solutions for individuals in need.

How long can guests stay in the program?
Guests start with a 30-day probationary period in which they must meet with Just Compassion to complete a case management plan. Guests that complete the plan and comply with program rules throughout the probationary period will be able to stay for up to 120 days. After 120 days, guests may request an extension if housing is imminent.

What do host sites provide and where are they located?
Host sites provide space for three vehicles to park and two spaces for an ADA portable restroom, hand-washing station and small storage unit. They also provide trash services. Each host site will have a dedicated contact person that communicates site needs and concerns to Just Compassion. Site locations are dispersed throughout Beaverton at faith-based organizations and public agencies. Once a guest is approved to stay in the program, they are assigned a space at one of the host sites – they cannot drive up and park in a space.

Who is eligible for the program? How do they enroll?
Washington County families and individuals that are experiencing homelessness and using their vehicle as primary residence are eligible to apply for this low barrier program. Vehicles must be operational with up-to-date registration.

Potential guests contact Just Compassion to enroll in the program. Just Compassion staff will invite the applicant in for an interview and intake process, during which they will complete a background check and inquire about individual needs and challenges in finding housing and their strengths and abilities to contribute, follow rules, and abide by the structure and rules of the program. Applicants will need to commit to working on a case management plan with the intention of transitioning into housing. We have found that many of our guests are seniors on fixed incomes and the gap between income and rent is the primary reason for homelessness.

Will this program cause more people to park in my neighborhood?
In June 2018 Beaverton City Council passed an ordinance banning overnight camping in the public right-of-way. Host sites must be approved by the City of Beaverton, with up to five sites. The Safe Parking Program provides a safe place for families and individuals in crisis to park but they must apply and be assigned to a host site. Guests accepted into the program are the only ones permitted to stay, and are not allowed to have visitors onsite.

How are the host sites and guests kept safe?
Guests sign agreements with the host sites that they will abide by the rules and program expectations. Guests are expected to attend regular case management meetings with Just Compassion. There is zero tolerance for violent behavior or drug and alcohol use on-site. No firearms or weapons are allowed on the property. Guests are expected to keep the site tidy, refrain from disruptive behavior and be good neighbors. They are responsible for parking only in their designated space and displaying their parking pass, notifying Just Compassion if they will not be on-site for more than three consecutive days, and observing quiet hours.

The Beaverton Police Department is aware of program host sites and as always, should be contacted if an emergency occurs; however, it is important to note that this program provides much greater management and safety for individuals and families living out of their vehicles than currently exists without it.

How do I volunteer or donate to the program?
There is no volunteer component to the program and we do not need any donations currently. One of the best ways that you can help is to refer anyone living out of their vehicle in our community to this program.

Who should I contact?

- For intake and referral:
  Just Compassion of East Washington County
  503-624-4666 | safeparkingbeaverton@gmail.com
- For program questions and concerns:
  City of Beaverton Community Services Program
  commserv@BeavertonOregon.gov
- For general information:
  www.BeavertonOregon.gov/safeparking

Safe Parking Program Year 5 Report

About

The City of Beaverton's Safe Parking Program provides a safe, legal place to park for people experiencing homelessness and living out of their vehicles. Safe parking helps families and individuals in this situation stabilize their lives and gain better access to services. Just Compassion of East Washington County continues to act as the operating partner by providing intake and case management for guests.

During the fifth year of the program, there were gaps in services that became more evident. Families experiencing homelessness are still experiencing increased wait times for access to other family shelters and/or transitional housing programs. Another shift that was noted this year is an increase in elderly adults experiencing homelessness due to not being able to afford rent with their only income from SSI or SSDI. Guests in the program are currently staying longer than the 120-day enrollment period due to these other transitional housing programs being at capacity.

Site hosts include the City of Beaverton, Tualatin Hills Park & Recreation District, and three faith-based partners, who each provide space for up to three vehicles to park, a portable restroom, and a storage unit.

Program Statistics (April 2023 – June 30th, 2024)

Overview of people served:

- # of individuals served: 67 (63 adults, 4 children)
- # of vehicles in the program: 54
- # of vehicles exited into housing: 26 (38 individuals)
- # of vehicles continuing in the program: 14
- # of vehicles exited not into housing (noncompliance or self-exited): 12 (16 individuals)

To-date served since program initiated: 240 individuals total, with 149 of them transitioned successfully into housing.

Participants' Demographic Information:

	Race	Gender	Veterans	Ages
Adults	White – 47 Black – 12 Latinx – 8 Native American 1 Middle East - 1 Not reported – 3	Female – 27 Male – 40	1	0-17: 4 18-29: 2 26-33: 12 34-41: 8 42-49: 15 49-56: 6 57-64: 10 65+ : 10

Common Challenges:

During this year, one of the most common reasons people enrolled in the program was not being able to afford rent and making ends meet. It's hard to find a place to rent when your only income is SSI/SSDI, it's not enough without some kind of assistance.

Guests Exited from the Program:

• **3** vehicles chose to leave the program for different personal reasons. • **6** vehicles were exited due to issues related to not showing progress on their case management plan or not following guest guidelines. **3** Declined referral to another program when called from Community Connect.

Police Calls:

- There was a police call because there was an RV parked on a side street in front of a path that leads up to the church which was easy access to the site and the electricity. A guest asked them to leave and when they refused they called non-emergency. They came out and told them to leave or they would be trespassed. They left.
- There was another non-emergency call when a vehicle not in the program parked in the SP lot at night. Non-emergency came out and asked them to leave.

5th Year Safe Parking Guest Success Story:

Medically fragile couple were forced to move out of their living situation in California. They moved to Washington County to be closer to their kids and grandchildren. There wasn't enough room for them all to live together, the medically fragile couple had to live in their truck through the winter months. After 4 months in the Safe Parking program, they were approved for a voucher and housed working with a housing case manager with Just Compassion.

Program Highlights

- **Partnership with Washington County Services.** Continuing to work closely with other organizations in Washington County. Creating these partnerships is key to being able to collaborate, discuss resources, events and to make the process easier for those in crisis.

CITY OF TUALATIN

Staff Report

TO:	Honorable Mayor and Members of the City Council
THROUGH:	Sherilyn Lombos, City Manager
FROM:	Aquilla Hurd-Ravich, Community Development Director
	Kevin R. McConnell, City Attorney
DATE:	August 11, 2025

SUBJECT:
Conversation regarding duck keeping within single-family residential areas.

RECOMMENDATION:
Staff seeks direction on whether to commence a Plan Text Amendment to allow for duck keeping as a permitted use in the Low-Density Residential Planning District (RL)

EXECUTIVE SUMMARY:
On November 12, 2013, the Council approved Plan Text Amendment (PTA) 13-02, amending the Tualatin Development Code (TDC) to allow chicken keeping as a permitted use the single-family residential area Low Density Residential Planning District (RL). At that same meeting, the Council adopted Ordinance 1362-13, which set forth minimum standards applicable for the keeping of backyard chickens in the RL Planning District (codified at TMC Chapter 6-15). The adoption of PTA 13-02 and Ordinance 1362-13 did not work to permit the keeping of any other types of fowl within the City.

Before the adoption of PTA 13-02, the TDC prohibited the keeping of any animal within the RL Planning District except for the ones specified at TDC 31.060 (defined as "[A] domestic animal, such as a dog, cat, rabbit, or guinea pig, accepted by the American Veterinary Medical Association as a household pet."). The Council's clear intent in adopting PTA 13-02 was to provide for chicken keeping- and chicken keeping only- as an additional exception to the prohibition. *See attached 11/12/2013 Staff Report.*

On June 26, 2025, a City code compliance officer received a complaint regarding "strange animals" being kept at a single-family residence in the RL Planning District. On June 30, the officer met with the property owner, who explained that his family was keeping ducks at the residence. After being informed that the keeping of ducks was prohibited in the City, the property owner requested (both at the Public Comment portion of July 14, 2025 meeting and via email) that the Council review the matter and amend City law to allow for the keeping of ducks in single family residential areas.

The civil infraction procedures in Tualatin Municipal Code (TMC) Chapter 7-01 apply to the prosecution of any violation of the TDC and are processed through the Municipal Court. However, the City has paused the code enforcement matter while it seeks Council direction on whether there is interest in allowing for duck keeping as an additional permitted use in the RL Planning District.

The TDC generally identifies what uses are allowed or permitted, conditionally permitted or limited. In the residential chapters, there are not typically sections of prohibited uses (which is by design), as the City cannot anticipate every situation. As such, if a use is not explicitly stated, it is generally not allowed. This is why the property owner did not see a specific prohibition of certain animals.

ATTACHMENTS:

- Staff Report from 11-12-2013

STAFF REPORT
CITY OF TUALATIN

TO: Honorable Mayor and Members of the City Council

THROUGH: Aquilla Hurd-Ravich

FROM: Aquilla Hurd-Ravich, Planning Manager
Alice Rouyer, Assistant City Manager

DATE: 11/12/2013

SUBJECT: Consideration of Plan Text Amendment (PTA) 13-02 Amending the Tualatin Development Code (TDC) Chapter 40 Low Density Residential Planning District (RL) to Include Chicken Keeping as a Permitted Use in Single-Family Residential Areas of the City. Amending TDC 40.020(2).

ISSUE BEFORE THE COUNCIL:

Council consideration of a Plan Text Amendment to allow Chicken Keeping on single family lots by amending the Permitted Uses section in the Low Density Residential Planning District (RL) of the Tualatin Development Code (40.020). The proposed amendment and action on this item is limited to a change of permitted uses in the RL Planning District. Regulations of chickens will be considered separately as a General Business item to add Section 6-14 to the Tualatin Municipal Code.

RECOMMENDATION:

At their meeting on October 17, 2013 the Tualatin Planning Commission (TPC) reviewed the proposed Text Amendment and made the following recommendation: Recommend Council approve the amendment with changes to the draft language to include a reference to the Tualatin Municipal Code and regulations of chickens. Yes 3, No-1 (Riley, Aplin, Beers absent).

Staff recommends the Council consider the staff report, draft language and analysis and findings and provide direction to staff.

EXECUTIVE SUMMARY:

This is a legislative matter for Council consideration of a text amendment to the Tualatin Development Code. The Tualatin Planning Commission only made a formal recommendation on the Plan Text Amendment and the draft language included for your review as Attachment A. Additionally, they reviewed and discussed the draft Ordinance and prepared comments for the Council's consideration. The meeting minutes contain the Planning Commission's recommendation and comments as Attachment C.

The amendment was originally initiated in 2010 in response to issues and questions raised by

the City Council about the keeping of poultry in residential areas. The City Council reconsidered chicken keeping in December 2012 and directed staff to work with the Citizen Involvement Organizations to solicit feedback. Since then, staff has returned to Council and Planning Commission with updates and discussion topics. Before granting a plan text amendment, the Council must determine if the proposed change meets the criteria as established in TDC 1.032. Staff prepared an analysis and findings, included as Attachment B, to examine the proposed amendment against the criteria. Staff found the proposed amendment to TDC Section 40.020 Low Density Residential Planning District meets the criteria. The Council can use this analysis and findings in consideration of the amendment.

Existing code requirements in the Tualatin Development Code do not allow the keeping of chickens in single-family residential areas and specifically the Low Density Residential Planning District (RL) (TDC 40). The RL Planning District allows as a permitted use "agricultural uses of land, such as truck gardening, horticulture...", but excludes "the raising of animals other than normal household pets" (TDC 40.020). Further, the RL Planning District allows as a conditional use "agricultural animals" but limits these to include "cattle, horses and sheep" (TDC 40.030 (4)(m)) to some limited areas of the City. Small animals are defined as a "a domestic animal, such as a dog, cat, rabbit or guinea pig, accepted by the American Veterinary Medical Association as a household pet" (TDC 31.060), and thus does not include chickens. The Tualatin Development Code does not allow "agricultural uses" in any other Planning District.

As a companion piece, staff prepared an Ordinance for Council consideration that would add a section to the Tualatin Municipal Code to regulate various aspects of Chicken Keeping.

The draft TMC ordinance prepared in 2010 provided a solid starting point for the proposed Chicken Keeping Ordinance. Based on input from Council at the August and September work sessions and best practices contained in recently adopted ordinances from other cities, staff suggested modifications to the 2010 ordinance. The proposed TMC ordinance, is under separate consideration, and will include the following components:

- **Location of Chicken Keeping:** Single-family residential areas.
- **Type of Birds:** Chickens only and excluding other fowl such as quail, pheasants, turkeys, or ducks.
- **Secure Enclosure:** Located outdoors and separate from dwelling. In the rear yard. Not to exceed a floor area of 200 square feet and a height of eight feet. Portions of the enclosure that face neighboring properties will be of solid material in other words no coop fencing. Allow chickens to range free under direct supervision within a fenced yard.
- **Number of Chickens:** Up to four adult birds over four months of age.
- **Rooster:** No roosters.
- **Feed Container:** Poultry feed kept in metal or other vermin-proof containers or receptacles.
- **Permit and Fees:** Application required on forms provided by the Community Development Director. Fee required as established by City Council Resolution.
- **Complaint Process:** Written complaint required. Investigation and enforcement by Community Services Officer.
- **Harvesting or butchering:** Not permitted.

- **Setbacks:** 25 feet from all property lines.
- **Notice:** Send notice to directly adjacent neighbors informing them of a permit to allow chickens and providing information about how neighbors can register concerns.

Staff has received comments from the public and they are summarized for your review in Attachment D.

OUTCOMES OF DECISION:

Approval of the Plan Text Amendment would result in the following:

- Tualatin Development Code Chapter 40 will be revised to allow chicken keeping as a permitted use in TDC Section 40.020. Chickens will be a permitted use in the Low Density Residential Planning District.

Denial of the Plan Text Amendment would result in the following:

- The Development Code will not be revised to allow chicken keeping as a permitted use.

ALTERNATIVES TO RECOMMENDATION:

The alternatives to the Planning Commission recommendation are:

1. Approved the proposed Plan Text Amendment with alterations to the draft language.
2. Deny the proposed Plan Text Amendment.
3. Continue the discussion of the proposed Plan Text Amendment and return to the matter at a later date.

FINANCIAL IMPLICATIONS:

The FY 2013/ 2014 budget accounts for the costs of City Initiated code amendments.

Attachments:

A - Draft Code Language
B - Draft Analysis and Findings
C - Unofficial Tualatin Planning Commission Minutes
D - Comment Log
E - Affidavits of Posting and Publication
F - Presentation

CITY OF TUALATIN

Staff Report

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Nicole Morris, Deputy City Recorder

DATE: August 11, 2025

SUBJECT:
Consideration of Approval of the Work Session and Regular Meeting Minutes of July 14, 2025

RECOMMENDATION:
Staff respectfully recommends the Council adopt the attached minutes.

ATTACHMENTS:

-City Council Work Session Meeting Minutes of July 14, 2025

-City Council Regular Meeting Minutes of July 14, 2025

TUALATIN CITY COUNCIL

OFFICIAL MEETING WORK SESSION MINUTES
FOR JULY 14, 2025

PRESENT: Council President Valerie Pratt, Councilor Bridget Brooks, Councilor Maria Reyes, Councilor Cyndy Hillier, Councilor Christen Sacco

ABSENT: Mayor Frank Bubenik, Councilor Octavio Gonzalez

Council President Valerie Pratt called the meeting to order at 5:35 p.m.

1. **SW 65th Avenue Jurisdictional Transfer.**

City Engineer Mike McCarthy and Engineering Associate Abby McFetridge presented information on an offer from Clackamas County for a jurisdictional transfer of a section of SW 65th Avenue. Engineer McCarthy stated the roadway is currently split between Clackamas County and Washington County ownership. He stated Clackamas County has offered $750,000 to the City to support the 65th and Borland improvement project as part of the transfer. Engineer McCarthy stated that the section of road was repaved five years ago and has a pavement condition index (PCI) of 83, which is considered good. He noted that Clackamas County would continue maintaining its other roads in the area, and Washington County would continue maintaining its portion of 65th Avenue without billing the City of Tualatin for that maintenance. Engineer McCarthy outlined the next steps, which would include Clackamas County authorizing the transfer and the Tualatin City Council approving an intergovernmental agreement (IGA) to formalize the arrangement.

Councilor Brooks asked who owns the bridge. Engineer McCarthy said Nyberg Creek Bridge is owned by Washington County and I-205 is ODOT. Associate McFetridge said that they would likely not include either bridge in the transfer.

Councilor Hillier asked how the $750,000 from Clackamas County would be used. Engineer McCarthy stated the funds would offset costs for the 65th and Borland improvement project, including the current phase, design, and construction. He noted the city has requested $3 million in federal funding, which would be applied to construction and design if awarded.

Councilor Sacco stated that while the city may be assuming long-term risk, the $750,000 contribution is appealing. She noted that taking on the risk now could be worthwhile to support the project.

Council President Pratt asked whether the funds originally designated for the Borland Road bike-pedestrian project, which was deemed fiscally infeasible, were included in the $750,000 offer. Engineer McCarthy confirmed that they were.

Council President Pratt asked about potential downsides of the transfer. Engineer McCarthy stated that a downside is that future major improvement costs would fall to the city.

Council President Pratt asked how the city working with Washington County might differ from the two counties working together. Engineer McCarthy stated the city may have less leverage since it does not maintain the roads.

Council President Pratt asked if this approach could save time and permitting costs. Engineer McCarthy confirmed it would. Associate McFetridge added that the transfer could make future projects easier.

Councilor Brooks asked about regular maintenance costs. Engineer McCarthy stated the road would likely need repaving about every 12 years at a cost of around $500,000, with striping required annually. Councilor Brooks asked how long the road section is. Engineer McCarthy stated it is approximately two-thirds of a mile.

Council consensus was reached to proceed with the transfer.

2. **Transportation System Plan Update.**

Assistant Community Development Director Steve Koper, City Engineer Mike McCarthy, and Senior Planner Erin Engman presented an update on the Transportation System Plan (TSP). Planner Engman provided an overview of the TSP, stating it is a required document for all Oregon cities and counties to plan for future transportation needs. She stated the TSP update was initiated to address population growth and align climate goals. Planner Engman outlined the public outreach process, which included phases of recruiting, listening and learning, reflecting, and refining. She shared the key goals identified during public engagement and noted that 116 projects were identified. Planner Engman shared proposed amendments to the Comprehensive Plan, Development Code, and City maps. She shared that detailed findings demonstrating alignment with state, regional, and local criteria will accompany the final adoption materials. Planner Engman shared some of the public comments received, highlighting input from the Riverpark CIO which included specific requests for the city to address.

Engineer McCarthy presented the completed traffic signal analysis and recommended changing Tualatin Road's classification from a collector to an arterial and lowering Leveton Drive from an arterial to a collector. He also recommended retaining the 115th signal in the plan to keep it eligible for future funding, even if it is not constructed immediately. Engineer McCarthy stated that signals at Jurgens Avenue, Teton Avenue, and 115th would help improve traffic flow.

Planner Engman stated that the next step in the process is a public hearing scheduled for August 11th for the Council to consider adopting the 2045 TSP.

Planner Erin Engman introduced Planning Commissioner Randall Hledik. Commissioner Hledik stated that the Planning Commission unanimously recommended approval of the TSP to the City Council.

Council President Pratt asked for clarification on the difference between arterial and collector street designations. City Engineer Mike McCarthy explained that arterials are the highest level of city street classification, designed to connect major roads and carry the greatest volume of traffic, with less emphasis on access to adjacent properties. He stated collectors also prioritize traffic movement but allow more frequent access to surrounding properties.

Council President Pratt inquired whether the traffic study for 115th Avenue assumed that all proposed traffic signals were in place. Engineer McCarthy clarified that the analysis considered projected future traffic volumes independently of the other intersections.

Council President Pratt asked whether the Transportation System Plan Community Advisory Committee's (CAC) feedback regarding pedestrian benches had been incorporated into the TSP. Engineer McCarthy stated that the plan includes general emphasis on pedestrian amenities, especially along sidewalks.

Council President Pratt asked what assurances exist for future community involvement in TSP projects. Engineer Mike McCarthy stated that the city has no interest in pursuing traffic signal projects that residents oppose but noted that including a project in the plan allows for easier implementation if needed in the future.

City Manager Lombos asked how often the TSP is updated. Engineer McCarthy stated that updates typically occur every 10 years. City Manager Lombos clarified that Council would also have an opportunity to revisit and reevaluate projects during those updates.

Councilor Brooks asked how pedestrian accommodation is addressed when new stoplights are added. Planner Engman responded that pedestrian movement is an integral part of the plan, and the State requires communities to consider all modes of transportation, not just vehicles.

Councilor Brooks asked how industrial traffic is managed and whether dedicated truck routes are considered. Engineer McCarthy stated that improving pedestrian access remains a primary focus and acknowledged that staff are exploring revisions in the plan to allow flexibility between traffic signals and roundabouts where appropriate.

Engineer McCarthy explained how projects were selected and prioritized for inclusion in the plan stating that the project list was refined through community feedback and technical analysis and prioritized based on community benefit.

Councilor Reyes asked for clarification on the decision to retain the 115th Avenue signal project in the plan despite community opposition. Engineer McCarthy explained that although there is no guarantee the project will be constructed, retaining it in the 20-year long-range plan positions the city to address future safety concerns and secure funding if traffic increases. Councilor Reyes stated that residents are concerned that the signal could increase traffic cut-through in their neighborhood. Engineer McCarthy acknowledged this concern and stated it would be evaluated before any project advancement.

Councilor Brooks asked about the process if there is a future need for a traffic signal that is not included in the TSP. Director Koper responded that the TSP would need to be reanalyzed and amended in that case, which is one of the risks of removing a traffic signal project from the plan.

Councilor Brooks expressed concern that additional traffic could be diverted onto Tualatin-Sherwood Road because of nearby projects in adjacent cities. Engineer McCarthy responded that one of the goals of the TSP is to secure improved transit service. He noted that the city is advocating TriMet for expanded local and regional service as the community continues to grow.

Council President Pratt asked whether the 115th Avenue signal project is currently on the constrained project list. Engineer McCarthy confirmed that it is. Council President Pratt asked

about the process for moving a project back onto the constrained list if it were removed. Engineer McCarthy stated that this would require a future update and Council action.

Council President Pratt suggested that moving the 115th signal project from the constrained list could demonstrate that the city has heard the community's concerns and show that the project is not being considered for near-term implementation.

Councilor Brooks agreed with Council President Pratt, stating that while the signal project should remain in the long-range plan, it should be moved off the constrained list to reflect the public feedback.

Councilor Hillier asked about the differences between constrained and unconstrained designations. Engineer McCarthy explained that unconstrained projects remain in the plan but face more hurdles in securing regional or federal funding. He added that constrained projects are considered a higher priority for implementation.

Assistant Director Koper stated that staff would conduct additional research and return with a more informed recommendation regarding the 115th Avenue signal project.

3. **Council Meeting Agenda Review, Communications & Roundtable.**

City Manager Lombos presented her Manager's Report. She shared that the annual water quality report has been released and that lead and copper sampling is currently underway. Manager Lombos reported that paving work on Tualatin-Sherwood Road is in progress and the road will remain closed through August 6th. She shared the reservoir project on 108th Ave. is scheduled to go before the Planning Commission for conditional use approval. Manager Lombos also noted that Clean Water Services will be meeting with its board to discuss billing matters. She stated she recently attended the City Manager's Conference in Bend. Manager Lombos stated upcoming events include a summer concert on July 25th. She noted that there are currently no items scheduled for the July 28th City Council meeting and recommends cancellation. She added that the Clackamas County Business Alliance will meet on July 30th, and a community identity workshop for the Community Revitalization Plan will be held that same day at 4:00 p.m. at the Juanita Pohl Center.

Councilor Sacco stated she attended the Core Area Parking District Board meeting.

Councilor Hillier stated she attended the Washington County Consolidated Communications Agency meeting, the Core Area Parking Information Session, K-9 Tony's retirement party, and Viva Tualatin.

Councilor Reyes stated she attended a meeting about the downtown revitalization plan and attended Viva Tualatin.

Councilor Brooks stated she attended the Policy Advisory Board meeting, went to K-9 Tony's retirement party, and Viva Tualatin.

Council President Pratt stated she attended the Latino focus group for the Core Area Revitalization.

Adjournment

Council President Valerie Pratt adjourned the meeting at 6:59 p.m.

Sherilyn Lombos, City Manager

_____ / Nicole Morris, Recording Secretary

_____ / Frank Bubenik, Mayor

TUALATIN CITY COUNCIL

OFFICIAL MEETING MINUTES
FOR JULY 14, 2025

PRESENT: Council President Valerie Pratt, Councilor Bridget Brooks, Councilor Maria Reyes, Councilor Cyndy Hillier, Councilor Christen Sacco

ABSENT: Mayor Frank Bubenik, Councilor Octavio Gonzalez

Call to Order

Council President Pratt called the meeting to order at 7:07 p.m.

Pledge of Allegiance

Announcements

1. Proclamation Declaring July 14, 2025 as K-9 Tony Day in the City of Tualatin

   Police Chief Greg Pickering announced the retirement of K-9 Tony from the department.

   Councilor Brooks read the proclamation declaring July 14, 2025 as K-9 Tony Day in the City of Tualatin.

2. Tualatin Science & Technology Scholarship

   Councilors Sacco and Hillier announced Zaina Jones and Areli Hernandez Espinoza as the 2025 Tualatin Science and Technology Scholarship recipients.

3. New Employee Introductions- 2025 Summer Interns

   Deputy City Manager Megan George introduced the 2025 Summer Interns: Administration Intern Jill Coleman, Public Works Intern Jake Hush, Information Services Intern Max Russell, Information Services Intern Brendan Laus, Information Services Intern Leah Wickman, and Engineering Intern Sam Baghaum.

Public Comment

Brett Hamilton spoke regarding the Transportation System Plan (TSP) update and its relation to Tualatin Road and the intersection at 115th Avenue. He expressed concerns that a new signal could lead commuter traffic to bypass congestion by cutting through the neighborhood. He noted that the TSP currently includes a roundabout as the preferred option for that intersection and requested that the project title be changed from “115th Signal” to “115th Roundabout” to reflect neighborhood preference.

Kevin Mulvaney provided public comment requesting a revision to the current backyard chicken code. He asked the Council to consider allowing residents to keep flightless ducks in their backyards in addition to chickens.

CJ McNulty requested an amendment to the eligibility criteria for the Outside Agency Grant program to include 501(c)(8) organizations. He stated that this change would allow the Tualatin Elks Lodge to apply for grant funding.

Consent Agenda

Councilor Hillier expressed that it pains her that, in order for a business to be successful in the community, it often requires obtaining a liquor license. She stated that this reality is disheartening.

Motion to adopt the consent agenda made by Councilor Brooks, Seconded by Councilor Sacco. Voting Yea: Council President Pratt, Councilor Brooks, Councilor Reyes, Councilor Hillier, Councilor Sacco

1. Consideration of Approval of the Work Session and Regular Meeting Minutes of June 23, 2025

2. Consideration of Approval of a New Liquor License Application for Elmer's

3. Consideration of Approval of a New Liquor License Application for Tequilla Factory Authentic Mexican Restaurant LLC

4. Consideration of Approval of a New Liquor License Application for Artur Cafe

5. Consideration of **Resolution No. 5895-25** Amending Las Casitas Park Renovation Construction Project Authorization Amount with PHK Construction, LCC dba Artis

6. Consideration of **Resolution No. 5896-25** Amending Las Casitas Park Construction Documents and Professional Services Contract with Pacific Community Design

7. Consideration of **Resolution No. 5897-25** Extending the Term of the Cable Television Franchise with Comcast of Oregon ii, inc. to Enable the Metropolitan Area Communications Commission to Complete the Informal Renewal Process

Council Communications

Council President Pratt asked City Manager Sherilyn Lombos to provide information on available cooling spaces in advance of the upcoming heat advisory. City Manager Lombos stated that the Juanita Pohl Center and Library will be open as a cooling space during normal business hours for those seeking relief from the heat. She encouraged community members to use these spaces if needed.

Adjournment

Council President Pratt adjourned the meeting at 7:47 p.m.

Sherilyn Lombos, City Manager

_____ / Nicole Morris, Recording Secretary

_____ / Frank Bubenik, Mayor

CITY OF TUALATIN

Staff Report

TO:	Honorable Mayor and Members of the City Council
THROUGH:	Sherilyn Lombos, City Manager
FROM:	Dustin Schull, Parks and Recreation Director Kira Hein, Project Manager
DATE:	August 11, 2025

SUBJECT:
Consideration of **Resolution No. 5898-25** Awarding a Contract for the construction of the Nyberg Creek Trail to Nutter Corp.

RECOMMENDATION:
Staff recommends Council adopt Resolution No. 5898-25 to construct the Nyberg Creek Trail.

EXECUTIVE SUMMARY:
Community members identified trails and multi-use paths as one of the highest priority recreation facility needs during the Parks and Recreation Master Plan that was adopted by Council in 2019. The community bond committee prioritized Nyberg Creek Trail based on equity and connectivity, and the City included the project in the 2022 voter approved bond measure.

This trail section runs from 65th Avenue west toward Hwy 5 and connects to Sagert Street adjacent to Orchard Hills Apartments. This 0.70 mile local trail section is a critical active transportation link for safety, accessibility, connectivity, and equity. The multi-use off street trail will connect community and neighborhood residential and employment to retail, health care, education, and public facilities.

The City advertised the trail project on June 23rd, 2025, in the *Daily Journal of Commerce* and the City requested competitive sealed bids. Seven bids were received prior to the closing of the bid period on July 15th, 2025. Nutter Corp is the preferred contractor and bid the project at $1,643,531.

OUTCOMES OF DECISION:
Adopting the resolution and authorizing contract execution would allow construction of Nyberg Creek Trail project to proceed.

FINANCIAL IMPLICATIONS:
The project funding is designated and available in the Parks Bond Project Fund.

Attachments:
Resolution No. 5898-25

RESOLUTION NO. 5898-25

A RESOLUTION AWARDING NUTTER CORP, FOR THE CONSTRUCTION OF THE NYBERG CREEK TRAIL

WHEREAS, the 2019 adopted Parks and Recreation Master Plan demonstrated trail needs and updated the City trail system plan;

WHEREAS, the Bond Committee recommended and City included the Nyberg Creek Trail as a priority in the 2022 voter approved bond measure;

WHEREAS, the City advertised on June 23rd, 2025, in the *Daily Journal of* Commerce and the City requested competitive sealed bids.

Whereas, 7 bids were received prior to the closing of the bid period on July 15th, 2025.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. Nutter Corp is hereby awarded a contract for the construction of the Nyberg Creek Trail.

Section 2. The City Manager is authorized to execute a contract with Nutter Corp. in the amount of $1,643,531.

Section 3. The City Manager is authorized to execute change orders, in the amount of up to 15% of the total contract price, without the need for Council approval.

Section 4. This resolution is effective upon adoption.

Adopted by the City Council this 11th day of August, 2025.

APPROVED AS TO FORM

BY _____
City Attorney

CITY OF TUALATIN, OREGON

BY _____
Mayor

ATTEST:

BY _____
City Recorder

CITY OF TUALATIN

Staff Report

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Dustin Schull, Parks and Recreation Director
Rich Mueller, Parks Planning and Development Manager

DATE: August 11, 2025

SUBJECT:
Consideration of **Resolution No. 5899-25** Authorizing the Second Amendment to the Agreement Between The City of Tualatin and Randall and Karen Alvstad For Management and Operations of Basalt Creek Parkland.

EXECUTIVE SUMMARY:
In 2022 the City authorized the attached Management and Operations Agreement (Original Agreement) for a 7.69 acre park property with house and out buildings located at 23515 SW Boones Ferry Road in Tualatin. This Second Amendment extends the current Management and Operations Agreement for an additional six (6) months ending June 30, 2026. Similar management and operations agreements are in use at other City parkland to reduce costs, provide security/safety and maintain the existing condition of the property structures in order to preserve the property value.

FINANCIAL IMPLICATIONS:
This Management and Operations Agreement Amendment is expected to save City funds on a short-term basis by having the Alvstad's maintain the structures and property, while Autumn Sunrise and Plambeck Gardens become occupied in order for the City to begin park site planning. The building structures and land are in good condition, although the City may incur costs due to major system issue.

ATTACHMENTS:
Resolution No. 5899-25

RESOLUTION NO. 5899-25

RESOLUTION AUTHORIZING THE SECOND AMENDMENT TO THE AGREEMENT BETWEEN THE CITY OF TUALATIN AND RANDALL AND KAREN ALVSTAD FOR MANAGEMENT AND OPERATIONS OF BASALT CREEK PARKLAND, 23515 SW 515 BOONES FERRY ROAD

WHEREAS, on or about September 29, 2022, the City Council authorized a Management and Operations Agreement (Original Agreement) for Basalt Creek park property located at 23515 SW Boones Ferry Road, Tualatin OR 97062;

WHEREAS, the City and Randall/Karen Alvstad amended the Original Agreement for one additional year (Resolution 5818-24), extending the term of the Original Agreement to December 31, 2025;

WHEREAS, the City and Randall/Karen Alvstad wish to extend the term of the Original Agreement for six additional months to June 30, 2026;

WHEREAS, it is in the best interest of the City to continue the Original Agreement and receive public benefit to maintain, secure and enhance safety to the property and building structures.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The City Manager is authorized to execute the Second Amendment to the Management and Operations Agreement for Basalt Creek property located at 23515 SW Boones Ferry Road, Tualatin OR 97062, which is attached and incorporated herein as Exhibit 1.

Section 2. This resolution is effective upon adoption.

INTRODUCED AND ADOPTED this 11th day of August, 2025.

CITY OF TUALATIN, OREGON

BY _____
Mayor

APPROVED AS TO FORM

BY _____
City Attorney

ATTEST:

BY _____
City Recorder

SECOND AMENDMENT TO CITY OF TUALATIN MANAGEMENT AND OPERATIONS AGREEMENT for Basalt Creek Park Property
(23515 SW Boones Ferry Road, Tualatin OR 97062)

WHEREAS, on or about September 29, 2022, the City of Tualatin, Oregon ("City") and Randall and Karen Alvstad ("Provider"), entered into a Management and Operations Agreement ("Original Agreement") for the property located at 23515 SW Boones Ferry Road, Tualatin OR 97062 (“Premises”); and

WHEREAS, the Premises shall constitute a portion of the future City Basalt Creek Park; and

WHEREAS, the Original Agreement sets out the terms and conditions Provider agreed to in order to maintain the condition and useful value of the Premises consistent with the terms of the 2022 IGA between the City and Metro as well as all applicable City laws and policies; and

WHEREAS, Section 2 of the Original Agreement was amended on October 28, 2024 (Resolution 5818-24) to extend the term of the Original Agreement to December 31, 2025; and

WHEREAS, City and Provider wish to extend the term of the Original Agreement to June 30, 2026.

THE PARTIES AGREE AS FOLLOWS:

Section 1. Extension. Section 2 of the Original Agreement is amended to allow Provider to use the Premises for the purposes outlined in the Agreement until June 30, 2026.

Section 2. Controlling Documents. Except as modified by this Second Amendment, the terms of the Original Agreement remain in full force and effect.

Section 3. Effective Date. This Second Amendment is effective upon the date of the last signature affixed below.

APPROVED AND ENTERED INTO this _____day of _____, 2025.

PROVIDER

By_____
Randall Alvstad

By_____
Karen Alvstad

CITY OF TUALATIN, OREGON

By_____
Sherilyn Lombos,
City Manager

CITY OF TUALATIN

Staff Report

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Dustin Schull, Parks and Recreation Director
Rich Mueller, Parks Planning and Development Manager

DATE: August 11, 2025

SUBJECT:
Consideration of **Resolution No. 5900-25** Authorizing the First Amendment to the Agreement Between The City of Tualatin and Marguerite Robb For Management and Operations of River Front Parkland.

EXECUTIVE SUMMARY:
In 2024 the City authorized the attached Management and Operations Agreement (Original Agreement) for a 2.79 acre park property with house and outbuildings located at 18585 SW Boones Ferry Road in Tualatin. This First Amendment extends the current Management and Operations Agreement for an additional thirty-four (34) days ending April 3, 2026. Similar management and operations agreements are in use at other City parkland to reduce costs, provide security/safety and maintain the existing condition of the property structures in order to preserve the property value.

FINANCIAL IMPLICATIONS:
This Management and Operations Agreement Amendment is expected to save City funds on a short-term basis by having Robb maintain the structures and property, in order for the City to begin park site planning. The building structures and land are in good condition, although the City may incur costs due to major system issue.

ATTACHMENTS:
Resolution No. 5900-25

RESOLUTION NO. 5900-25

RESOLUTION AUTHORIZING THE FIRST AMENDMENT TO THE AGREEMENT BETWEEN THE CITY OF TUALATIN AND MARGURITE ROBB FOR MANAGEMENT AND OPERATIONS OF RIVER FRONT PARKLAND, 18515 SW BOONES FERRY ROAD

WHEREAS, on or about August 12, 2024, City Council authorized a Management and Operations Agreement (Original Agreement) for River Front park property located at 18515 SW Boones Ferry Road, Tualatin OR 97062;

WHEREAS, the City and Margurite Robb wish to amend the Original Agreement to extend the term of the Original Agreement to April 3, 2026;

WHEREAS, it is in the best interest of the City to continue the Original Agreement until April 3, 2026 and receive public benefit to maintain, secure and enhance safety to the property and building structures.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The City Manager is authorized to execute the First Amendment to the Management and Operations Agreement for Basalt Creek property located at 18515 SW Boones Ferry Road, Tualatin OR 97062, which is attached and incorporated herein as Exhibit 1.

Section 2. Except as modified by this First Amendment, the terms of the Original Agreement remain in full force and effect.

Section 3. This resolution is effective upon adoption.

INTRODUCED AND ADOPTED this 11th day of August, 2025.

CITY OF TUALATIN, OREGON

BY _____
Mayor

APPROVED AS TO FORM

BY _____
City Attorney

ATTEST:

BY _____
City Recorder

FIRST AMENDMENT TO CITY OF TUALATIN MANAGEMENT AND OPERATIONS AGREEMENT for Robb Property
(18585, 18589 and 18593 SW Boones Ferry Road, Tualatin, Oregon 97062)

WHEREAS, on August 12, 2024, the City of Tualatin, Oregon ("City") and Marguerite Robb ("Provider"), together “the Parties,” entered into a Management and Operations Agreement ("Original Agreement") for the property located at 18585, 18589 and 18593 SW Boones Ferry Road, Tualatin, Oregon 97062 (“Premises”); and

WHEREAS, the Parties executed a Purchase and Sale Agreement (“PSA”) in which Provider agreed to sell the Premises to City on the terms and conditions described in the PSA; and

WHEREAS, Section 6.1.8 of the PSA entitled Provider the right to occupy the residence located at 18593 SW Boones Ferry Road for a period of eighteen (18) months from the date of closing for the purpose of maintaining, caretaking and securing the Premises; and

WHEREAS, the City acquired the Premises for use as trail and parkland to preserve its natural areas, enhance the City’s recreation needs and provide the community active recreation facilities and features; and

WHEREAS, the Original Agreement sets out the terms and conditions Provider agreed to in order to maintain the condition and useful value of the Premises consistent with all applicable City laws and policies; and

WHEREAS, the term of the Original Agreement ends on February 28, 2026 (Termination Date); and

WHEREAS, City and Provider wish to extend the term of the Original Agreement to April 3, 2026.

THE PARTIES AGREE AS FOLLOWS:

Section 1. Extension. Section 2 of the Original Agreement is amended to allow Provider to use the Premises for the purposes outlined in the Agreement until April 3, 2026 (Termination Date).

Section 2. Controlling Documents. Except as modified by this First Amendment, the terms of the Original Agreement remain in full force and effect.

Section 3. Effective Date. This First Amendment is effective upon the date of the last signature affixed below.

///

///

APPROVED AND ENTERED INTO this _____ day of _____, 2025.

PROVIDER

By_____ Marguerite Robb, Provider

CITY OF TUALATIN, OREGON

By_____

Sherilyn Lombos, City Manager

CITY OF TUALATIN

Staff Report

TO: Honorable Mayor and Members of the City Council

THROUGH: Sherilyn Lombos, City Manager

FROM: Dustin Schull, Parks and Recreation Director
Rich Mueller, Parks Planning and Development Manager

DATE: August 11, 2025

SUBJECT:
Consideration of **Resolution No. 5901-25** Authorizing the First Amendment to the Agreement Between The City of Tualatin and Dan Cash and Marsha Riley For Management and Operations of River Front Parkland.

EXECUTIVE SUMMARY:
In 2024 the City authorized the attached Management and Operations Agreement (Original Agreement) for a 2.79 acre park property with house and outbuildings located at 18585 SW Boones Ferry Road in Tualatin. This First Amendment extends the current Management and Operations Agreement for an additional fifty-two (52) days ending October 3, 2025. Similar management and operations agreements are in use at other City parkland to reduce costs, provide security/safety and maintain the existing condition of the property structures in order to preserve the property value.

FINANCIAL IMPLICATIONS:
This Management and Operations Agreement Amendment is expected to save City funds on a short-term basis by having Cash/Riley maintain the structures and property, in order for the City to begin park site planning. The building structures and land are in good condition, although the City may incur costs due to major system issue.

ATTACHMENTS:
Resolution No. 5901-25

RESOLUTION NO. 5901-25

A RESOLUTION AUTHORIZING THE FIRST AMENDMENT TO THE AGREEMENT BETWEEN THE CITY OF TUALATIN AND DAN CASH AND MARSHA RILEY FOR MANAGEMENT AND OPERATIONS OF RIVER FRONT PARKLAND, 18585 SW BOONES FERRY ROAD

WHEREAS, on or about August 12, 2024, City Council authorized a Management and Operations Agreement (Original Agreement) for River Front park property located at 18515 SW Boones Ferry Road, Tualatin OR 97062;

WHEREAS, the City and Dan Cash and Marsha Riley wish to amend the Original Agreement, extending the term of the Original Agreement to October 3, 2025;

WHEREAS, it is in the best interest of the City to continue the Original Agreement until October 3, 2025 and receive public benefit to maintain, secure and enhance safety to the property and building structures.

NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The City Manager is authorized to execute the First Amendment to the Management and Operations Agreement for Basalt Creek property located at 18515 SW Boones Ferry Road, Tualatin OR 97062, which is attached and incorporated herein as Exhibit 1.

Section 2. Except as modified by this First Amendment, the terms of the Original Agreement remain in full force and effect.

Section 3. This resolution is effective upon adoption.

INTRODUCED AND ADOPTED this 11th day of August, 2025.

CITY OF TUALATIN, OREGON

BY _____
Mayor

APPROVED AS TO FORM

BY _____
City Attorney

ATTEST:

BY _____
City Recorder

FIRST AMENDMENT TO CITY OF TUALATIN MANAGEMENT AND OPERATIONS AGREEMENT for
18585 Boones Ferry Road, Tualatin, Oregon 97062

WHEREAS, on or about August 12, 2024, the City of Tualatin, Oregon ("City") and Marguerite Robb (“Robb”) executed a Purchase and Sale Agreement (“PSA”) for the property located at 18585, 18589 and 18593 SW Boones Ferry Road, Tualatin, Oregon 97062 in which Robb agreed to sell the property to City on the terms and conditions described in the PSA; and

WHEREAS, Section 6.1.8 of the PSA entitled Dan Cash and Marsha Riley the right to occupy the residence located at 18585 SW Boones Ferry Road (“the Premises”) for a period of Twelve (12) months from the date of closing for the purpose of maintaining, caretaking and securing the Premises; and

WHEREAS, on August 12, 2024, the City and Dan Cash and Marsha Riley ("Providers"), together “the Parties,” entered into a Management and Operations Agreement ("Original Agreement") for the Premises in accordance with Section 6.1.8 of the PSA; and

WHEREAS, the City acquired the Premises for use as trail and parkland to preserve its natural areas, enhance the City’s recreation needs and provide the community active recreation facilities and features; and

WHEREAS, the Original Agreement sets out the terms and conditions Providers agreed to in order to maintain the condition and useful value of the Premises consistent with all applicable City laws and policies; and

WHEREAS, the term of the Original Agreement ends on August 12, 2025 (Termination Date); and

WHEREAS, City and Providers wish to extend the term of the Original Agreement to October 3, 2025.

THE PARTIES AGREE AS FOLLOWS:

Section 1. Extension. Section 2 of the Original Agreement is amended to allow Providers to use the Premises for the purposes outlined in the Agreement until October 3, 2025 (Termination Date).

Section 2. Controlling Documents. Except as modified by this First Amendment, the terms of the Original Agreement remain in full force and effect.

Section 3. Effective Date. This First Amendment is effective upon the date of the last signature affixed below.

APPROVED AND ENTERED INTO this _____ day of _____, 2025.

PROVIDERS

By_____
Dan Cash, Provider

By_____
Marsha Riley, Provider

CITY OF TUALATIN, OREGON

By_____
Sherilyn Lombos,
City Manager

CITY OF TUALATIN

Staff Report

TO:	Honorable Mayor and Members of the City Council
THROUGH:	Sherilyn Lombos, City Manager
FROM:	Don Hudson, Assistant City Manager/Finance Director William Sullivan, Management Analyst II - Finance
DATE:	August 11, 2025

SUBJECT:
Consideration of Resolution No. 5903-25 Amending the City of Tualatin Fee Schedule and Rescinding Resolution No. 5871-25.

RECOMMENDATION:
Staff recommends adoption of the attached resolution amending the City of Tualatin Fee Schedule and rescinding Resolution No. 5871-25.

EXECUTIVE SUMMARY:
The City of Tualatin updates its Fee Schedule annually, with staff considering cost recovery, technological changes, evolving practices, and rising service delivery costs.

To address increasing costs, the proposed Fee Schedule ("Exhibit A") includes modest fee increases for most services, highlighted in green in "Exhibit B." These adjustments are based on a 2.1% increase in the Consumer Price Index (CPI) for the Portland area, as reported by the U.S. Bureau of Labor Statistics (July 2024–April 2025). Staff applied this 2.1% increase across applicable fees and rounded them as needed for ease of transactions (e.g., a $39.15 fee would accordingly increase to $39.97, rounded to $40.00 to simplify transactions). A few Municipal Court fees have been slightly reduced for easier cash handling and are highlighted in orange in "Exhibit B."

Only one new fee is included in this update: As part of the Juanita Pohl Center's Cleaning & Security Deposits for facility rentals, a $22.00/hour fee has been added for particularly large groups for facility cleaning and any required staff overtime hours. No new services are included in this update. The most recent additions—Wedding Ceremony and Hydraulic Modeling Deposit fees—were adopted by City Council on March 23, 2025, and are unchanged.

Staff recommends removing the following fees from the schedule:

- Conditional Use Permit Renewal: Duplicative of the Conditional Use Permit fee; one fee is sufficient.
- Sign Ordinance Fee: Never requested and the ordinance is available to the public online.
- Temporary Certificate of Occupancy: Already included in the separate Building Fee Schedule.

ALTERNATIVES TO RECOMMENDATION:
City Council may (1) approve the proposed fee schedule as presented, (2) reject the proposed fee schedule and leave the current fee schedule in effect, or (3) direct staff to revise the proposed fee schedule and return for discussion at a future meeting.

ATTACHMENTS:

-Resolution No. 5903-25
-Exhibit A, Fee Schedule (final version for public sharing)
-Exhibit B, Fee Schedule (comparison of current and proposed changes for Council review)

RESOLUTION NO. 5903-25

A RESOLUTION AMENDING THE CITY OF TUALATIN FEE SCHEDULE AND RESCINDING RESOLUTION NO. 5871-25

WHEREAS, the Council has the authority to set fees for materials and services provided by the City; and

WHEREAS, the Council previously adopted the fee schedule by Resolution No. 5871-25; and

WHEREAS, fees were reviewed for cost recovery and adjusted accordingly.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF TUALATIN, OREGON, that:

Section 1. The City of Tualatin fee schedule is established and adopted as set forth in “Exhibit A,” which is attached and incorporated by reference.

Section 2. This resolution is effective August 12, 2025.

Section 3. Resolution No. 5871-25 is rescinded effective August 12, 2025.

INTRODUCED AND ADOPTED this 11th Day of August, 2025.

CITY OF TUALATIN, OREGON

BY _____
Mayor

APPROVED AS TO FORM

BY _____
City Attorney

ATTEST:

BY _____
City Recorder

City of Tualatin Fee Schedule

Fees Effective August 12, 2025

General Administrative Fees	
Photocopies:	
Per page/side (up to 8.5"x14")	0.40
Per page/side (11"x17")	0.75
Color - per page/side (up to 8.5"x14")	1.25
Color - per page/side (11"x17")	1.75
Thumb Drive (2 GB)	11.50
Storage Retrieval Fee	34.50
Staff Time:	
-Up to 30 minutes	No charge
-Over 30 minutes	Employee cost

Development Fees	
Addressing Fees:	
Change of existing address	248.50
Assign single family	62.00 + 8.25 per lot
Multi-Family - less than 50 units	76.00 + 8.25 per unit
Multi-family - 50+ units	76.00 + 8.25 per unit
Non-residential (suite assignment)	76.00 for address +
Amendment to Comprehensive Plan Map	2,670.00
Amendment to Comprehensive Plan Text/Landmark Designation/Removal of Landmark Designation	2,670.00
Annexation	1,822.00
Appeal Proceeding to Council	172.00
Appeal Expedited Process to Referee, Deposit per ORS 197.375	385.00
Architectural Review Application, Nonexpedited Process:	
Estimated Project Value:	
Under $5,000	150.00
$5,000 - $24,999.99	700.00
$25,000 - $99,999.99	1,270.00
$100,000 - 499,999.99	2,100.00
$500,000 and greater	3,075.00
Architectural Review, Minor	122.00
Architectural Review, Single-family Level I (Clear & Objective)	122.00
Architectural Review, Single-family Level II (Discretionary)	935.00
Architectural Review, Accessory Dwelling Unit (ADU)	122.00
Conditional Use Permit	1,822.00
Extension Request Reviewed by Staff	260.00
Extension Request Reviewed by Architectural Review Board	1,470.00
Interpretation of Development Code	122.00
Industrial Master Plans	2,325.00
Landmark Alteration/New Construction Review	145.00
Central Urban Renewal Master Plan	2,325.00
Driveway Approach Permit	350.00

Development Fees (continued)	
Engineering Copies:	
18” x 24”	3.50
24” x 36”	4.75
36” x 48”	5.75
Erosion Control (EC) Fees:	
1. Inspection Fees	
a. Non-Site Development	
1. New construction	550.00
2. Additions, remodels and demolitions disturbing less than 1,000 s.f.	190.00
b. Development Sites without infrastructure or vegetated corridor improvements (EC Only)	550.00 plus 550.00 prorated for each acre over 1/2 acre
c. Subsequent Site Development (Early EC Inspection Fee)	550.00 or 1/2 of the EC Only Fee, whichever is greater
d. Site Development Inspection Fee	1,125.00 plus 1,125.00 for each acre over a half-acre
e. Stormwater Inspection Fee (other than site development)	190.00 per project
f. Line Tap and Lateral Inspection Fee	190.00 per line tap
g. Disconnection Inspection Fee	190.00 per disconnection
h. Re-inspection	100.00/hr with a minimum of 200.00
i. Warranty Period Reinspection Fee for Proprietary Treatment System	100.00/hr with a minimum of 200.00 per proprietary catch basin
j. Extended Warranty Inspection Fee	190.00 for each 6-month extension
k. Reconnection Inspection Fee	190.00 per reconnection
l. Special Investigation Fee	100.00/hr; minimum of 200.00
m. Inspection Overtime Fee	130.00/hour,minimum of 260.00
n. DEQ 1200-C and 1200-CN Erosion Control Permit Fee	DEQ pass-through fee
2. Plan check fee	
a. commercial, industrial, multi-family or large homesites not in an existing subdivision	1,550.00

Development Fees (continued)	
Hydraulic Modeling Deposit	2,000.00 (plus actual costs)
Landmark Demolition Review	160.00
Landmark Relocation Review	72.00
License to Keep Chickens	61.00
Mobile Food Unit Permit	116.00
Partition,* Nonexpedited & Expedited Processes	508.00
Partition,* Nonexpedited & Expedited Extension/Modification	172.00
Partition,* Nonexpedited, Appeal Proceeding to Council	172.00
Partition,* Expedited, Appeal to Referee, Deposit per ORS 197.375	375.00
Partition,* Minor Variance included & primary use is a single family dwelling & not in RL or RML	Add 180.00
Partition,* Minor Variance included & primary use is not a single family dwelling & not in RL or RM	Add 265.00
Pre-Application Meeting	265.00
Property Line Adjustment,* primary use is a single family dwelling in RL or RML	90.00
Property Line Adjustment,* Minor Variance included & primary use is a single family dwelling in RL or RML	Add 180.00
Property Line Adjustment,* primary use is not a single family dwelling in RL or RML	390.00
Property Line Adjustment,* Minor Variance included & primary use is not a single family dwelling in RL or RML	Add 180.00
Property Line Adjustment,* Appeal Proceeding to Council	180.00
Public Works Construction Permit Deposit	5% of est. value of work but not less than 500.00
Public Works Construction Code	66.00 + postage
Reinstatement of Nonconforming Use	1,822.00
Request for Council Rehearing	215.00
Right-of-Way Permit	300.00
Sidewalk Permit	175.00
Sign Code Variance	870.00
Sign Permit: New Sign or Structural Change to Existing Sign Temporary Sign or Each Face Change to Existing Sign	 243.00 122.00
Street Name Change	175.00
Street Vacation Application Deposit	420.00
Subdivision,* Nonexpedited and Expedited Processes	3,450.00
Subdivision,* Variance included & primary use is a single family dwelling in RL or RML	Add 348.00
Subdivision,* Variance included & primary use is not a single family dwelling in RL or RML	Add 435.00
Subdivision,* Minor Variance included & primary use is a single family dwelling in RL or RML	Add 175.00
Subdivision,* Minor Variance included & primary use is not a single family dwelling in RL or RML	Add 265.00
Subdivision,* Nonexpedited, Extension/Modification By Council	790.00

Development Fees (continued)	
Subdivision,* Expedited, Extension/Modification By City Engineer	205.00
Subdivision,* Nonexpedited, Appeal Proceeding to Council	175.00
Subdivision,* Expedited Appeal to Referee, Deposit per ORS 197.375	367.50
Temporary Uses:	
1 - 3 days	63.50
4 - 180 days	63.50 + 1.75/day
Over 3 days	Not to exceed 200.00 total
Traffic Study Review Deposit:	
Up to 1,000 trips per day	2,000.00
Up to 2,000 trips per day	3,000.00
More than 2,000 trips per day	5,000.00
Transportation Development Tax	Indexed annually per Washington County Code, Section 3.17
Tree Removal Permit, 1 tree	360.00
each additional tree, $10.00 not to exceed a total of	400.00
Variance:	
When primary use is a single family dwelling in RL or RML	370.00
When primary use is not a single family dwelling in RL or RML	1,822.00
Variance, Minor:	
When primary use is a single family dwelling in RL or RML	370.00
When primary use is not a single family dwelling in RL or RML	1,250.00
Water Quality Permit Deposit	5% of est. value of work but not less than 500.00
Zone of Benefit Application Fee	863.00
All Other Development Actions	Cost Recovery

Core Area Parking District	
Core Area Parking District Tax Appeal	156.80

Finance Department	
L.I.D. Assessment Apportionment Fee	130.00
Lien Search Fee (per tax lot)	40.00
Recovery Charge Installment Payment Plan Application Fee	260.00
Returned Checks (per check for processing NSF check)	35.00
Zone of Benefit Recovery Charge Administration Fee	140.00
Social Gaming License	
Application Fee	110.50
Annual Renewal Fee	110.50

Geographic Information System	
Citywide aerial photo, 36” x 42”	44.25
Subdivision street map, 34” x 36”	27.50
Street map, 22” x 22”	16.50
Planning Districts, 34” x 44”	27.50
Planning Districts, 18” x 24”	16.75
Custom Mapping	71.75/hr
Mailing Lists	38.75

Legal Services Department	
Printed copies of the new Municipal or Development Code with tabs	143.50 each + postage
3-post expandable binders with stamping	80.50
3-ring vinyl binders	23.00
Electronic media options for Code of Ordinances (sent via download)	
WORD (DOCX)	176.50 initially then 86.25 per update
Adobe PDF of the code	176.50 initially then 86.25 per update
Adobe PDF of each supplement	176.50 initially then 86.25 per update

Municipal Court	
Traffic School and Compliance Program Fees:	
Class A	300.00
Class B	175.00
Class C	135.00
Class D	110.00
Seat Belt Class	75.00
Vehicle Compliance Program	40.00
Collection Fee	25% of ordered amount
License Restatement Fee	73.50
Wedding Ceremonies	100.00
Overdue Payment Letter Fee	10.00
Failure to Appear – Arraignments	40.00
Failure to Appear – Trials	100.00
Payment Plan Fee	50.00

Picnic Shelters					
Area	Time	Class 1 & 2	Class 3	Class 4	
				Resident	**Non-Resident**
Rustic	4 hours	0.00	21.00	41.00	82.00
Patio	4 hours	0.00	17.00	33.00	66.00
Main-South	4 hours	0.00	21.00	41.00	82.00
Main-North	4 hours	0.00	21.00	41.00	82.00
Main-Full	4 hours	0.00	41.00	82.00	165.00
Trestle	4 hours	0.00	21.00	41.00	82.00
Jurgens Park Large Shelter	4 hours	0.00	21.00	41.00	82.00
Ibach Park West Large Shelter	4 hours	0.00	21.00	41.00	82.00
Alcohol Permit:	Group			31.00	62.00
	Special Events			62.00	125.00

$10.00 handling fee for cancellations

Classification of Users

For the purpose of scheduling reservations and determining fees, groups will be classified as shown below:

Class 1: Activities sponsored by the City of Tualatin.

Class 2: Activities co-sponsored by the City of Tualatin.

Class 3: Non-profit organizations and public agencies serving the youth of Tualatin.

Class 4: All other groups, organizations and individuals are categorized by resident or non-resident for the purpose of determining fees.

Sports Fields						
Area	Time	City of Tualatin	Youth Serving Non-Profit	Resident	Non-Resident	Commercial
Sports Fields	1 hour	0.00	0.00	12.00	25.00	53.00
Sports Fields Lights	1 hour	0.00	0.00	12.00	25.00	53.00
Artifical Turf Fields	1 hour	0.00	0.00	22.00	44.00	53.00
Artifical Turf Field Lights	1 hour	0.00	0.00	44.00	44.00	53.00

Juanita Pohl Center					
Area	Time	Class 1 & 2	Class 3	Class 4	
				Resident	**Non-Resident**
East or West Dining Room	1 hour	0.00	18.00	34.00	68.00
Full Dining Room	1 hour	0.00	23.00	45.00	90.00
Large Classroom	1 hour	0.00	17.00	30.00	58.00
Small Classroom	1 hour	0.00	7.00	13.00	15.00
Alcohol Permit:				31.00	60.00

Reservations must be made for a minimum of two (2) hours. $10.00 handling fee for cancellations. Late departing groups will be charged $10.00 for every 5 minutes after the designated rental period ends.

Classification of Users

For the purpose of scheduling reservations and determining fees, groups will be classified as shown below:

Class 1: Activities sponsored by the City of Tualatin, City of Durham official meetings, and Meals on Wheels People, for official center functions.

Class 2: Activities co-sponsored by the City of Tualatin.

Class 3: Non-profit organizations and public agencies serving the youth and general public of Tualatin. Rosters of organization members and 501c3 information required.

Class 4: All other groups, including religious and political organizations and individuals are categorized by resident/non-resident for the purpose of determining fees.

Cleaning & Security Deposit - Juanita Pohl Community Center	
Meetings - Large Classroom	50.00
Meetings only (no food) in Dining Room	100.00
Dining Room (with food)	300.00
Large Event Surcharge	22.00/hour

The Parks and Recreation Director will determine the amount of the cleaning/security deposit to be refunded based on the building monitor's report.

Tualatin Library Community Room				
Area	Time	Class 3	Class 4	
			Resident	**Non-Resident**
Community Room	1 hour	15.00	25.00	50.00

Class 1 & 2 - No Charge

$10.00 handling fee for cancellations

Classification of Users

For the purpose of scheduling reservations and determining fees, groups will be given classified as shown below.

Class 1: Activities sponsored by the Tualatin Public Library and/or City of Tualatin

Class 2: Activities co-sponsored by the Tualatin Public Library and/or City of Tualatin

Class 3: Non-profit organizations

Class 4: All other orgs, including religious and political groups, are categorized by resident/nonresident for purpose of determining fees.

Parks Maintenance	
Street Tree and Installation (Single Family Only)	300.00
Street Tree Removal (excluding Stump Grinding)	600.00
Street Tree Stump Grinding	300.00
New Tree Grates – Full set of 2 halves	450.00
New Tree Grates – Half set	225.00
Tree Grates – Leveling Stone and fastening hardware	50.00
Tree Grates Improvements	200.00

Police	
Copies of Police Reports (no charge to victims):	
1 - 10 pages	15.00
plus each page over 10	0.25
Alarm Permits:	
Initial Application	27.50
Annual Renewal	27.50
1st False Alarm	No charge
2nd False Alarm	No charge
3rd False Alarm	100.00
4th False Alarm	131.50
5th False Alarm	194.50
6th and More False Alarms	263.00 per alarm
10 or more False Alarms	563.00 Civil Infraction
Late payment of renewal (after 60 days)	84.25
Expired, reinstatement fee, once revoked (after 90 days)	110.50
Failure to obtain alarm permit (within 60 days of installation)	84.25
Failure to report changes to alarm permit application within 10 days	27.50
Non-permitted or revoked alarm permit	552.00
Release of Towed (impounded) Vehicles	125.00
Fingerprinting cards	27.00
Each additional card	2.15
Good Conduct Letter	11.00

Utilities in the Right-of-Way	
Annual Rights-of-Way Fee:	
Electric	3.5% of Gross Revenue *
Natural Gas	5.0% of Gross Revenue *
Communication	5.0% of Gross Revenue *
Any Utility Operator that does not earn Gross Revenues within the City of Tualatin (Based on total Linear Feet of Utility Facilities in the Rights-of-Way):	
Up to 5,000	5,752.50
5,001 to 10,000	8,629.50
10,001 to 20,000	11,505.00
More than 20,000	17,257.25
* "Gross Revenue" means any and all revenue, of any kind, nature or form, without deduction for expenses, less net uncollectibles, derived from the operation of utility facilities in the City of Tualatin, subject to allapplicable limitations in federal or state law.	
Rights-of-Way License Application Fee (per TMC 3-6-205)	294.50
Rights-of-Way License Renewal Application Fee (per TMC 3-6-260)	179.00
Rights-of-Way Attachment Fees/Small Cell, DAS, etc. (TMC 3-6-120)	
Attachment Application Fees:	
Attachment Application Fee (one-time)	762.50 per attachment
Expedited Application Fee (voluntary one-time fee for expedited review; City may take of up to 30 days)	1,335.50 per attachment
Consultant Fee for Processing Application	Actual Cost, plus 25% for administration*
* Fee would be applied in the event the City does not have the capacity to process applications within the legally required timeframe	
Annual Attachment Fee	725.50 per attachment, per year
The Rights-of-Way Attachment Fees do not apply to Utility Operators subject to and paying the Annual Rights-of-Way Fees in TMC 3-6-100	
Water, Sewer, Surface Water Management, Road Utility and Parks Utility Fees	Resolution No. 5887-25

City of Tualatin Fee Schedule

Fees Effective August 12, 2025

General Administrative Fees		Current Fees
Photocopies:		
Per page/side (up to 8.5"x14")	0.40	0.35
Per page/side (11"x17")	0.75	0.65
Color - per page/side (up to 8.5"x14")	1.25	1.20
Color - per page/side (11"x17")	1.75	1.70
Thumb Drive (2 GB)	11.50	11.35
Storage Retrieval Fee	34.50	33.80
Staff Time:		
-Up to 30 minutes	no charge	no charge
-Over 30 minutes	employee cost	employee cost

Development Fees		
Addressing Fees:		
Change of existing address	248.50	243.35
Assign single family	62.00 + 8.25 per lot	60.80 + 7.95 per lot
Multi-Family - less than 50 units	76.00 + 8.25 per unit	74.40 + 7.95 per unit
Multi-family - 50+ units	76.00 + 8.25 per unit	74.40 + 4.55 per unit
Non-residential (suite assignment)	76.00 for address + 51.00 per suite	74.40 for address + 49.75 per suite
Amendment to Comprehensive Plan Map	2,670.00	2,617.25
Amendment to Comprehensive Plan Text/Landmark Designation/Removal of Landmark Designation	2,670.00	2,617.25
Annexation	1,822.00	1,784.50
Appeal Proceeding to Council	172.00	168.70
Appeal Expedited Process to Referee, Deposit per ORS 197.375	385.00	378.50
Architectural Review Application, Nonexpedited Process:		
Estimated Project Value:		
Under $5,000	150.00	146.00
$5,000 - $24,999.99	700.00	686.75
$25,000 - $99,999.99	1,270.00	1,243.75
$100,000 - 499,999.99	2,100.00	2,054.85
$500,000 and greater	3,075.00	3,012.00
Architectural Review, Minor	122.00	120.00
Architectural Review, Single-family Level I (Clear & Objective)	122.00	120.00
Architectural Review, Single-family Level II (Discretionary)	935.00	915.00
Architectural Review, Accessory Dwelling Unit (ADU)	122.00	120.00
Conditional Use Permit	1,822.00	1,784.50
Conditional Use Permit Renewal		1,784.50
Extension Request Reviewed by Staff	260.00	254.15
Extension Request Reviewed by Architectural Review Board	1,470.00	1,438.40
Interpretation of Development Code	122.00	119.00
Industrial Master Plans	2,325.00	2,276.50
Landmark Alteration/New Construction Review	145.00	140.60
Central Urban Renewal Master Plan	2,325.00	2,276.50

Development Fees (continued)		Current Fees
Driveway Approach Permit	350.00	340.70
Engineering Copies:		
18" x 24"	3.50	3.45
24" x 36"	4.75	4.55
36" x 48"	5.75	5.60
Erosion Control (EC) Fees:		
1. Inspection Fees		
a. Non-Site Development		
1. New construction	550.00	525.00
2. Additions, remodels and demolitions disturbing less than 1,000 s.f.	190.00	175.00
b. Development Sites without infrastructure or vegetated corridor improvements (EC Only)	550.00 plus 550.00 prorated for each acre over 1/2 acre	525.00 plus 525.00 prorated for each acre over 1/2 acre
c. Subsequent Site Development (Early EC Inspection Fee)	550.00 or 1/2 of the EC Only Fee, whichever is greater	525.00 or 1/2 of the EC Only Fee, whichever is greater
d. Site Development Inspection Fee	1,125.00 plus 1,125.00 for each acre over a half-acre	1,050.00 plus 1,050.00 for each acre over a half-acre
e. Stormwater Inspection Fee (other than site development)	190.00 per project	175.00 per project
f. Line Tap and Lateral Inspection Fee	190.00 per line tap	175.00 per line tap
g. Disconnection Inspection Fee	190.00 per disconnection	175.00 per disconnection
h. Re-inspection	100.00/hr with a minimum of 200.00	100.00/hr with a minimum of 200.00
i. Warranty Period Reinspection Fee for Proprietary Treatment System	100.00/hr with a minimum of 200.00 per proprietary catch basin	100.00/hr with a minimum of 200.00 per proprietary catch basin
j. Extended Warranty Inspection Fee	190.00 for each 6-month extension	175.00 for each 6-month extension
k. Reconnection Inspection Fee	190.00 per reconnection	175.00 per reconnection
l. Special Investigation Fee	100.00/hr; minimum of 200.00	100.00/hr; minimum of 200.00
m. Inspection Overtime Fee	130.00/hour,minimum of 260.00	125.00/hour,minimum of 250.00
n. DEQ 1200-C and 1200-CN Erosion Control Permit Fee	DEQ pass-through fee	DEQ pass-through fee
2. Plan check fee		
a. commercial, industrial, multi-family or large homesites not in an existing subdivision	1,550.00	1,500.00

Development Fees (continued)		Current Fees
Hydraulic Modeling Deposit	2,000.00 (plus actual costs)	2,000.00
Landmark Demolition Review	160.00	156.80
Landmark Relocation Review	72.00	70.30
License to Keep Chickens	61.00	59.50
Mobile Food Unit Permit	116.00	113.55
Partition,* Nonexpedited & Expedited Processes	508.00	497.50
Partition,* Nonexpedited & Expedited Extension/Modification	172.00	167.60
Partition,* Nonexpedited, Appeal Proceeding to Council	172.00	167.60
Partition,* Expedited, Appeal to Referee, Deposit per ORS 197.375	375.00	367.70
Partition,* Minor Variance included & primary use is a single family dwelling & not in RL or RML	Add 180.00	Add 175.00
Partition,* Minor Variance included & primary use is not a single family dwelling & not in RL or RM	Add 265.00	Add 260.00
Pre-Application Meeting	265.00	260.00
Property Line Adjustment,* primary use is a single family dwelling in RL or RML	90.00	87.35
Property Line Adjustment,* Minor Variance included & primary use is a single family dwelling in RL or RML	Add 180.00	Add 175.00
Property Line Adjustment,* primary use is not a single family dwelling in RL or RML	390.00	378.50
Property Line Adjustment,* Minor Variance included & primary use is not a single family dwelling in RL or RML	Add 180.00	Add 174.00
Property Line Adjustment,* Appeal Proceeding to Council	180.00	173.00
Public Works Construction Permit Deposit	5% of est. value of work but not less than 500.00	5% of est. value of work but not less than 500.00
Public Works Construction Code	66.00 + postage	64.90 + postage
Reinstatement of Nonconforming Use	1,822.00	1,784.50
Request for Council Rehearing	215.00	210.9
Right-of-Way Permit	300.00	300.00
Sidewalk Permit	175.00	173.00
Sign Ordinance		
Sign Code Variance	870.00	849.00
Sign Permit:		
New Sign or Structural Change to Existing Sign	243.00	237.95
Temporary Sign or Each Face Change to Existing Sign	122.00	119.00
Street Name Change	175.00	173.00
Street Vacation Application Deposit	420.00	408.80
Subdivision,* Nonexpedited and Expedited Processes	3,450.00	3,379.70
Subdivision,* Variance included & primary use is a single family dwelling in RL or RML	Add 348.00	Add 340.80
Subdivision,* Variance included & primary use is not a single family dwelling in RL or RML	Add 435.00	Add 427.20
Subdivision,* Minor Variance included & primary use is a single family dwelling in RL or RML	Add 175.00	Add 173.05
Subdivision,* Minor Variance included & primary use is not a single family dwelling in RL or RML	Add 265.00	Add 259.55
Subdivision,* Nonexpedited, Extension/Modification By Council	790.00	773.25

Development Fees (continued)		Current Fees
Subdivision,* Expedited, Extension/Modification By City Engineer	205.00	200.10
Subdivision,* Nonexpedited, Appeal Proceeding to Council	175.00	173.00
Subdivision,* Expedited Appeal to Referee, Deposit per ORS 197.375	367.50	378.50
Temporary Certificate of Occupancy		113.50
Temporary Uses:		
1 - 3 days	63.50	62.20
4 - 180 days	63.50 + 1.75/day	62.20 + 1.65/day
Over 3 days	Not to exceed 200.00 total	Not to exceed 200.00 total
Traffic Study Review Deposit:		
Up to 1,000 trips per day	2,000.00	2,000.00
Up to 2,000 trips per day	3,000.00	3,000.00
More than 2,000 trips per day	5,000.00	4,000.00
Transportation Development Tax	Indexed annually per Washington County Code, Section 3.17	
Tree Removal Permit, 1 tree	360.00	351.50
each additional tree, $10.00 not to exceed a total of	400.00	383.95
Variance:		
When primary use is a single family dwelling in RL or RML	370.00	362.30
When primary use is not a single family dwelling in RL or RML	1,822.00	1,784.50
Variance, Minor:		
When primary use is a single family dwelling in RL or RML	370.00	362.30
When primary use is not a single family dwelling in RL or RML	1,250.00	1,222.10
Water Quality Permit Deposit	5% of est. value of work but not less than 500.00	
Zone of Benefit Application Fee	863.00	845.25
All Other Development Actions	Cost Recovery	

Core Area Parking District		
Core Area Parking District Tax Appeal	156.80	156.80

Finance Department		
L.I.D. Assessment Apportionment Fee	130.00	124.40
Lien Search Fee (per tax lot)	40.00	39.15
Recovery Charge Installment Payment Plan Application Fee	260.00	254.15
Returned Checks (per check for processing NSF check)	35.00	35.00
Zone of Benefit Recovery Charge Administration Fee	140.00	135.20
Social Gaming License		
Application Fee	110.50	108.15
Annual Renewal Fee	110.50	108.15

Geographic Information System		
Citywide aerial photo, 36” x 42”	44.25	43.25
Subdivision street map, 34” x 36”	27.50	27.00
Street map, 22” x 22”	16.50	16.25
Planning Districts, 34” x 44”	27.50	27.00
Planning Districts, 18” x 24”	16.75	16.75
Custom Mapping	71.75/hr	70.30/hour
Mailing Lists	38.75	37.85

Legal Services Department		
Printed copies of the new Municipal or Development Code with tabs	143.50 each + postage	140.60 each + postage
3-post expandable binders with stamping	80.50	78.90
3-ring vinyl binders	23.00	22.50
Electronic media options for Code of Ordinances (sent via download)		
WORD (DOCX)	176.50 initially then 86.25 per update	173.00 initially then 84.40 per update
Adobe PDF of the code	176.50 initially then 86.25 per update	173.00 initially then 84.40 per update
Adobe PDF of each supplement	176.50 initially then 86.25 per update	173.00 initially then 84.40 per update

Municipal Court		
Traffic School and Compliance Program Fees:		
Class A	300.00	297.40
Class B	175.00	173.00
Class C	135.00	135.20
Class D	110.00	108.15
Seat Belt Class	75.00	75.70
Vehicle Compliance Program	40.00	37.85
Collection Fee	25% of ordered amount	25% of ordered amount
License Restatement Fee	73.50	75.70
Wedding Ceremonies	100.00	100.00
Overdue Payment Letter Fee	10.00	10.80
Failure to Appear – Arraignments	40.00	43.25
Failure to Appear – Trials	100.00	108.15
Payment Plan Fee	50.00	51.50

Picnic Shelters					
Area	Time	Class 1 & 2	Class 3	Class 4	
				Resident	**Non-Resident**
Rustic	4 hours	0.00	21.00	41.00	82.00
Patio	4 hours	0.00	17.00	33.00	66.00
Main-South	4 hours	0.00	21.00	41.00	82.00
Main-North	4 hours	0.00	21.00	41.00	82.00
Main-Full	4 hours	0.00	41.00	82.00	165.00
Trestle	4 hours	0.00	21.00	41.00	82.00
Jurgens Park Large Shelter	4 hours	0.00	21.00	41.00	82.00
Ibach Park West Large Shelter	4 hours	0.00	21.00	41.00	82.00
Alcohol Permit:	Group			31.00	62.00
	Special Events			62.00	125.00

$10.00 handling fee for cancellations

Classification of Users

For the purpose of scheduling reservations and determining fees, groups will be classified as shown below:

Class 1: Activities sponsored by the City of Tualatin.

Class 2: Activities co-sponsored by the City of Tualatin.

Class 3: Non-profit organizations and public agencies serving the youth of Tualatin.

Class 4: All other groups, organizations and individuals are categorized by resident or non-resident for the purpose of determining fees.

Sports Fields						
Area	Time	City of Tualatin	Youth Serving Non-Profit	Resident	Non-Resident	Commercial
Sports Fields	1 hour	0.00	0.00	12.00	25.00	53.00
Sports Fields Lights	1 hour	0.00	0.00	12.00	25.00	53.00
Artifical Turf Fields	1 hour	0.00	0.00	22.00	44.00	53.00
Artifical Turf Field Lights	1 hour	0.00	0.00	44.00	44.00	53.00

Juanita Pohl Center					
Area	Time	Class 1 & 2	Class 3	Class 4	
				Resident	**Non-Resident**
East or West Dining Room	1 hour	0.00	18.00	34.00	68.00
Full Dining Room	1 hour	0.00	23.00	45.00	90.00
Large Classroom	1 hour	0.00	17.00	30.00	58.00
Small Classroom	1 hour	0.00	7.00	13.00	15.00
Alcohol Permit:				31.00	60.00

Reservations must be made for a minimum of two (2) hours. $10.00 handling fee for cancellations. Late departing groups will be charged $10.00 for every 5 minutes after the designated rental period ends.

Classification of Users

For the purpose of scheduling reservations and determining fees, groups will be classified as shown below:

Class 1: Activities sponsored by the City of Tualatin, City of Durham official meetings, and Meals on Wheels People, for official center functions.

Class 2: Activities co-sponsored by the City of Tualatin.

Class 3: Non-profit organizations and public agencies serving the youth and general public of Tualatin. Rosters of organization members and 501c3 information required.

Class 4: All other groups, including religious and political organizations and individuals are categorized by resident/non-resident for the purpose of determining fees.

Cleaning & Security Deposit - Juanita Pohl Community Center		
Meetings - Large Classroom	50.00	50.00
Meetings only (no food) in Dining Room	100.00	100.00
Dining Room (with food)	300.00	285.00
Large Event Surcharge	22.00/hour	

The Parks and Recreation Director will determine the amount of the cleaning/security deposit to be refunded based on the building monitor's report.

Tualatin Library Community Room				
Area	Time	Class 3	Class 4	
			Resident	**Non-Resident**
Community Room	1 hour	15.00	25.00	50.00

Class 1 & 2 - No Charge

$10.00 handling fee for cancellations

Classification of Users

For the purpose of scheduling reservations and determining fees, groups will be given classified as shown below.

Class 1: Activities sponsored by the Tualatin Public Library and/or City of Tualatin

Class 2: Activities co-sponsored by the Tualatin Public Library and/or City of Tualatin

Class 3: Non-profit organizations

Class 4: All other orgs, including religious and political groups, are categorized by resident/nonresident for purpose of determining fees.

Parks Maintenance		
Street Tree and Installation (Single Family Only)	300.00	257.50
Street Tree Removal (excluding Stump Grinding)	600.00	406.85
Street Tree Stump Grinding	300.00	216.30
New Tree Grates – Full set of 2 halves	450.00	432.60
New Tree Grates – Half set	225.00	216.30
Tree Grates – Leveling Stone and fastening hardware	50.00	27.00
Tree Grates Improvements	200.00	189.25

Police		
Copies of Police Reports (no charge to victims):		
1 - 10 pages	15.00	11.35
plus each page over 10	0.25	0.25
Alarm Permits:		
Initial Application	27.50	27.00
Annual Renewal	27.50	27.00
1st False Alarm	No charge	
2nd False Alarm	No charge	
3rd False Alarm	100.00	97.85
4th False Alarm	131.50	128.75
5th False Alarm	194.50	190.50
6th and More False Alarms	263.00 per alarm	257.50
10 or more False Alarms	563.00 Civil Infraction	551.25 Civil Infraction
Late payment of renewal (after 60 days)	84.25	82.50
Expired, reinstatement fee, once revoked (after 90 days)	110.50	108.15
Failure to obtain alarm permit (within 60 days of installation)	84.25	82.50
Failure to report changes to alarm permit application within 10 days	27.50	27.00
Non-permitted or revoked alarm permit	552.00	540.75
Release of Towed (impounded) Vehicles	125.00	108.15
Fingerprinting cards	27.00	27.00
Each additional card	2.15	2.15
Good Conduct Letter	11.00	10.8

Utilities in the Right-of-Way		
Annual Rights-of-Way Fee:		
Electric	3.5% of Gross Revenue *	
Natural Gas	5.0% of Gross Revenue *	
Communication	5.0% of Gross Revenue *	
Any Utility Operator that does not earn Gross Revenues within the City of Tualatin (Based on total Linear Feet of Utility Facilities in the Rights-of-Way):		
Up to 5,000	5,752.50	5,634.25
5,001 to 10,000	8,629.50	8,452.00
10,001 to 20,000	11,505.00	11,268.25
More than 20,000	17,257.25	16,902.25
* "Gross Revenue" means any and all revenue, of any kind, nature or form, without deduction for expenses, less net uncollectibles, derived from the operation of utility facilities in the City of Tualatin, subject to allapplicable limitations in federal or state law.		
Rights-of-Way License Application Fee (per TMC 3-6-205)	294.50	288.40
Rights-of-Way License Renewal Application Fee (per TMC 3-6-260)	179.00	175.10
Rights-of-Way Attachment Fees/Small Cell, DAS, etc. (TMC 3-6-120)		
Attachment Application Fees:		
Attachment Application Fee (one-time)	762.50 per attachment	746.75 per attachment
Expedited Application Fee (voluntary one-time fee for expedited review; City may take of up to 30 days)	1,335.50 per attachment	1,308.10 per attachment
Consultant Fee for Processing Application * Fee would be applied in the event the City does not have the capacity to process applications within the legally required timeframe	Actual Cost, plus 25% for administration*	Actual Cost, plus 25% for administration*
Annual Attachment Fee	725.50 per attachment, per year	710.70 per attachment, per year
The Rights-of-Way Attachment Fees do not apply to Utility Operators subject to and paying the Annual Rights-of-Way Fees in TMC 3-6-100		
Water, Sewer, Surface Water Management, Road Utility and Parks Utility Fees	Resolution No. 5887-25	

Proposed Levy for Countywide Library Services

Measure 34-345 on Nov. 4, 2025 Ballot

This information was reviewed by the Oregon Elections Division for compliance with ORS 260.432.

Washington County
Cooperative Library Services

Agenda

- Public library service in Washington County
- Current funding
- What would Measure 34-345 fund?
- How much would Measure 34-345 cost?
- What would happen if Measure 34-345 does not pass?

Public library service in Washington County

- Public library service is provided through a partnership between the County and the 9 cities and 3 non-profit associations that operate local libraries.
- WCCLS is the primary source of funding for library operations.
- WCCLS also provides central support services that efficiently link libraries together.

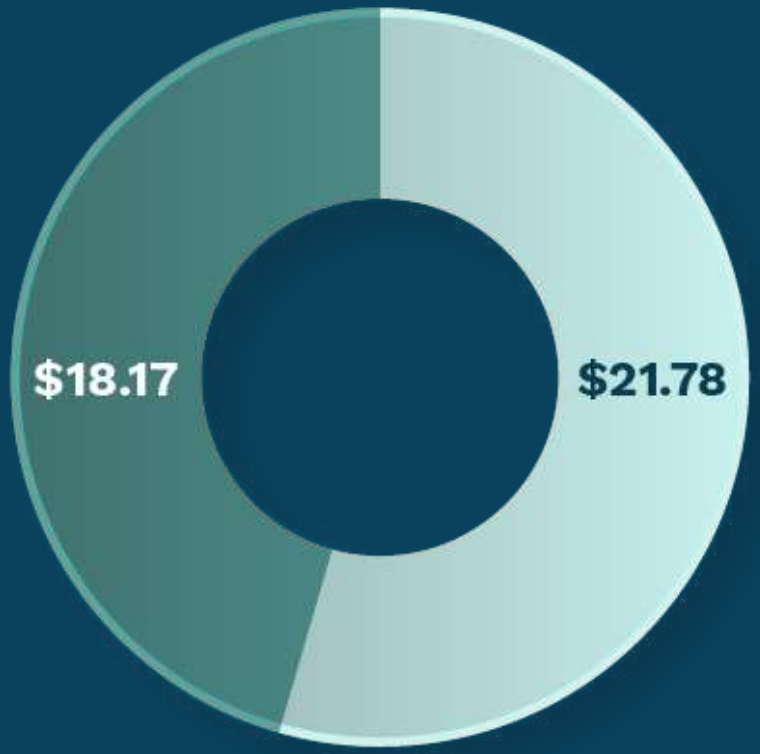
Public libraries in Washington County

- Aloha
- Banks
- Beaverton Main
- Beaverton Murray Scholls
- Cedar Mill
- Bethany
- Cornelius
- Forest Grove
- Garden Home
- Hillsboro, Brookwood
- Hillsboro, Shute Park
- North Plains
- Sherwood
- Tigard
- Tualatin
- West Slope

Current WCCLS budget

(in millions)

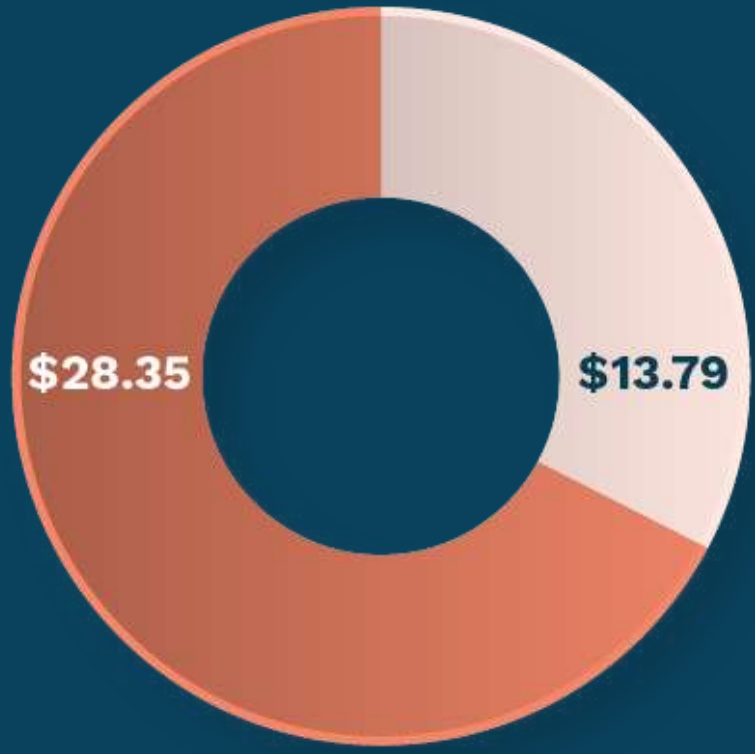
WCCLS revenue



5-year levy

County general fund

WCCLS expenses



Library allocations

WCCLS operations (central support)

If passed, what would Measure 34-345 fund?

Reading and learning support for kids & teens

- In-person events
- Homework help & online tutoring
- Public access computers & wi-fi

Over 10,000 students participated in library programs designed to support reading, learning, and student success last year.

WCCLS has issued 83,549 library cards to public school students since 2019.

If passed, what would Measure 34-345 fund?

Central services that efficiently link libraries together

- Reserve materials for pickup at any of the 16 libraries across the county
- Access library catalog with 1.5 million items
- Access online learning tools, e-books, audiobooks, and streaming video

In FY 23-24, WCCLS courier trucks delivered 2.5 million books and other items to libraries.

If passed, what would Measure 34-345 fund?

Open hours and access to books and materials

- 16 full-service public libraries in the county
- Most libraries are open at least 6 days a week
- 1.5 million items in shared collection
- Study rooms and meeting rooms

Last year, there were over 2.4 million visits to WCCLS libraries. Total checkouts exceeded 7.2 million, saving users $140 million by borrowing items instead of purchasing them.

If passed, what would Measure 34-345 fund?

Reading events for children

- Regular events and programs, including storytimes in languages such as Spanish and Chinese
- Annual summer reading program
- Interactive play areas to promote learning and social interaction

In FY 23-24, libraries hosted over 200,000 participants at 6,000 in-person events for kids and teens including summer reading.

How would Measure 34-345 affect a homeowner's taxes?

- If passed, the proposed measure would authorize an increase in property taxes.
- The proposed measure would cost property owners $0.37 per $1,000 of assessed property value. The tax would continue from July 2026 through June 2031.
- The owner of a home assessed at $348,600 would pay approximately $129 per year, or $10.75 per month.
- The measure would raise $188,915,688 between July 2026 and June 2031.

What would happen if Measure 34-345 does not pass?

- If the measure does not pass, library services would not be provided as proposed and property taxes would not be increased.

To learn more, please visit wccls.org/levy

Washington County
Cooperative Library Services

Measure 34-346: Local Option Levy

This information was reviewed by the Oregon Elections Division for compliance with ORS 260.432.

wcor.us/LocalOptionLevy

wcor.us/LocalOptionLevy

Introduction:

Proposed Local Option Levy

Measure 34-346

Washington County provides public services to every city, unincorporated neighborhood, and rural area of Washington County.

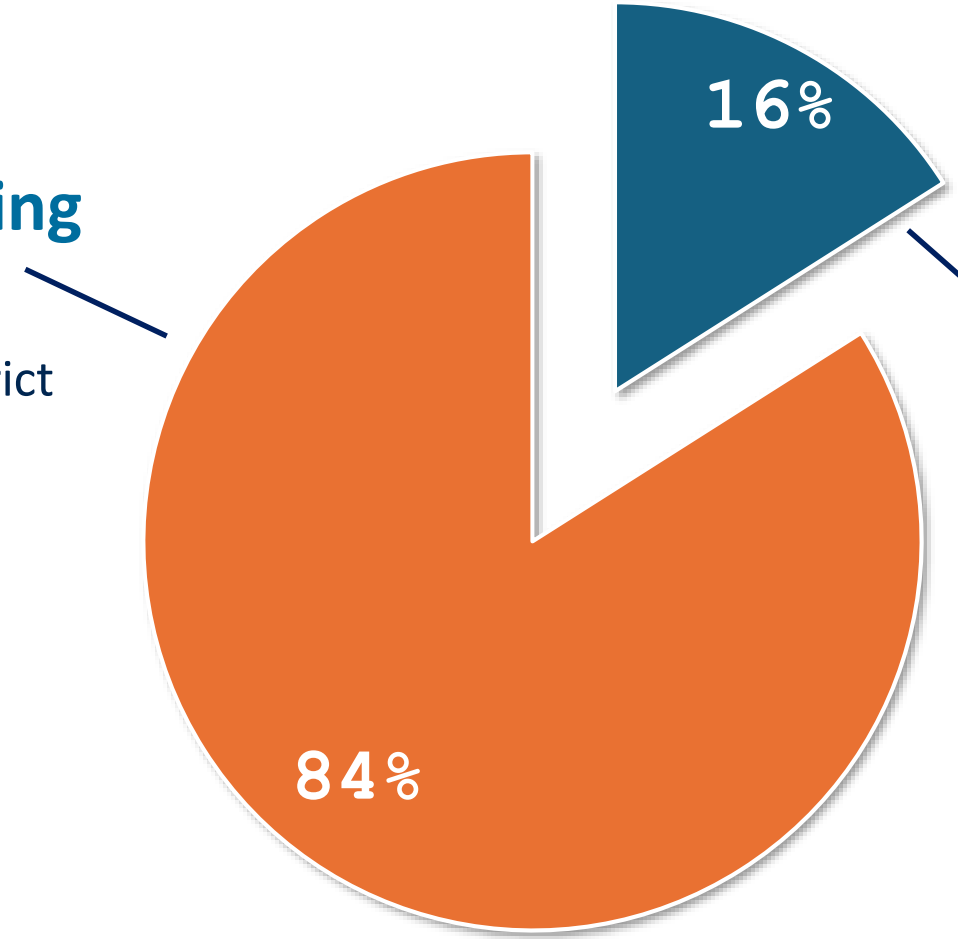
In November 2025, voters will have the opportunity to consider a proposed measure which would fund public services in Washington County, including police, prosecution, mental health, domestic violence, and other services. If passed, the measure would cost property owners $0.66 per $1,000 of assessed property value. If passed, this measure would authorize collection of property taxes for a five-year period beginning in 2026. The tax is estimated to raise $337 million over the five-year period.

How does the County fund these public services?

Fiscal Year 2025-26

Other Sources of Funding

- County General Fund
- Enhanced Sheriff's Patrol District (Sheriff's Office only)
- Federal, state & other grant funding



Local Option Levy

- Prosecution
- Countywide law enforcement
- Jail & Community Corrections Center
- Probation & parole
- Juvenile services
- Support for domestic violence survivors

If passed, what would this levy do?

What would this levy do?

Measure 34-346: Proposed Local Option Levy

- **Investigating and prosecuting crimes like theft, car theft, break-ins, and graffiti.**

  An average of one vehicle has been stolen per day from 2021 to 2024.

- **Enhancing prosecution of child abuse and child pornography cases.**

  Child abuse reports increased by 17% from 2021-2024, an average of nine reports per day.

What would this levy do?

Measure 34-346: Proposed Local Option Levy

- **Expanded victims' assistance and emergency programs for families harmed by domestic violence, as well as expanded programs to help prevent domestic violence in the first place.**

  Domestic violence reports increased by 22% from 2021-2024, an average of four per day.

- **Combating the impact of deadly drugs like fentanyl and dismantling drug-trafficking organizations.**

  Over the last three years, the Sheriff's Office has seized 1.3 million fentanyl pills.

What would this levy do?

Measure 34-346: Proposed Local Option Levy

- **Provide funding for the Washington County Jail to incarcerate those in court-ordered custody.**

  The Jail serves every police agency in Washington County, but it is not operating at full capacity due to staffing and funding challenges. This levy measure would fund jail deputy and other positions, returning the Jail to full capacity.

What would this levy do?

Measure 34-346: Proposed Local Option Levy

- **Mental Health Response Teams that provide immediate crisis response to stabilize volatile situations and help people access care.**

  Specially trained deputies and mental health professionals connect those with a mental health crisis to supportive services, improving community safety and often avoiding criminal justice involvement.

If passed, how would the measure affect a homeowner's property taxes?

How would this levy affect a homeowner's property taxes?

Measure 34-346: Proposed Local Option Levy

- If the measure passes, property owners would pay $0.66 per $1000 of assessed property value.
- The owner of a home with an assessed value of $348,600 would pay approximately $19.17 per month or $230.08 per year.
- When compared with the current levy, this increase would work out to be $6 more per month.
- The property tax would continue for five years and raise a total of $337 million.

What happens if the measure does not pass?

Measure 34-346: Proposed Local Option Levy

If the measure does not pass, the services would not be provided as proposed and property taxes would not be increased.

Summary:

Proposed Local Option Levy

Measure 34-346

Washington County provides public services to every city, unincorporated neighborhood, and rural area of Washington County.

In November 2025, voters will have the opportunity to consider a proposed measure which would fund public services in Washington County, including police, prosecution, mental health, domestic violence, and other services. If passed, the measure would cost property owners $0.66 per $1,000 of assessed property value. If passed, this measure would authorize collection of property taxes for a five-year period beginning in 2026. The tax is estimated to raise $337 million over the five-year period.

For more information, please visit

wcor.us/LocalOptionLevy

This information was reviewed by the Oregon Elections Division for compliance with ORS 260.432.

CITY OF TUALATIN

Staff Report

TO:	Honorable Mayor and Members of the City Council
THROUGH:	Sherilyn Lombos, City Manager
FROM:	Steve Koper, AICP, Assistant Community Development Director Erin Engman, AICP, Senior Planner
DATE:	August 11, 2025

SUBJECT:
Consideration of **Ordinance No. 1451-25**, adoption of the 2045 Transportation System Plan and related amendments to the Tualatin Comprehensive Plan and Development Code. File Nos: PTA 25-0001 and PMA 25-0001.

BACKGROUND:
What is a Transportation System Plan?
A Transportation System Plan (TSP) is the part of the Comprehensive Plan that establishes transportation goals and policies and a list of capital projects that are anticipated to be constructed over a 20-year planning horizon. All cities and counties in Oregon are required to have a Comprehensive Plan and a Transportation System Plan (TSP). Tualatin's TSP was last updated in 2012 (Ordinance #1354-13), then later updated in 2014, with several minor updates in 2019 and 2021.

Why update the TSP now?
Over the past decade, Tualatin has experienced growth within its existing boundaries, as well as through expansion to the Basalt Creek Planning Area. The City also committed to a Climate Action Plan in 2024, which included new policies intended to reduce the City's greenhouse gas emissions. Transportation was identified as one of the larger sources of emissions. As a result, the City Council found that it was timely to update the existing TSP's goals, priorities, strategies, and projects to ensure that the TSP best reflects Tualatin's current and future needs.

What is informing the TSP update?
In addition to Council input and feedback from the community, which included a Community Advisory Committee and responses from 2,000 residents, businesses, and visitors, the development of the 2045 TSP is informed by various state, regional, and local plans and regulations. These documents include the Parks Master Plan, the Climate Action Plan, Downtown Revitalization Plans, the City Comprehensive Plan as well as new requirements provided by the State of Oregon's Climate-Friendly and Equitable Communities (CFEC) rules, which, is intended to reduce greenhouse gas emissions from transportation. Considering these background documents, both the policy framework of the plan as well as the project list emphasize the need for a balanced transportation system that considers all modes of travel, closely coordinated with county, regional, and state partners.

EXECUTIVE SUMMARY:
The 2045 TSP studied how the transportation system operates by documenting the existing transportation infrastructure and identifying infrastructure gaps or deficiencies. Future transportation needs were identified by assessing current conditions, planned investments, and anticipated population and employment growth

(both locally and regionally). This assessment was informed by input from the community, a Community Advisory Committee, City Council, public feedback, technical advice, and issues highlighted in other plans and studies. Many of the roadway policies and projects from the 2014 TSP have been carried over into this plan with updates, such as changes to road types and travel speeds.

However, a major focus of the 2045 TSP is enhancing facilities for active transportation modes—like walking and bicycling—and improving connections to transit. The goal is to create a more complete, integrated transportation network across Tualatin.

The TSP is included in Exhibit 1 and is organized into the following chapters:

- Chapter 1: Provides background and introduction.
- Chapter 2: Details the public involvement and stakeholder feedback gathered during the development of the TSP.
- Chapter 3: Includes the goals and policies crafted to guide the city's long-range transportation vision.
- Chapter 4: Discusses the TSP's findings and recommendations for each transportation mode. It outlines current conditions and future needs for pedestrians, cyclists, transit users, drivers, and systems like transportation demand management.
- Chapter 5: Covers the financial aspects of the TSP, outlining how the projects and improvements will be funded.
- Chapter 6: Provides a recommended project list.
- Chapter 7: Includes performance measures for tracking progress over time.

TSP Overview:

- Transportation goals and policies have been updated to reflect changing community values for a balanced travel system and new statewide legislation to address carbon emissions. Under the previous TSP, policies were organized by mode, whereas the updated policies have been organized under the new transportation goals identified by input the Community Advisory Committee, City Council, and public outreach efforts, which include: Advance Our Land Use Vision, Provide a High Quality of Life, Expand Opportunities for Safe Multi-Modal Transportation, Advance Climate and Health Goals, and Invest Wisely.
- The functional classifications of the road network have been updated to better align with how the roadways have been functioning. As an example, arterials are generally intended to connect to regional destinations, while connectors are designed to connect to local destinations, and neighborhood routes provide access to residential neighborhoods.
- Level of Service standards have been identified for pedestrian and bike projects located on roads designated collector or under. These standards are intended to offer an even more robust network of safe, low-stress, and comfortable facilities for people of all ages and abilities to walk and roll to destinations.
- Tools have been identified to advocate for needed transit service.
- The 2045 TSP project list contains 113 projects with a total projected cost of $179 million, which is broken down into $71.7 million in Complete Streets projects, $106.8 million in Active Transportation projects, and $500,000 in Transit projects.

Summary of proposed amendments:

CHAPTER	TITLE	PROPOSED AMENDMENT
Comprehensive Plan		
8	Transportation	• Updates to transportation network goals and policies
Map 8-1	Functional Classification & Traffic Signals	• Updates functional classifications of select streets • Updates to proposed traffic signals
Map 8-4	Bicycle and Pedestrian Plan	• Updates to complete the network
Map 8-5	Transit Plan	• Updates to complete the network
Map 8-6	Freight Plan	• Updates to match Metro's Plan
Tualatin Development Code		
31	General Provisions	• Updates definitions related to transportation
32	Procedures	• Updates procedural references to driveaway approaches
33	Applications & Approval Criteria	• Adds street plan as application requirement • Relocates Driveway Approach Permit/ Closures application requirements and criteria from TDC 74
36	Subdivisions	• Adds street plan as application requirement • Updates clear and objective citations for Chapters 74 and 75 • Clarifies access requirements for double frontage lots
38	Signs	• Updates reference to functional street classifications
39	Use Categories	• Updates reference to functional street classifications
51	Neighborhood Commercial Zone	• Updates reference to functional street classifications
73B	Landscape Standards	• Corrects figure error for Vision Clearance
73G	Masonry Wall Standards	• Updates reference to functional street classifications
74	Public & Private Transportation Facilities and Utilities	• Reorganized for readability • Addresses updated functional street classifications • Adds standards for private streets and public alleys
75	Access Management	• Reorganized for readability • Addresses updated functional street classifications • Removes dated references for access limitations
APP B	Figures	• Corrects figure references • Updates to functional classification cross section standards

Public Engagement:

The City started by assembling a diverse group of individuals to form a 15-member Community Advisory Committee. In addition, the project team engaged over 2,000 residents, businesses, and visitors in different

activities and events between August 2023 and August 2024, including culturally specific outreach provided in Spanish. Engagement was organized into four different phases:

1. Recruit- Build our project contact list and awareness of the TSP
2. Listen and Learn- Broad engagement, focus groups, workshop, awareness campaign, survey
3. Reflect- Connect the dots. What did we hear? Share draft project recommendations.
4. Refine- Share the draft plan and updated project recommendations. Are we on track? What did we miss?

A variety of public involvement methods were used in the development and review of the 2045 TSP including: Community members participated in the Community Advisory Committee (CAC) and in focus groups, including;

- Agency representatives aided and reviewed through the Technical Advisory Group (TAG);
- In-person and virtual events and online surveys allowed for broader engagement with the wider community;
- Focus group sessions were held with Spanish speaking and BIPOC communities; and
- Targeted outreach was conducted through both digital and printed advertisements, as well as through conversations with community liaisons.

Public Comment:

A number of public comments were received and are included as Exhibit 5. A large number of comments include consideration to remove the proposed traffic improvement at Tualatin Road and SW 115th Avenue.

At the July 14th work session, staff shared a forecasted traffic analysis for the intersection that supported future need for a future intersection improvement project. The analysis found that additional development and growth over the 20-year horizon will cause the intersection to fail. After considering the public comments, the council had suggested that the project be moved from the constrained project list to the unconstrained list. This change has been made to the TSP provided in the public hearing process. By moving the project to the unconstrained list, it will no longer be eligible for government funding. However, the project could be constructed by a developer *(if warranted by development)* and would be eligible for TDT credits. Additionally, the project could be reconsidered as a financially constrained project with the next TSP update, subject to state rules limiting road capacity.

A public comment was also received that expressed:

- Interest in maintaining local vehicular access in the Basalt Creek area. In response, staff notes that Map 8-3 (Local Street Plan) provides minimum local street connectivity and that no updates to this map are proposed by the TSP amendments.
- Concerns regarding the location of trails in the Basalt Creek area. In response, staff notes that Map 8-4 (Bicycle and Pedestrian Plan) and Map 72-2 (Greenway Development Plan) identify approximate locations of trails and pathways and no updates in the Basalt Creek area are proposed by the TSP amendments.
- Concerns regarding the specific policies, criteria and assessment used to evaluate the 2045 TSP. In response, staff notes that the 2045 TSP was evaluated for conformance against all applicable state, regional, and local criteria. A draft set of findings demonstrating conformance was provided to the Planning Commission and a final set of findings will be included with the City Council adoption materials.

PLANNING COMMISSION RECOMMENDATION:

The Planning Commission held a public meeting on June 18th and unanimously recommended that City Council approve an ordinance adopting the 2045 TSP and proposed amendments as provided by the public hearing process. The Planning Commission also made a second advisory motion to the City Council in consideration of concerns from the Riverpark CIO regarding traffic issues at the intersection of 115th Avenue and Tualatin Road. The Planning Commission recommended that involvement of the surrounding neighborhood in the future planning to design and construct intersection improvements.

CLIMATE ACTION PLAN IMPLEMETATION:

The amendments support several of Tualatin's Climate Action Plan (CAP) strategies, including:

- **Action 5.1.6** Develop a decision matrix to consider alternatives to roadway widening to ease traffic congestion.
- **Action 5.2.6** Update code to increase the planter width to a minimum of 5 feet wide for street trees.
- **Action 6.2.1** Update the Transportation System Plan (TSP) to increase the use of active transportation options.
- **Action 6.2.2** Update the Transportation System Plan (TSP) to increase the use of electric micromobility options.
- **Action 6.2.3** Prioritize building and completing transportation projects that enhance bicycle, pedestrian, and transit access in Tualatin included in the updated Transportation System Plan.

FINANCIAL IMPLICATIONS:

The TSP identifies potential future federal, state, regional, and local funding sources to support projects, as well as on-going operations and maintenance in Exhibit 1, Chapter 6. Examples of transportation funding include the State Highway Fund, Transportation Development Tax, and Road Utility Fees. The state requires a TSP to identify a financially constrained project list that can total up to 125% of projected revenues for transportation. With revenue estimated at $151.53 million over the planning horizon, the list can total no more than $189.41 million. The 2045 TSP project list contains 116 projects with a total projected cost of $179 million, which is broken down into $71.7 million in Complete Streets projects, $106.8 million in Active Transportation projects, and $500,000 in Transit projects.

ATTACHMENTS:

- Attachment A – Presentation
- Ordinance 1451-25

Exhibit 1 – 2045 Transportation System Plan

Exhibit 1a – Technical Appendices

Exhibit 2 – PTA 25-0001

Exhibit 3 – PMA 25-0001

Exhibit 4 – 2045 TSP Findings and Analysis

Exhibit 5 – Public Comments

Exhibit 6 – Public Notice

Exhibit 7 – DLCD Extension Letter for –0330

Exhibit 8 – Draft TSP Comments

CITY of TUALATIN

2045 Transportation System Plan

PTA25-0001/PMA25-0001

August 11, 2025 – City Council Hearing

By 2045, Tualatin will have a modern, inclusive transportation system designed to make life easier and more enjoyable for everyone. Initiated in 2024, the TSP is a roadmap for creating a walkable, healthy, and sustainable city. It ensures that as Tualatin grows, the city's transportation options will remain accessible, safe, and connected for all users.

Agenda

- TSP summary
- Overview of supporting amendments
- Approval criteria
- Public comments
- Adoption
  - Discussion
  - Recommendation

CITY of TUALATIN

TSP Summary

What is a Transportation System Plan?

- Inventories the transportation system to study gaps in existing infrastructure
- Identifies goals, policies, programs, and projects to meet Tualatin's transportation needs over a 20-year period
- A required document for all cities and counties in Oregon, which includes conformance with state and regional rules and regulation

TSP Summary

What Goals & Policies did the TSP identify?

Supported by policies that enhance connectivity, safety, and accessibility across Tualatin's transportation network.

1

Advancing Our Land Use Vision

Create a transportation system that enhances Tualatin's economy and land use vision while managing a balanced network for all users.

2

Providing a High Quality of Life

Ensure safe and efficient movement of people and goods, particularly for historically marginalized communities.

3

Expanding Opportunities for Safe Multi-Modal Transportation

Improve options for walking, cycling, and accessing transit for users of all ages and abilities.

4

Advancing Climate and Health Goals

Reduce greenhouse gas emissions and support climate action initiatives through sustainable transportation practices

5

Investing Wisely

Maximize funding by maintaining existing assets and leveraging external funding opportunities.

Public Outreach

Recruit

PHASE 1
Aug-Sep 2023

What is the TSP? Do you want to follow along with this process?

Listen & Learn

PHASE 2
Oct 2023

What can the TSP address? What are your transportation goals and needs?

Reflect

PHASE 3
Apr-Jun 2024

How do our transportation goals connect to potential projects? Are these the right projects?

Refine

PHASE 4
Sep-Oct 2024

What do you think of the draft plan? What did we miss?

Open House

Pumpkin Regatta Tabling

Youth Outreach Event

Public Engagement Events

Viva Tualatin
- Atfalati Park
- ~100 participants

TSP Open House
- Tualatin Library
- ~40 participants

National Night Out
- Stoneridge Park
- ~50 participants

Focus Groups
- Zoom meetings
- 23 participants

Pumpkin Regatta
- Tualatin Commons
- ~300 participants

Tualatin TSP Survey
- Online and hard copy
- 202 participants

Community Advisory Committee

13 Community Members + 2 Councilors

- Met five times over approximately one year
- Purpose: review and give feedback on the TSP
- Outcome: provided local context to Goals & Policies and Project List

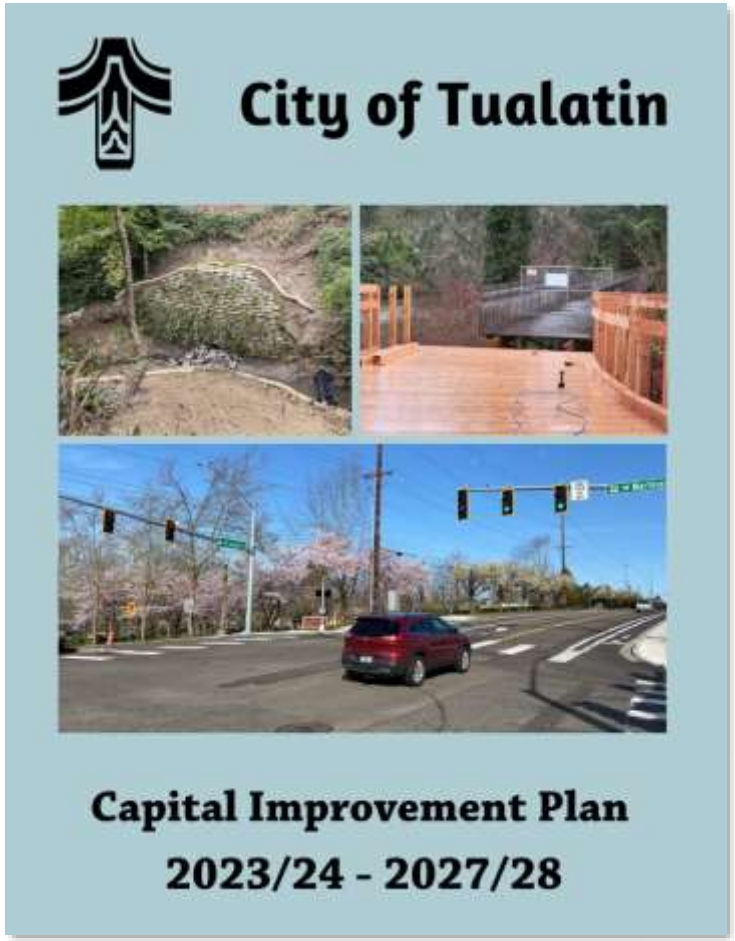
Planning Context: State and Regional Guidance

Transportation Planning Rule (TPR)

- Establishes land use controls and a network of facilities and services to meet overall transportation needs. (OAR 660-12)

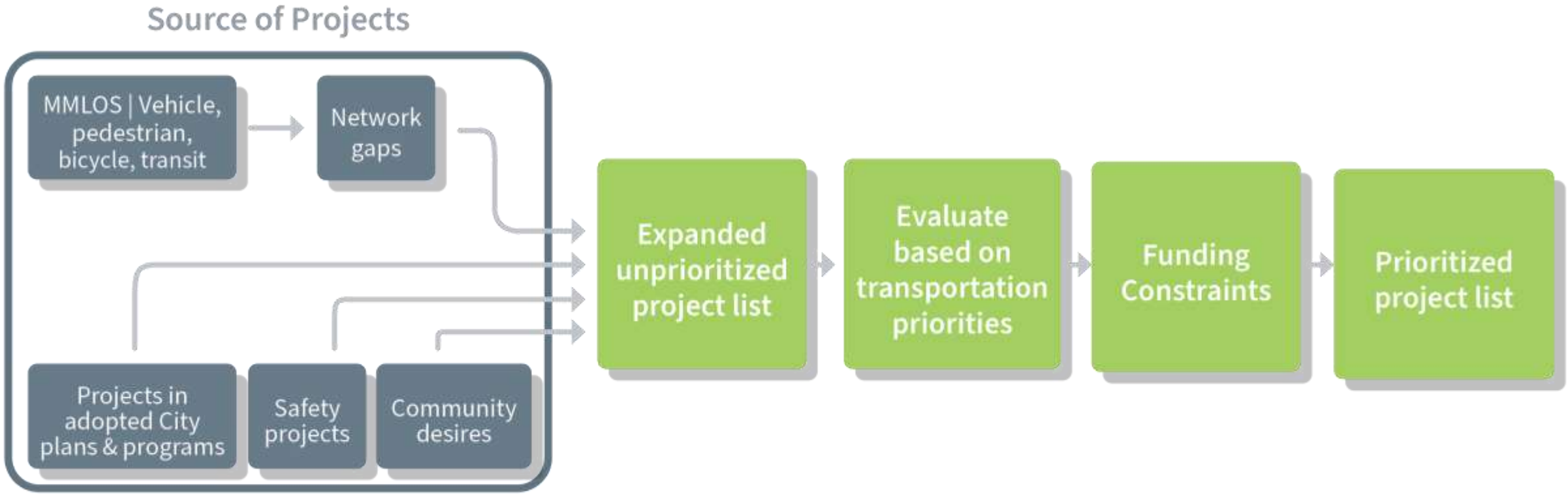
TSP Guidelines

Planning Context: Local Framework



TSP Summary

How was the TSP project list created?



TSP Summary

How were projects prioritized?

- Ranked on how well projects met identified transportation goals
  - Based on input from the CAC and the Goals & Policies as refined by Council
- Additional factors identified in the state rules for TSPs
  - Reduce vehicle miles traveled
  - Benefits underserved populations

TSP Summary

What is a constrained project list?

- Required under the state rules for TSPs
- Identifies a feasible list of projects that could be built and that address community priorities
  - Financially constrained to 125% of expected transportation revenue over the next 20 years
- Balanced to cover a range of modes, geographic areas, costs, and timelines to take advantage of funding opportunities

TSP Summary

What projects were identified?

- 113 total projects
  - 21 - Complete Streets *(bottleneck/safety)*
  - 76 - Active Transportation
  - 16 – Transit

Things to keep in mind with the project list…

- The constrained list does not guarantee that a project will be built
- It does not guarantee funding for a project
- Projects don't have to be built in a specific order
- Projects that don't make the list could still be built

TSP Summary

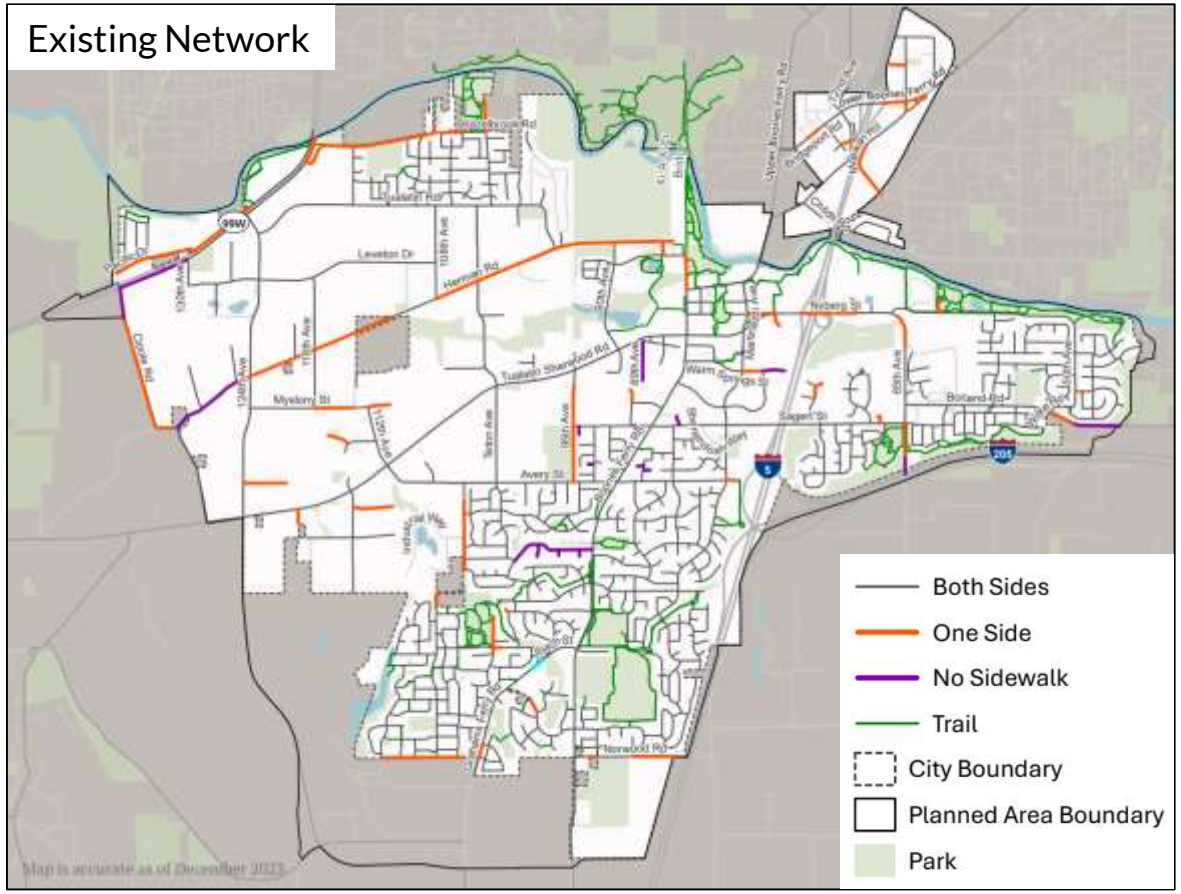
Outcomes of project list:

- Have been vetted by the community and leadership
- Build a balanced multimodal system, including an increased emphasis on complete bicycle and pedestrian networks, that meets the needs of all users
- Align with the City's Climate Action Plan and new statewide requirements
- Can be used to build the City's Capital Improvement Plan and align with other funding opportunities as they arise.

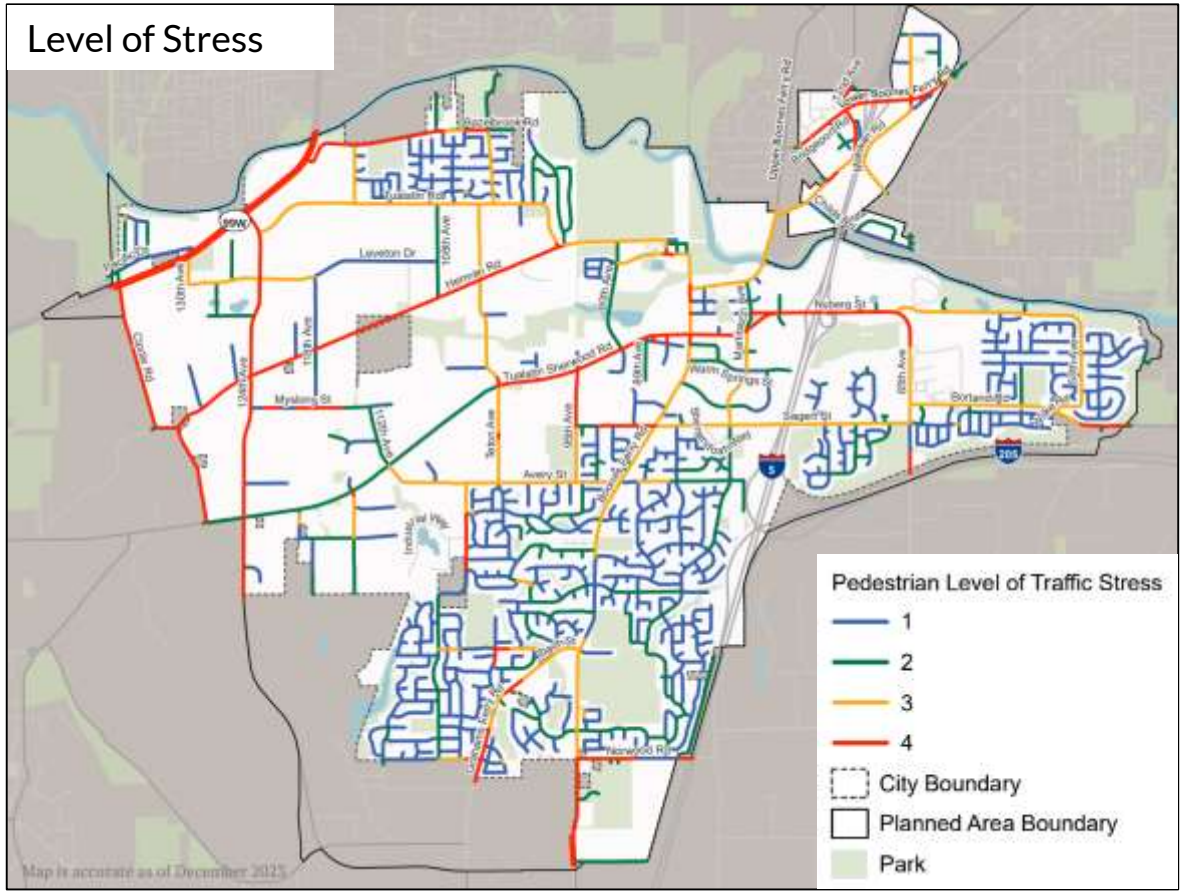
TSP Summary

Example inventory – Pedestrian Network

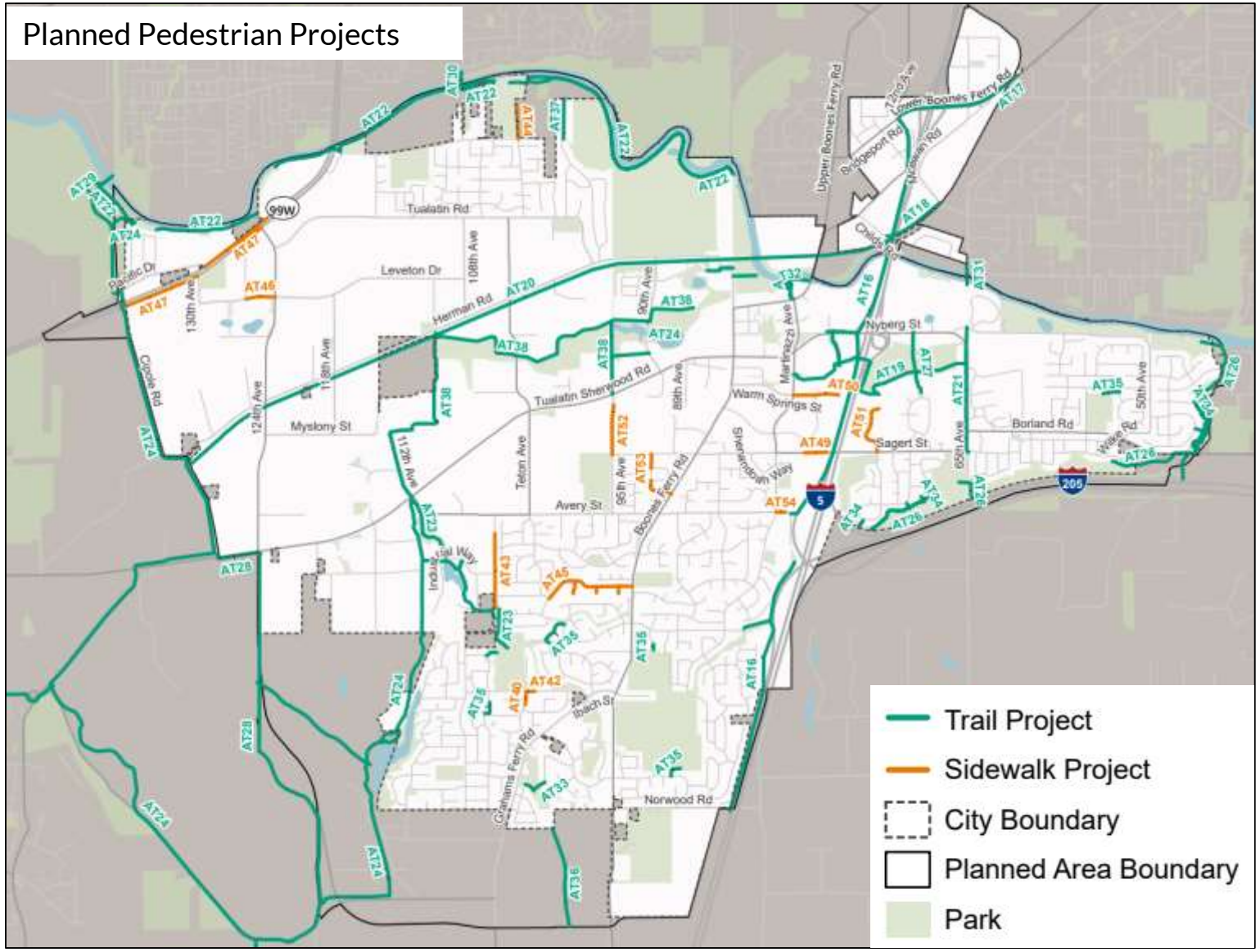
Existing Network



Level of Stress



TSP Summary


Planned Pedestrian Projects
Trail Project
Sidewalk Project
City Boundary
Planned Area Boundary
Park
Tualatin Rd
Leveton Dr
Herman Rd
Tualatin Sherwood Rd
Myslony St
Nyberg St
Warm Springs St
Sagert St
Borland Rd
Avery St
Norwood Rd
Boones Ferry Rd
Upper Boones Ferry Rd
Lower Boones Ferry Rd
Bridgeport Rd
Nyberg Rd
Martinazzi Ave
Teton Ave
Graham's Ferry Rd
Ibach St
Warm Springs Way
Industrial Way
Pacific Dr
Cipole Rd
99W
5
205

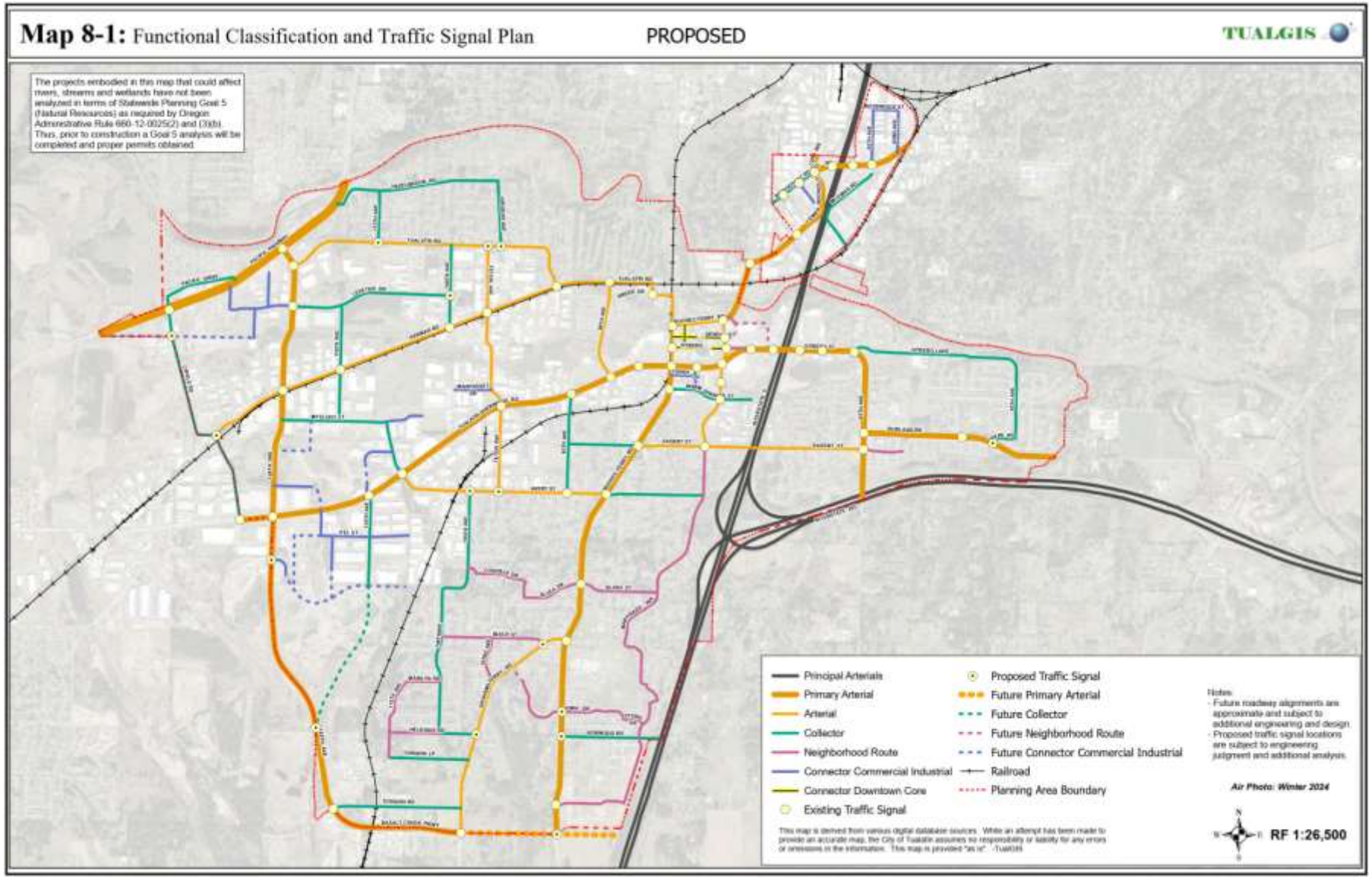
Supporting Amendments

CHAPTER	TITLE	PROPOSED AMENDMENT
Comprehensive Plan		
8	Transportation	•Updates to transportation network goals and policies
Map 8-1	Functional Classification & Traffic Signals	•Updates street designations and proposed traffic signals
Map 8-4	Bicycle & Pedestrian Plan	•Updates to complete network
Map 8-5	Transit Plan	•Updates to strengthen system
Map 8-6	Freight Plan	•Updates to match Metro's transportation plan
Tualatin Development Code		
31	General Provisions	•Updates definitions related to transportation
32	Procedures	•Updates procedural references to driveaway approaches
33	Applications & Approval Criteria	•Adds street plan as application requirement •Relocates driveway approach permit application & closure requirements from TDC 74

Supporting Amendments

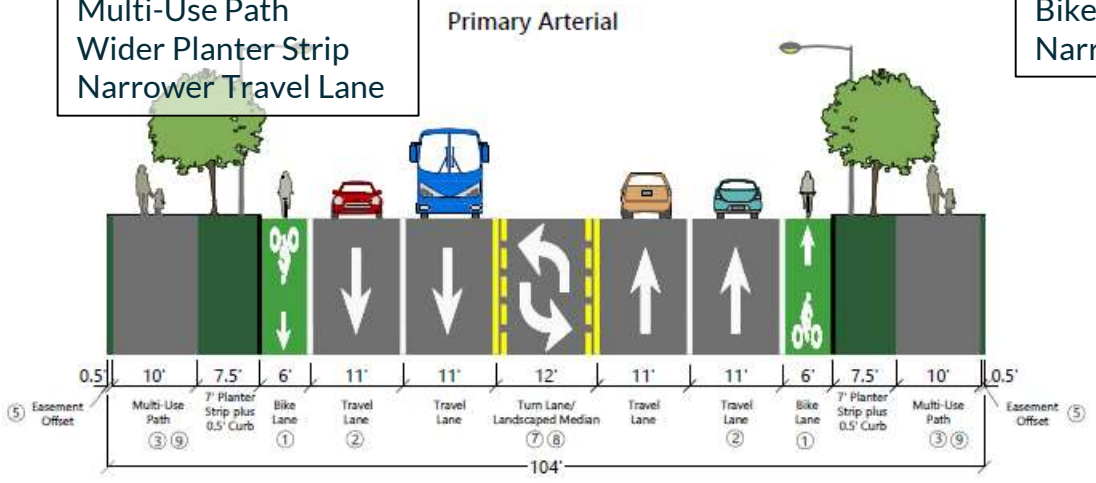
CHAPTER	TITLE	PROPOSED AMENDMENT
Tualatin Development Code		
36	Subdivisions	•Adds street plan as application requirement •Updates clear and objective citations for Chapters 74 and 75 •Clarifies access requirements for double frontage lots
38, 39, 51, 73G	Various Chapters	•Minor updates to match street designations in TSP
73B	Landscape Standards	•Corrects figure error for Vision Clearance
74	Public & Private Transportation Facilities and Utilities	•Reorganized for readability •Addresses updated functional street classifications •Adds standards for private streets and public alleys
75	Access Management	•Reorganized for readability •Addresses updated functional street classifications •Removes dated references for access limitations
APP B	Figures	• Minor changes to figure references • Updates to street design standards

Supporting Amendments

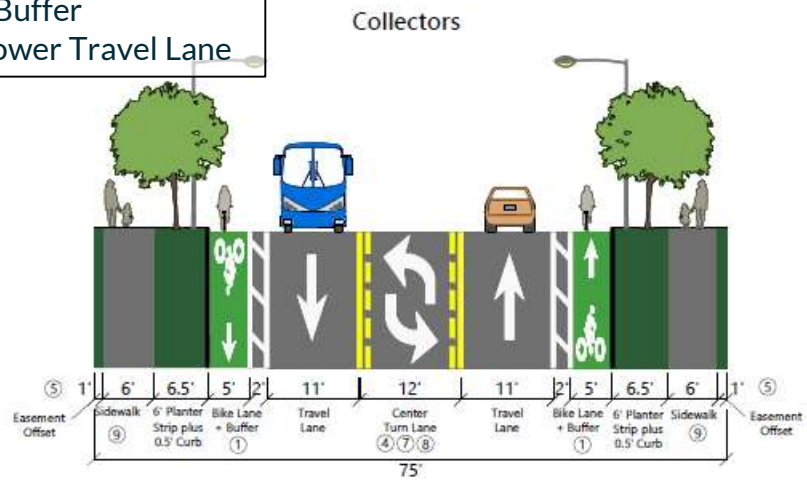


Supporting Amendments

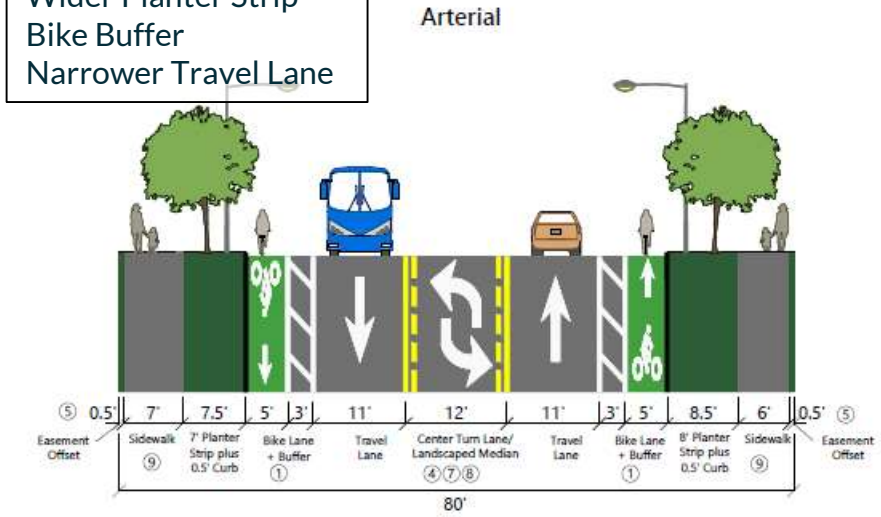
Multi-Use Path
Wider Planter Strip
Narrower Travel Lane



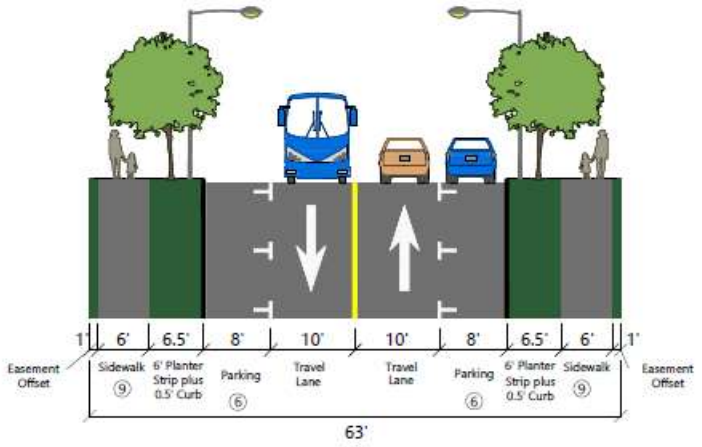
Bike Buffer
Narrower Travel Lane



Wider Sidewalk
Wider Planter Strip
Bike Buffer
Narrower Travel Lane

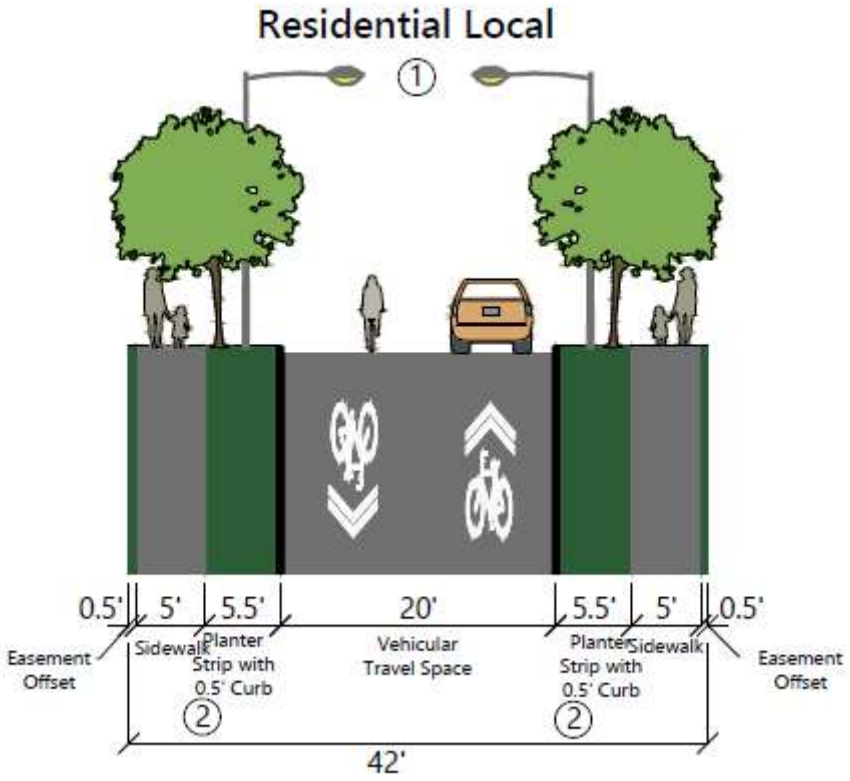


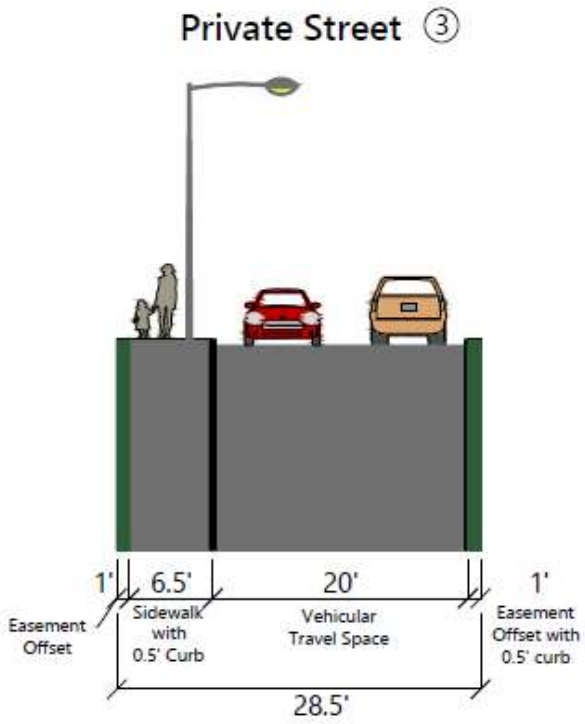
Wider Planter Strip
Narrower Travel Lane

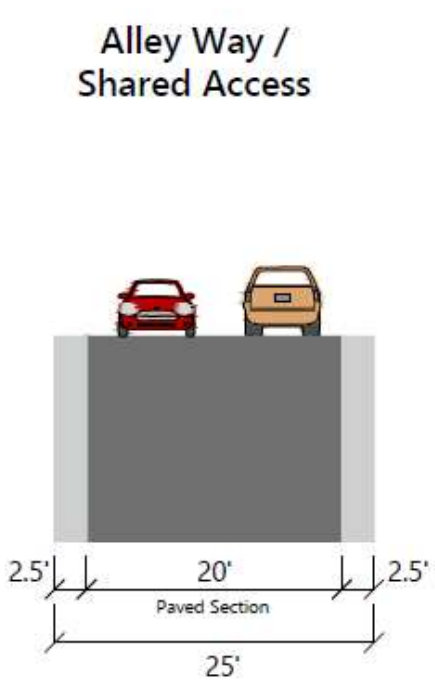


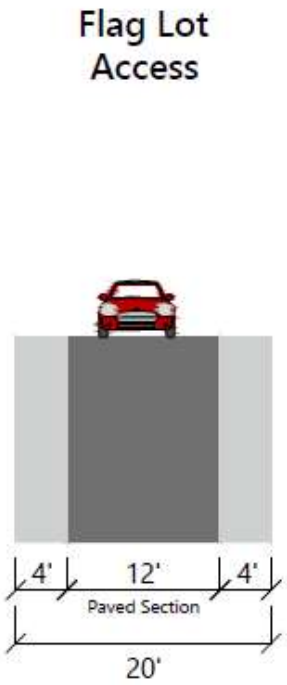
Supporting Amendments

Local street standard is 32' curb-to-curb with parking on both sides and 5.5' planter strips, 5' sidewalks, and 0.5' outside space in 54-foot ROW. City engineer may approve a) 28' curb-to-curb with parking on one side in 50' ROW or b) 20' curb-to-curb with no parking in a 42-foot ROW (or parking in bays in widened ROW) if they determine that driveway density precludes on-street parking or better serves the needs of the public.









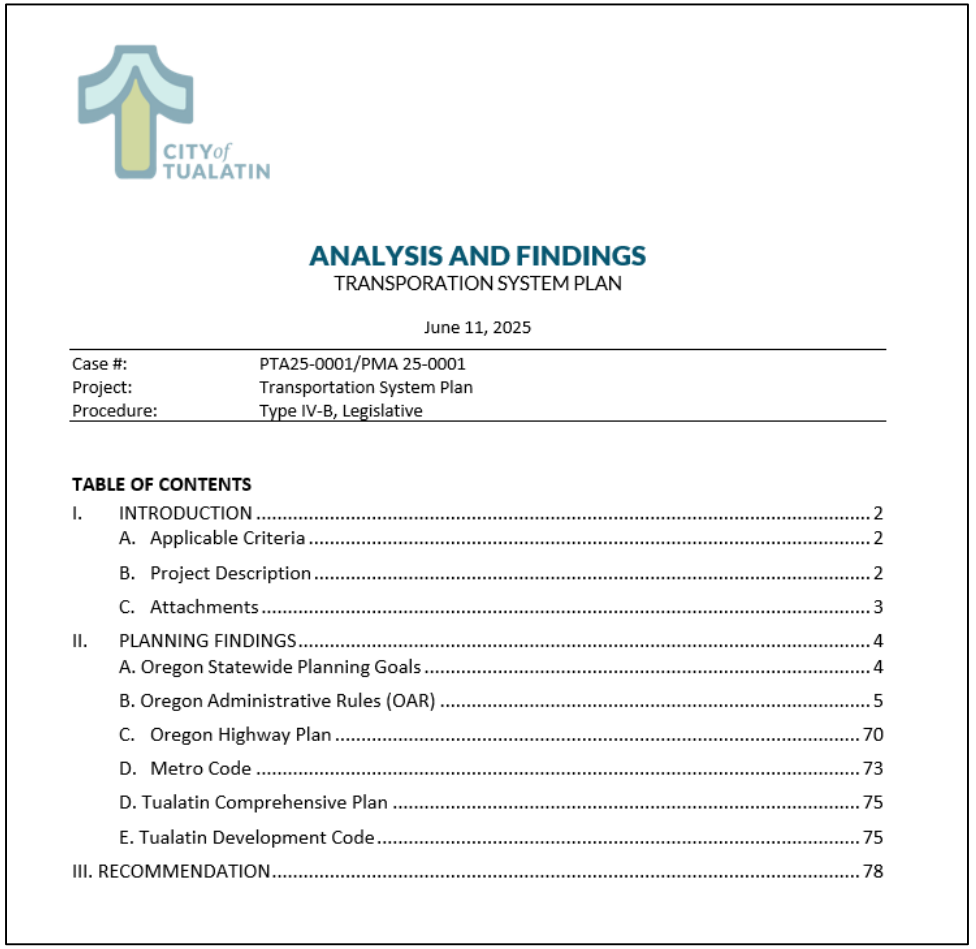
Approval Criteria

- Statewide Planning Goals
- Oregon Administrative Rules (OAR)
  - Including OAR 660 Division 12
- Oregon Highway Plan
- Metro Code
- Tualatin Development Code:
  - Chapter 33.250 Type IV-B
  - Chapter 33.070 Plan Amendments

Findings

Findings are provided as Exhibit 4 that:

- Demonstrate that state, regional, and local criteria are met
- Demonstrate compliance with Tualatin Comprehensive Plan, including other plans adopted by reference such as Basalt Creek Concept Plan, Parks Master Plan, and Stormwater Master Plan



CITY of TUALATIN

ANALYSIS AND FINDINGS
TRANSPORATION SYSTEM PLAN

June 11, 2025

Case #:	PTA25-0001/PMA 25-0001
Project:	Transportation System Plan
Procedure:	Type IV-B, Legislative

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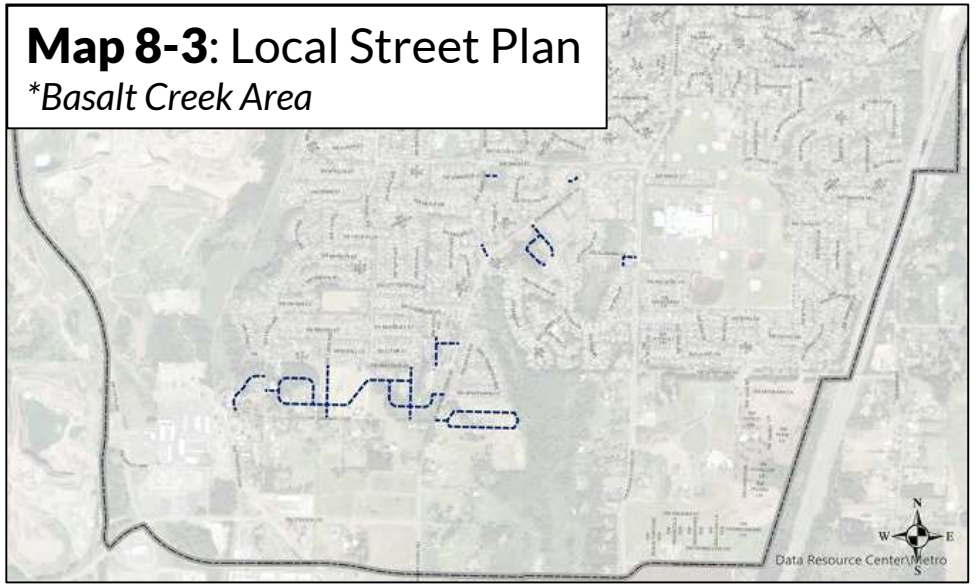
Public Comments

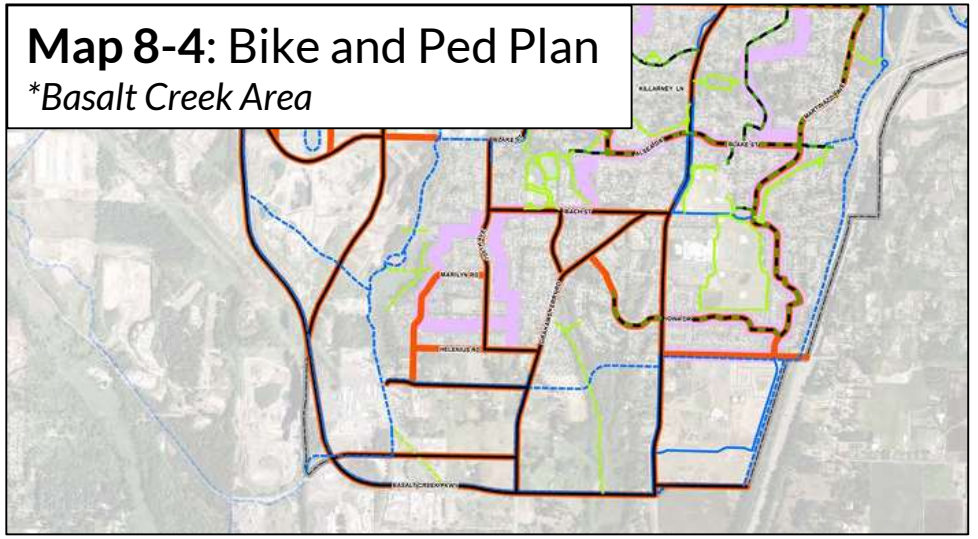
Comments provided the following concerns:

- Maintaining local vehicular access in the Basalt Creek area
  - *Map 8-3 (Local Street Plan) provides minimum local street connectivity and no updates proposed by the TSP amendments*
- Location of trails in the Basalt Creek area
  - *Map 8-4 (Bicycle and Pedestrian Plan) and Map 72-2 (Greenway Development Plan) identify approximate locations of trails and pathways and no updates in the Basalt Creek area are proposed by the TSP amendments*
- Policies, criteria and assessment used to evaluate the 2045 TSP
  - *As noted in the previous slide, the 2045 TSP was evaluated for conformance against all applicable state, regional, and local criteria. A draft set of findings demonstrating conformance was provided to the Planning Commission and a final set of findings will be included with the City Council adoption materials*

Map 8-3: Local Street Plan
**Basalt Creek Area*



Map 8-4: Bike and Ped Plan
**Basalt Creek Area*



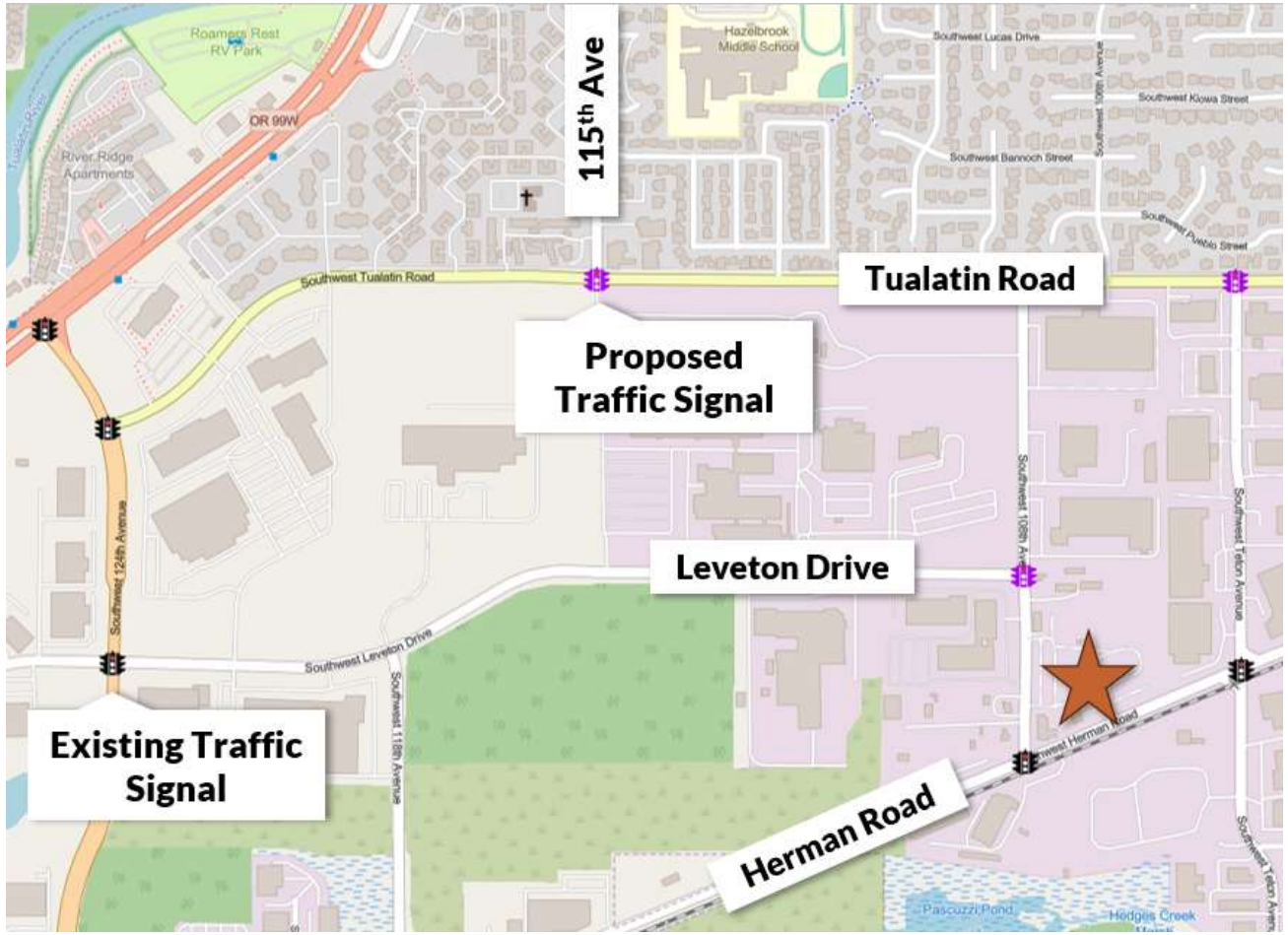
Public Comments

Comments asked the City to:

- Remove the planned traffic improvement at Tualatin Road and 115th Avenue
- Update the functional classification of Tualatin Road from Major Collector to Arterial
- Update the functional classification of Leveton Drive from Minor Arterial to Collector

They also provided the following concerns:

- Increased cut-through traffic in the surrounding neighborhoods
- Increased traffic near Hazelbrook Middle School
- Neighborhood safety and potential pollution from vehicle traffic



Public Comments

Work Session Discussion:

- Request to move the Tualatin Road / 115th intersection improvement to the unconstrained project list

Considerations:

- Project will be removed from list of regional projects and will no longer be eligible for government funding
- Project could be constructed by developer *(if warranted by development)* and would be eligible for TDT credits
- Project could be reconsidered as a financially constrained project with next TSP update, subject to state rules limiting adding projects that increase vehicle capacity

Next Steps

After Adoption of the TSP:

- Create a project implementation plan
  - Projects will be prioritized to address metrics identified by Metro and Council direction
  - Plan has been budgeted for FY 25/26
- Coordinate with Regional partners to identify and leverage funding sources to implement projects

Recommendation

The Planning Commission recommended:

- Approval of 2045 TSP amendments as proposed
- *In consideration of concerns from the Riverpark CIO regarding traffic issues at the intersection of 115th Avenue and Tualatin Road, the PC recommends public involvement of the surrounding neighborhood in future proceedings regarding any improvements contemplated for this intersection.*

CITY of TUALATIN

ORDINANCE NO. 1451-25

AN ORDINANCE RELATED TO LAND USE; AMENDING THE TUALATIN COMPREHENSIVE PLAN AND DEVELOPMENT CODE; PTA 25-0001/PMA 25-0001.

WHEREAS, the City updated its Transportation System Plan;

WHEREAS, the City initiated a Plan Text Amendment (PTA 25-0001) and Plan Map Amendment (PMA 25-0001) known as 2045 Transportation System Plan (TSP) adoption;

WHEREAS, the City provided notice of the proposed amendments to the Oregon Department of Land Conservation and Development, as provided in ORS 197.610;

WHEREAS, the City provided notice to government agencies and other interested parties, as required by TDC 32.250 and TDC 33.070;

WHEREAS, a public hearing was held before the City Council of the City of Tualatin on August 11, 2025, to consider adopting the proposed amendments;

WHEREAS, at the public hearing, the Council heard and considered the testimony and evidence presented by City staff, and those appearing at the public hearing, and approved the proposed amendments; and

WHEREAS, the Council finds the proposed amendments to be in the best interest of the residents and inhabitants of the City and the public, the public interest will be served by adopting the amendments at this time, and the amendments conform to the Tualatin Comprehensive Plan and the Tualatin Development Code.

THE CITY OF TUALATIN ORDAINS AS FOLLOWS:

Section 1. The 2045 Transportation System Plan that is attached as Exhibit 1 and Exhibit 1A is hereby adopted.

Section 2. Comprehensive Plan Part II, Plan Implementation is amended as follows:

TECHNICAL MEMORANDA		
Background and Supporting Documents Adopted as part of the Comprehensive Plan		
Title	**Adoption Date**	**Ordinance**
Transportation System Plan (TSP)	August 11, 2025; ~~August 28, 2023; November 25, 2019; April 22, 2019; February 25, 2013~~	1451-25
Stormwater Master Plan	August 12, 2024	1489-24
Economic Opportunities Analysis	August 28, 2023	1480-23
Water Master Plan	July 10, 2023	1476-23
Housing Needs Analysis	December 14, 2020	1450-20
Parks and Recreation Master Plan	November 25, 2019	1427-19
Sewer Master Plan	November 25, 2019	1427-19
Natural Resource Inventory and Local Wetlands Inventory	July 14, 1997	979-97

Historic Resource Technical Study and Inventory	May 24, 1993~~; October 14, 1991~~	894-93; ~~844-91~~
~~Tualatin Drainage Plan~~	~~October 22, 1979~~	~~491-79~~
Area-Specific Concept Plans		
Basalt Creek Parks & Recreation Plan	August 12, 2024	1490-24
Basalt Creek Concept Plan	April 22, 2019	1418-19
Southwest Tualatin Concept Plan	April 25, 2011	1321-11
Northwest Tualatin Concept Plan	June 27, 2005	1191-05

Section 3. Comprehensive Plan Part III Goals & Policies, Chapter 8 Transportation is amended as follows:

Chapter 8: Transportation

Purpose

This chapter reflects the City's ~~current~~ 2045 Transportation System Plan (TSP) as it applies to development activities and city actions. The Transportation System Plan serves as the principal document for staff, decision makers, and the public to identify the function, performance standards, and location of future transportation facilities, as well as direct resources to fund transportation projects that support anticipated development within Tualatin. ~~guides transportation planning, policy, and investment for Tualatin~~.

Background

The goals and policies contained in Tualatin's Transportation System Plan were developed to guide the long-range planning, development, and management of the City's transportation system. Oregon law requires that the TSP be built around the city's current Comprehensive Plan, ensuring that it can support the expected growth in population and employment. This TSP was developed in alignment with Oregon Revised Statute (ORS) 197.712 and guided by the Transportation Planning Rule (TPR) OAR 660-012-000, a rule set by the Department of Land Conservation and Development (DLCD).

The TPR emphasizes the importance of considering all modes of transportation, not just cars. It requires the development of alternative travel options like walking, biking, and public transit, ensuring that the future transportation system is balanced and accessible for everyone. Additionally, the TPR requires cities to update land use and subdivision rules to protect transportation facilities and make sure there are safe, convenient connections between homes, businesses, and workplaces.

Finally, the plan mandates close coordination with county, regional, and state transportation plans, making sure that Tualatin's future transportation system integrates smoothly with the broader network. Coordination with the City's regional partners is particularly important to the successful implementation of these policies. This approach ensures that the city is prepared to grow in a way that's thoughtful, sustainable, and connected. ~~The Tualatin Transportation System Plan (TSP) establishes a long-range vision for the combination of projects, programs, and policies that will achieve Tualatin's transportation goals.~~ The Transportation System Plan is adopted as a technical background document to the Comprehensive Plan as described in Part II.

Goals & Objectives

GOAL 1. ADVANCE OUR LAND USE VISION. CREATE A TRANSPORTATION SYSTEM FOR

ALL USERS THAT ENHANCES TUALATIN'S GROWING ECONOMY AND FUTURE LAND USE VISION.

Policy 1.1. Proactively manage a balanced transportation network that is comprised of different roadway functional classes to provide mobility and accessibility for all roadway users.
Policy 1.2. Develop street standards that create safe and reliable multimodal streets. Use AASHTO and MUTCD standards and NACTO guidelines as primary guidance and integrate current best practices from other agencies as appropriate.
Policy 1.3. Design major transportation corridors, arterial routes, highway access, trails, and adjacent land uses in ways that support desired economic development activities and facilitate the efficient movement of people, goods, and services.
Policy 1.4. Encourage transit-oriented development with supportive concentrations of housing and jobs adjacent to frequent transit corridors.
Policy 1.5. Require new development to provide safe access for all modes to and from a publicly dedicated street.
Policy 1.6. Design and construct transportation facilities to meet the requirements of the Americans with Disabilities Act.
Policy 1.7. Develop strategies for access management to enhance safety and mobility.
Policy 1.8. Develop connectivity standards that improve access to destinations, by limiting block lengths, unconnected streets, cul-de-sacs, and other non-through connections.
Policy 1.9. Work cooperatively with railroads operating in Tualatin in facilitating and preserving safe rail freight service to existing and future businesses while mitigating noise impacts on adjacent neighbors.
Policy 1.10. Advocate for regional investments that support managed growth in Tualatin.

GOAL 2. PROVIDE A HIGH QUALITY OF LIFE. SAFELY AND EFFICIENTLY MOVE PEOPLE AND GOODS TO PROVIDE A HIGH QUALITY OF LIFE FOR PEOPLE WHO LIVE, WORK, LEARN, AND PLAY IN TUALATIN.

Policy 2.1. Provide convenient and affordable travel options to jobs, schools, and essential services, particularly for historically marginalized and underserved communities.
Policy 2.2. Develop traffic calming strategies that can be applied to local streets that connect to neighborhood destinations.
Policy 2.3. Develop a safe crossing policy that reduces barriers to walking, rolling, and biking on streets and intersections.
Policy 2.4. Identify bicycle and pedestrian routes to schools, parks, public facilities, and commercial areas; and require appropriate facilities such as sidewalks, trails, and on-street bicycle lanes.
Policy 2.5. Develop a pedestrian-scale lighting policy to increase safety, visibility, and comfort.
Policy 2.6. Develop guidance and encouragement for community use of the right-of-way, including parklets, "streateries", open streets events, and public art.
Policy 2.7. Encourage a resilient transportation network that supports emergency response and disaster recovery.
Policy 2.8. Coordinate with agency partners — including Metro, TriMet, ODOT, Washington and Clackamas County, as well as neighboring cities — to develop safe, reliable, and connected transportation projects which benefit the City of Tualatin and the region as a whole. Alternative routes should be considered to separate local traffic from regional throughways.

GOAL 3. EXPAND OPPORTUNITIES FOR SAFE MULTI-MODAL TRANSPORTATION.

EXPAND TRAVEL OPTIONS OF USERS OF ALL AGES, ABILITIES, AND BACKGROUNDS BY IMPROVING OPTIONS FOR WALKING, ROLLING, CYCLING, AND ACCESSING TRANSIT.

Policy 3.1. Develop and facilitate the construction of a citywide low-stress bicycle and micro-mobility network that prioritizes safety and comfort for people of all ages and abilities. This network should target a density of low-stress facilities at least every half-mile in residential and commercial areas.
Policy 3.2. Support "last mile" trips by identifying locations for micro-mobility parking at retail, transit, schools, and other destinations.
Policy 3.3. Require development adjacent to transit routes to provide direct pedestrian accessibility.
Policy 3.4. Prioritize and facilitate the construction of sidewalk and crosswalk gaps adjacent to transit stops, particularly along equity routes. This should include identifying first/last mile barriers to major transit stops.
Policy 3.5. Develop a pedestrian crossing policy that considers maximum spacing between crossings and crossing protection needed based on street characteristics and crossing design.
Policy 3.6. Support TriMet, Ride Connection, and other transit providers in enhancing transit services and amenities, especially along major street corridors and to/ from low-income communities or communities of color.
Policy 3.7. Continue to work with TriMet, ODOT and other regional partners to support existing and planned future commuter rail, high capacity, and other transit service to, from, through and within Tualatin and seek opportunities for increased service frequency and passenger convenience.

GOAL 4. ADVANCE CLIMATE AND HEALTH GOALS. REDUCE GREENHOUSE GAS EMISSIONS FROM THE TRANSPORTATION SYSTEM AND SUPPORT THE CITY'S CLIMATE AND HEALTH GOALS.

Policy 4.1. Support and facilitate emerging technologies to reduce climate impacts from transportation, such as traffic signal optimization, micromobility, mobility as a service, and vehicle electrification.
Policy 4.2. Support land use patterns that reduce vehicle fuel consumption and greenhouse gas emissions and preserve the function of the transportation system.
Policy 4.3. Design capital projects on Tualatin city streets to encourage transit, pedestrian, and bicycle travel along with safe and efficient vehicle travel.
Policy 4.4. Facilitate policies that support the Climate Action Plan goal of net-zero carbon emissions by 2050.
Policy 4.5. Strive to address transportation-related impacts and reverse historical inequity on low-income communities and communities of color in the design, location, and funding of transportation improvements.
Policy 4.6. Identify locations for implementation of mobility hubs – places where multiple forms of transportation are available (such as transit, micro-transit, bike share, and car share) – including placemaking, wayfinding, and information.
Policy 4.7. Support transportation demand management programs that reduce drive-alone trips, offer all travelers more mobility choices, encourage walking, rolling, biking, carpooling, and transit trips, and educate people about the benefits of multimodal transportation.

GOAL 5. INVEST WISELY. MAXIMIZE TRANSPORTATION FUNDING BY EFFECTIVELY

MAINTAINING THE TRANSPORTATION ASSETS WE HAVE, FINDING CREATIVE MAINTENANCE SOLUTIONS THAT CAN HELP IMPROVE THE TRANSPORTATION SYSTEM, AND LEVERAGING OUTSIDE FUNDING OPPORTUNITIES.

Policy 5.1. Prioritize transportation projects according to community benefit, including (but not limited to) safety, performance, efficiency and accessibility, as well as considering the associated costs and impacts.

Policy 5.2. Consider equity when making transportation investments, emphasizing projects and programs that serve environmental justice communities and connect underserved areas.

Policy 5.3. Coordinate with regional partners to invest in capital projects that leverage other infrastructure investments or funding sources.

~~**Goal 8.1: Access and Mobility.** Maintain and enhance the transportation system to reduce travel times, provide travel-time reliability, provide a functional and smooth transportation system, and promote access for all users.~~

~~**Objectives:**~~

~~(a) Improve travel time reliability/provide travel information for all modes including freight and transit.~~

~~(b) Provide efficient and quick travel between points A and B.~~

~~(c) Provide connectivity within the City between popular destinations and residential areas.~~

~~(d) Accommodate future traffic, bicycle, pedestrian, and transit demand.~~

~~(e) Reduce trip length and potential travel times for motor vehicles, freight, transit, bicycles, and pedestrians.~~

~~(f) Improve comfort and convenience of travel for all modes including bicycles, pedestrians, and transit users.~~

~~(g) Increase access to key destinations for all modes.~~

~~**Goal 8.2: Safety.** Improve safety for all users, all modes, all ages, and all abilities within the City of Tualatin.~~

~~**Objectives:**~~

~~(a) Address known safety locations, including high-crash locations for motor vehicles, bicycles, and pedestrians.~~

~~(b) Address geometric deficiencies that could affect safety including intersection design, location and existence of facilities, and street design.~~

~~(c) Ensure that emergency vehicles are able to provide services throughout the City to support a safe community.~~

~~(d) Provide a secure transportation system for all modes.~~

~~**Goal 8.3: Vibrant Community.** Allow for a variety of alternative transportation choices for citizens of and visitors to Tualatin to support a high quality of life and community livability.~~

~~**Objectives:**~~

~~(a) Produce a plan that respects and preserves neighborhood values and identity.~~

~~(b) Create a variety of safe options for transportation needs including bicycles, pedestrians, transit, freight, and motor vehicles.~~

~~(c) Provide complete streets that include universal access through pedestrian facilities, bicycle facilities, and transit on some streets.~~

(d) Support a livable community with family-friendly neighborhoods.
(e) Maintain a small-town feel.

Goal 8.4: Equity. Consider the distribution of benefits and impacts from potential transportation options, and work towards fair access to transportation facilities for all users, all ages, and all abilities.

Objectives:
(a) Promote a fair distribution of benefits to and burdens on different populations within the City (that is, low-income, transit-dependent, minority, age groups) and different neighborhoods and employment areas within the City.
(b) Consider access to transit for all users.

Goal 8.5: Economy. Support local employment, local businesses, and a prosperous community while recognizing Tualatin's role in the regional economy.

Objectives:
(a) Support a vibrant city center and community, accessible to all modes of transportation.
(b) Support employment centers by providing transportation options to major employers.
(c) Increase access to employment and commercial centers on foot, bike, or transit.
(d) Consider positive and negative effects of alternatives on adjacent residential and business areas.
(e) Accommodate freight movement.
(f) Facilitate efficient access for goods, employees, and customers to and from commercial and industrial lands, including access to the regional transportation network.

Goal 8.6: Health/Environment. Provide active transportation options to improve the health of citizens in Tualatin. Ensure that transportation does not adversely affect public health or the environment.

Objectives:
(a) Provide active transportation options to area schools to reduce childhood obesity.
(b) Promote active transportation modes to support a healthy public and children of all ages.
(c) Provide interconnected networks for bicyclists and pedestrians throughout the City for all age groups.
(d) Consider air quality effects of potential transportation solutions. Protect park land and create an environmentally sustainable community.
(e) Consider positive and negative effects of potential solutions on the natural environment (including wetlands and habitat areas).

Goal 8.7: Ability to Be Implemented. Promote potential options that are able to be implemented because they have community and political support and are likely to be funded.

Objectives:
(a) Promote fiscal responsibility and ensure that potential transportation system options are able to be funded given existing and anticipated future funding sources.
(b) Evaluate potential options for consistency with existing community, regional, and state goals and policies.
(c) Strive for broad community and political support.
(d) Optimize benefits over the life cycle of the potential option.

(e) Consider transportation options that make the best use of the existing network.
(f) Conduct the planning process with adequate input and feedback from citizens in each affected neighborhood.

Policy Area 8.8 *Functional Classification Policies.* Functional classification policies support the City's transportation goals and objectives. Policies help provide direction for roadways and roadway classifications.

Policy 8.8.1 Major and minor arterials will comprise the main backbone of the freight system, ensuring that freight trucks are able to easily move within, in, and out of the City.

Policy 8.8.2 Continue to construct existing and future roadways to standard when possible for the applicable functional classification to serve transportation needs within the City.

Policy Area 8.9 *Roadway Policies.* The following establish the City's policies on roadways.
Policy 8.9.1 Implement design standards that provide clarity to developers while maintaining flexibility for environmental constraints.

Policy 8.9.2 Ensure that street designs accommodate all anticipated users including transit, freight, bicyclists and pedestrians, and those with limited mobility.

Policy 8.9.3 Work with Metro and adjacent jurisdictions when extending roads or multi-use paths from Tualatin to a neighboring City.

Policy Area 8.10 *Access Management Policies* Access management policies are:
Policy 8.10.1 No new driveways or streets on arterial roadways within the City, except where noted in the TDC, usually when no alternative access is available.

Policy 8.10.2 Where a property abuts an arterial and another roadway, the access for the property shall be located on the other roadway, not the arterial.

Policy 8.10.3 Adhere to intersection spacing.

Policy 8.10.4 Limit driveways to right-in, right-out (where appropriate) through raised medians or other barriers to restrict left turns.

Policy 8.10.5 Look for opportunities to create joint accesses for multiple properties, where possible, to reduce the number of driveways on arterials.

Policy 8.10.6 No new single-family home, duplex or triplex driveways on major collector roadways within the City, unless no alternative access is available.

Policy 8.10.7 On collector roadways, residential, commercial and industrial driveways where the frontage is greater or equal to 70 feet are permitted. Minimum spacing at 100 feet. Uses with less than 50 feet of frontage shall use a common (joint) access where available.

Policy Area 8.11 *Transit Policies.* The City of Tualatin's policies on public transit are as follows:
Policy 8.11.1 Partner with TriMet to jointly develop and implement a strategy to improve existing transit service in Tualatin.

Policy 8.11.2 Partner with the Tualatin Chamber of Commerce to support grant requests that would expand the Tualatin Shuttle services.

Policy 8.11.3 Partner with TriMet, Metro, and neighboring communities to plan the development of high-capacity transit in the Southwest Corridor, as adopted in the Metro High Capacity Transit System Plan.

Policy 8.11.4 Partner with TriMet, Metro, and neighboring communities to plan development of high-capacity transit connecting Tualatin and Oregon City, as adopted in the Metro High Capacity Transit System Plan.

Policy 8.11.5 Coordinate with ODOT and neighboring communities on conversations related to Oregon Passenger Rail between Portland and Eugene.

Policy 8.11.6 Develop and improve pedestrian and bicycle connections and access to transit stops.

Policy 8.11.7 Encourage higher-density development near high-capacity transit service.

Policy 8.11.8 Metro in the RTP calls for increased WES service frequency. The City will coordinate with TriMet, Metro, and ODOT to explore service frequency improvements and the possible inclusion of a second WES station in south Tualatin.

In addition to the transit policies included here, Bicycle and Pedestrian Policies, Policy 8.12.7 and Policy 8.12.8 , are applicable to transit.

Policy Area 8.12 *Bicycle and Pedestrian Policies.* The City of Tualatin's policies on bicycle and pedestrian facilities are as follows:
Policy 8.12.1 Support Safe Routes to Schools (SRTS) for all Tualatin schools.

Policy 8.12.2 Work with partner agencies to support and build trails.

Policy 8.12.3 Allow wider sidewalks downtown for strolling and outdoor cafes.

Policy 8.12.4 Add benches along multi-use paths for pedestrians throughout the City (especially in the downtown core).

Policy 8.12.5 Develop and implement a toolbox, consistent with Washington County, for mid-block pedestrian crossings.

Policy 8.12.6 Implement bicycle and pedestrian projects to help the City achieve the regional non-single-occupancy vehicle modal targets in Table 11-1.

Policy 8.12.7 Implement bicycle and pedestrian projects to provide pedestrian and bicycle access to transit and essential destinations for all mobility levels, including direct, comfortable, and safe pedestrian and bicycle routes.

Policy 8.12.8 Ensure that there are bicycle and pedestrian facilities at transit stations.

Policy 8.12.9 Create on- and off-street bicycle and pedestrian facilities connecting residential,

commercial, industrial, and public facilities such as parks, the library, and schools.

Policy 8.12.10 Create obvious and easy to use connections between on- and off-street bicycle and pedestrian facilities, and integrate off-street paths with on-street facilities.

Policy Area 8.13 Freight Rail Policies. Following are policies for freight rail:

Policy 8.13.1 Continue to coordinate with PNWR and TriMet to ensure that railroad crossings are safe and have few noise impacts on adjacent neighborhoods

Policy 8.13.2 Look for opportunities to shift goods shipments to rail to help reduce the demand for freight on Tualatin's roads.

Policy 8.13.3 Look for opportunities to create multi-modal hubs to take advantage of the freight rail lines.

Passenger Rail Policies. The City of Tualatin's policies on public transit are described in Policy Area 8.11 as part of the Transit Modal Plan. Those policies that may relate to the existing heavy rail lines in Tualatin include Transit Policies 8.11.3, 8.11.4, 8.11.5, and 8.11.8.

Water, Pipeline, and Air Plan.

This section includes the Water, Pipeline and Air Plans.

(1) *Water Plan.* The Tualatin River is the only large waterway within the City of Tualatin. The river is used primarily for recreation and is open for canoeing and kayaking. Therefore, the TSP does not include any specific policies, programs or projects for the Tualatin River as part of the transportation network. However, several projects are proposed in other sections of the TSP Technical Memorandum (December 2012) to increase access to the river for recreation purposes.

(2) *Pipeline Plan.* A natural gas transmission pipeline and a gasoline pipeline cross through the City. There is no anticipated need to increase pipeline capacity or construct new pipelines through the City, and therefore no such improvements are proposed in the TSP.

(3) *Air Plan.* There are no airports within the City of Tualatin, although several airports are located within 30 miles of the City: the Aurora State Airport, Hillsboro Municipal Airport, and Portland International Airport. These airports meet the commercial, freight, and business aviation needs of Tualatin residents. No plans are proposed to construct airport facilities within the City of Tualatin; existing airports are anticipated to continue serving the citizens of Tualatin adequately.

Policy Area 8.14 Transportation Demand Management Policies. The following policies support other modal plans in the TSP and help Tualatin meet its mode-share targets, as required by the RTP and presented in Table 11-1:

Policy 8.14.1 Support demand reduction strategies, such as ride sharing, preferential parking, and flex-time programs.

Policy 8.14.2 Partner with the Tualatin Chamber of Commerce, the Westside Transportation Alliance, major employers, and business groups to implement TDM programs

Policy 8.14.3 Explore the use of new TDM strategies to realize more efficient use of the City's transportation system

Policy 8.14.4 Support Washington County's regional TDM programs and policies to reduce the number of single-occupancy vehicle (SOV) trips

Policy 8.14.5 Promote the use and expansion of the Tualatin Shuttle program.

Transportation System Management.

(1) Transportation System Management (TSM) measures are designed to increase the efficiency, safety, capacity, and level of service of the transportation system without physically increasing roadway capacity. Typical TSM projects include traffic light synchronization, traffic calming, travel information systems, access management, and parking management strategies. Many of the projects listed in the modal plans—including the Transit, Pedestrian and Bicycle, and Access Management plans—qualify as TSM measures.

Many TSM tools can be implemented inexpensively to help make the existing system work more efficiently. A wide range of TSM strategies are applicable to Tualatin. These are discussed in detail in the TSP Technical Memorandum (December 2012).

Implementation.

The construction of roads, storm drainage, water, sewer, and electrical facilities in conjunction with local development activity should be coordinated if the City of Tualatin is to continue to develop in an orderly and efficient way. Consequently, the plans proposed in the TSP Technical Memorandum (December 2012) should be considered in light of developing infrastructure sequencing plans, and may need to be modified accordingly.

Table 8-1
Metro Modal Targets

2040 Regional Designation	**Non-drive-alone Modal Target**	**2040 Regional Designation**	**Non-drive-alone Modal Target**
Regional Centers Town Centers Main Streets Station Communities Corridors Passenger Intermodal Facilities	45—55%	Regional Centers Town Centers Main Streets Station Communities Corridors Passenger Intermodal Facilities	45—55%
Industrial Areas Freight Intermodal Facilities Employment Areas Inner Neighborhoods Outer Neighborhoods	40—45%	Industrial Areas Freight Intermodal Facilities Employment Areas Inner Neighborhoods Outer Neighborhoods	40—45%

Source: Metro's 2035 RTP

Section 4. Tualatin Development Code Chapter 31 is amended as follows:

[…]

TDC 31.060. - Definitions.

As used in this Code, the masculine includes the feminine and the neuter, and the singular includes the plural. For the purposes of the TDC, the following words and phrases, unless the context otherwise requires, mean:

Access Management. City regulations of access to streets, roads, and highways from public roads and private driveways. Regulations may include but are not limited to restrictions on the siting of interchanges, restrictions on the type, number, and location of access to roadways, and use of physical controls, such as signals, channelization, and raised medians. ~~The process of providing and managing access to land while preserving the flow of traffic in terms of safety, capacity, and speed.~~

[…]

At or Near a Major Transit Stop.

At a major transit stop means a parcel that is adjacent to or includes a major transit stop or is located within 200 feet of a major transit stop.

Near a major transit stop means a parcel that is within 300 feet of a major transit stop.

[…]

Bike ~~(Bicycle)~~ Facilities. On and off-street improvements and facilities designed to accommodate or encourage bicycling ~~bicycles~~.

Bike ~~(Bicycle)~~ Lane. The area within the street right-of-way ~~A portion of roadway which has been~~ designated for bicyclists and separated from motorized vehicular traffic by striping, signing, and pavement markings ~~for the preferential or exclusive use of bicyclists~~.

Bike ~~(Bicycle)~~ Parking, Long-term. Facilities for parking bicycles for stays of more than four hours.

Bike ~~(Bicycle)~~ Parking, Short-term. Facilities for parking bicycles for stays of less than four hours.

Bike ~~(Bicycle)~~ Path. A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the public street right-of-way or within an independent right-of-way or easement.

Bikeway. Any path or roadway facility that is intended for and suitable for bicycle use~~street, road, path or way open to bicycle travel regardless of whether such facilities are designated for the preferential use of bicycles or are to be shared with other transportation modes~~.

[…]

Pedestrian Facilities. On and off-street improvements and facilities that provide a continuous, unobstructed, reasonably direct route between two points that are intended and suitable for pedestrian use. Pedestrian facilities include but are not limited to ~~such as~~ sidewalks, walkways, pedestrian paths, trails, outdoor recreation access routes, and accessways~~, and other amenities designed to accommodate pedestrians~~.

[…]

Section 5. Tualatin Development Code Chapter 32 is amended as follows:

TDC 32.010. Purpose and Applicability.

[…]

Table 32-1—Applications Types and Review Procedures

Application/Action	Procedure Type	Decision Body*	Appeal Body*	Pre-Application Conference Required	Neighborhood/ Developer Mtg Required	Applicable Code Chapter
[…]						
Architectural Review						
• Architectural Review (except as specified below) (limited land use)	II	CM	CC	Yes	Yes	TDC 33.020
• Single Family Dwelling, Duplexes, Townhouses, Triplexes, Quadplexes, and Cottage Clusters following Clear and Objective Standards Accessory Dwelling Units (ADUs) following Clear and Objective Standards • Minor AR including façade and landscape modifications	I	CM	Circuit Court	No	No	TDC 33.020
• Commercial Buildings 50,000 square feet and larger • Industrial Buildings 150,000 square feet and larger • Multifamily Housing Projects 100 units and above (or any number of units abutting a single family district) •as requested by	III	ARB	CC	Yes	Yes	TDC 33.020

the CM						
Driveway Approach ~~and Closure~~ Permits (limited land use)	II	CM	CC	No	No	TDC 33.030
[…]						

* City Council (CC); Planning Commission (PC); Architectural Review Board (ARB); City Manager or designee (CM); Land Use Board of Appeals (LUBA).

[…]

Section 6. Tualatin Development Code Chapter 33 is amended as follows:

[…]

TDC 33.020. Architectural Review.

[…]

(4) *Application Materials.* The application must be on forms provided by the City. In addition to the application materials required by TDC 32.140 (Application Submittal), the following application materials are also required:

(a) The project name and the names, addresses, and telephone numbers of the architect, landscape architect, and engineer on the project;

(b) Existing conditions plan, site plan, grading plan, utility plan, landscape plan, and lighting plan all drawn to scale;

(c) A street plan showing all existing streets, proposed streets (public and private), and accessways on the subject property and extending 1,000 feet in all directions from the site, including location, centerline, right-of-way and pavement width, approximate radius of curves and approximate grades of proposed streets;

(~~c~~d) A building materials plan that includes a written description and image representation of facade, windows, trim, and roofing materials, colors, and textures;

(~~d~~e) Title report; and

(~~e~~f) A Service Provider Letter from Clean Water Services.

[…]

TDC 33.030. - ~~Permit for New~~ Driveway Approach Permit ~~and Closure Decisions~~.
~~All requests for driveway approaches and closures are as provided in TDC 75.020 and TDC 75.030.~~

(1) *Applicability.* A driveway approach permit must be obtained prior to constructing, relocating, reconstructing, enlarging, or altering any driveway approach.

(a) Exceptions. The following do not require a driveway approach permit:

(i) The construction, relocation, reconstruction, enlargement, or alteration of any driveway approach that requires a state highway access permit; or

(ii) The construction, relocation, reconstruction, enlargement or alteration of any driveway approach that is part of the construction of a publicly or privately

engineered public improvement project for which the developer has obtained a Public Works Permit.

(2) *Procedure Type.* A Driveway Approach Permit is processed as a Type II procedure under TDC 32.220 (Type II).

(3) *Specific Submittal Requirements.* In addition to the application materials required by TDC 32.140 (Application Submittal), the following application materials are also required:

(a) A site plan, of a size, and form meeting the standards established by the City Manager and containing the following information:

(i) The location and dimensions of the proposed driveway approach;

(ii) The relationship to nearest street intersection and adjacent driveway approaches;

(iii) Topographic conditions;

(iv) The location of all utilities;

(v) The location of any existing or proposed buildings, structures, or vehicular use areas;

(vi) The location of any trees and vegetation adjacent to the location of the proposed driveway approach that are required to be protected pursuant to TDC Chapter 73B or 73C; and

(vii) The location of any street trees adjacent to the location of the proposed driveway approach.

(b) Identification of the uses or activities served, or proposed to be served, by the driveway approach; and

(c) Any other information, as determined by the City Manager, which may be required to adequately review and analyze the proposed driveway approach for conformance with the applicable criteria.

(4) *Approval Criteria.* A Driveway Approach Permit must be granted if:

(a) The proposed driveway approach meets the standards of Chapter 75 and the Public Works Construction Code;

(b) No site conditions prevent placing the driveway approach in the required location;

(c) The number of driveway approaches onto an arterial are minimized;

(d) The proposed driveway approach, where possible:

(i) Takes access from the lowest classification of street abutting the property; or

(ii) Is shared with an adjacent property.

(e) The proposed driveway approach meets vision clearance standards and sight distance standards;

(f) The proposed driveway approach does not create traffic hazards and provides for safe turning movements and access;

(g) The proposed driveway approach does not result in significant adverse impacts to the vicinity;

(h) The proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections; and

(i) The proposed driveway approach balances the adverse impacts to residentially zoned property and the functionality of adjacent streets.

(5) *Effective Date.* The effective date of a Driveway Approach Permit approval is the date the notice of decision is mailed.

(6) *Permit Expiration.* A Driveway Approach Permit approval expires one year from the effective date, unless the driveway approach is constructed within the one-year period in accordance with the approval decision and City standards.

(7) *Driveway Approach Closure***.** The City Manager may require the closure of a driveway approach where:

(a) The driveway approach is not constructed in conformance with the Tualatin Development Code and the Public Works Construction Code;

(b) The driveway approach is not maintained in a safe manner;

(c) A public street improvement project is being constructed, and closure of the driveway approach will more closely conform to the current driveway approach standards;

(d) The driveway approach has been abandoned; or

(e) There is a demonstrated safety issue.

(i) *Notice.* Notice of the driveway approach closure must be given in writing to the property owner and any affected tenants stating the grounds for closure, the date upon which the closure becomes effective, and the right to appeal.

(ii) *Appeals.* Any person entitled to notice under subsection (i) of this section may appeal the decision to the City Council.

(iii) *Effect.* Closure is effective immediately upon the mailing of notice of the decision. Unless otherwise provided in the notice, closure terminates all rights to continue the use of the driveway approach for which the notice of closure has been issued.

(iv) *Failure to Close Driveway.* If the owner fails to close the driveway approach to conform to the notice within 90 days, the City Manager may cause the closure to be completed, and all expenses assessed against the property owner.

[…]

Section 7. Tualatin Development Code Chapter 36 is amended as follows:

[…]

TDC 36.040. Applications and Submittal Requirements.

(1) Applications subject to this Chapter must follow the procedures specified in TDC Chapter 32; however, in case of conflict the procedures specified in TDC Chapter 36 prevail.

(2) Additional Submittal Requirements. In addition to the application materials required by TDC 32.140 (Application Submittal), the following application materials are also required to subdivide, partition, or replat land:

(a) Subdivision or partition plan map;

(b) Proposed plat name, approved by the County Surveyor;

(c) The names, addresses, and contact information of the design engineer and surveyor;

(d) The date the plan was prepared;

(e) North arrow;

(f) Scale of drawing;

(g) Location of the subdivision or partition by 1-4 Section, Township and Range;

(h) Preliminary utility plans for existing and proposed water, sanitary sewer and storm drainage, including the size and grade;

(i) A street plan showing all ~~E~~existing streets, ~~and~~ proposed streets (public and private), and accessways on the subject property and extending 1,000 feet in all directions from the site, including location, centerline, right-of-way and pavement width, approximate radius of curves and approximate grades of proposed streets ~~on the subject property and within three hundred feet of the site~~;

[…]

TDC 36.115. Housing Clear and Objective Tentative Partition Plan Approval Criteria.

Unless the applicant elects to use the discretionary criteria contained in TDC 36.110, for housing applications entitled to clear and objective review pursuant to state statute, the City Manager must approve, conditionally approve, or deny the partition application based on the following criteria:

(1) The proposed land uses is consistent with the land use zone.

(2) The proposed partition complies with all of the following, unless specifically exempt from compliance through a code provision applicable to a special area zone or overlay zone:

(a) The applicable lot dimensions, setbacks, and density requirements for the subject zone and any applicable overlay zones;

(b) The Residential Design Standards in TDC 73A.100 through 73A.130; or Cottage Cluster Design Standards in 73A.150;

(c) The Landscape Standards in 73B.020, 73B.050, and 73B.060;

(d) The Parking Standards in TDC 73C.010 through 73C.090;

(e) The ~~Public~~ Installation of Improvement Requirements in TDC 74.160 ~~74.110 through 74.140~~;

(f) The ~~Right-of-Way~~ Street Standards in ~~74.210,~~ TDC 74.030 and TDC 74.060 ~~74.410~~ through 74.070;

(g) The Greenway, Natural Area, Bike, and Pedestrian Path Requirements in TDC 72 ~~and TDC 74.310~~;

(h) The Easement Requirements in TDC 74.080~~74.320 through 74.350~~;

(i) The Bikeway and Pedestrian Path Requirements in TDC 74.090~~74.450~~;

(j) The Mid-Block Accessway Requirements in TDC 74.100~~74.460~~;

(k) The Street Name and Sign Requirements in TDC 74.130 ~~74.475~~ and 74.140 ~~74.480~~;

(l) ~~The Street Tree requirements in TDC 74.485;~~

(~~m~~) The Utility Standards in TDC 74.110~~74.610 through 74.670~~; TMC 3-02 (Sewer), TMC 3-03 (Water), and TMC 3-5-010 through 35—190 (Stormwater);

(~~n~~m)The Street Tree Standards in TDC 74.150 ~~74.765~~;

(~~o~~n) The Access Management Standards in TDC Chapter 75;

(~~p~~o) The Floodplain Development Standards in TDC Chapter 70;

(~~q~~p) Any applicable Special Setback Standards;

(~~r~~g) Vision Clearance Area in TDC 75.020 ~~75.040(12);~~

(~~s~~r) The Requirements in the Clean Water Services Service Provider Letter;

(~~t~~s) The Surface Water Management Standards in TMC 3-5-200 through 3-5-460;

(~~u~~t) For development in the Wetland Protection District, the requirements in TDC 71;

(~~v~~u) The Existing Structures and Appurtenances Provisions in TDC 36.340; and

(~~w~~v) The applicable Lot Dimensions in TDC 36.400.

(3) The proposed partition will not cause any existing improvements on the proposed lots to be inconsistent with applicable standards in this land use code.

(4) The proposed partition provides for the provision of pedestrian, bicycle and transit circulation among buildings located within the development site, as well as to adjacent and nearby residential areas, transit stops, neighborhood activity centers, office parks, and industrial parks. "Nearby" means uses within ¼ mile that can reasonably be expected to be used by pedestrians, and uses within two miles that can reasonably be expected to be used by bicyclists.

(5) The partition complies with development standards explicitly addressed in the application.

[…]

TDC 36.125. Housing Clear and Objective Tentative Subdivision Plan Approval Criteria.

Unless the applicant elects to use the discretionary criteria contained in TDC 36.120, for housing applications entitled to clear and objective review pursuant to state statute, the City Manager must approve, conditionally approve, or deny the subdivision application based on the following criteria:

(1) The proposed land uses is consistent with the land use zone.

(2) The proposed subdivision complies with all of the following, unless specifically exempt from compliance through a code provision applicable to a special area zone or overlay zone:

(a) The applicable lot dimensions, setbacks, and density requirements for the subject zone and any applicable overlay zones;

(b) The Residential Design Standards in TDC 73A.100 through 73A.130; or Cottage Cluster Design Standards in 73A.150;

(c) The Landscape Standards in 73B.020, 73B.050, and 73B.060;

(d) The Parking Standards in TDC 73C.010 through 73C.090;

(e) The ~~Public~~ Installation of Improvement Requirements in TDC 74.160 ~~74.110 through 74.140~~;

(f) The ~~Right-of-Way~~ Street Standards in ~~74.210,~~ TDC 74.030 and TDC 74.060 ~~74.410~~ through 74.070;

(g) The Greenway, Natural Area, Bike, and Pedestrian Path Requirements in TDC 72 ~~and TDC 74.310~~;

(h) The Easement Requirements in TDC 74.080~~74.320 through 74.350~~;

(i) The Bikeway and Pedestrian Path Requirements in TDC 74.090~~74.450~~;

(j) The Mid-Block Accessway Requirements in TDC 74.100~~74.460~~;

(k) The Street Name and Sign Requirements in TDC 74.130 ~~74.475~~ and 74.140 ~~74.480~~;

(l) ~~The Street Tree requirements in TDC 74.485;~~

(~~m~~) The Utility Standards in TDC 74.110~~74.610 through 74.670~~; TMC 3-02 (Sewer), TMC 3-03 (Water), and TMC 3-5-010 through 35—190 (Stormwater);

(~~n~~m)The Street Tree Standards in TDC 74.150 ~~74.765~~;

(~~o~~n) The Access Management Standards in TDC Chapter 75;

(~~p~~o) The Floodplain Development Standards in TDC Chapter 70;

(~~q~~p) Any applicable Special Setback Standards;

(~~r~~q) Vision Clearance Area in TDC 75.020 ~~75.040(12);~~

(~~s~~r) The Requirements in the Clean Water Services Service Provider Letter;

(~~t~~s) The Surface Water Management Standards in TMC 3-5-200 through 3-5-460;

(~~u~~t) For development in the Wetland Protection District, the requirements in TDC 71;

(~~v~~u) The Existing Structures and Appurtenances Provisions in TDC 36.340; and

(~~w~~v) The applicable Lot Dimensions in TDC 36.400.

(3) The proposed subdivision will not cause any existing improvements on the proposed lots to be inconsistent with applicable standards in this land use code.

(4) The proposed subdivision provides for the provision of pedestrian, bicycle and transit circulation among buildings located within the development site, as well as to adjacent and nearby residential areas, transit stops, neighborhood activity centers, office parks, and industrial parks. "Nearby" means uses within ¼ mile that can reasonably be expected to be used by pedestrians, and uses within two miles that can reasonably be expected to be used by bicyclists.

(5) The subdivision complies with development standards explicitly addressed in the application.

[…]

TDC 36.400. - Lot Dimensions.

(1) Double Frontage and Reverse Frontage.

(a) Double frontage and reversed frontage lots must be avoided except where essential to provide separation of residential development from railroad tracks or crossings, traffic on

arterials or collectors, adjacent nonresidential uses, or to overcome specific disadvantages of topography and orientation.

(b) ~~Residences on double frontage lots must be oriented towards the lower classification street adjacent to the lot:~~ Vehicular access on double frontage lots must be oriented towards the lowest classification street adjacent to the lot as follows:

(i) ~~Local street instead of collector or arterial; and~~ Alley;

(ii) ~~Collector street instead of arterial.~~ Local street; or

(iii) Neighborhood route.

~~(c) If two local streets are adjacent to a series of adjacent double frontage lots, then residences on all such lots must be oriented towards the same local street.~~

2) *Large Lots.* When subdividing, partitioning or adjusting land into large lots which at some future time are possible to be resubdivided, repartitioned, or readjusted to a size which more closely conforms to the other lots in the subdivision or area, the applicant must submit a future streets plan. The future streets plan must indicate that proposed large lots be of such size and shape and contain such building site restrictions as will provide for the extension and opening of streets at such intervals and the subsequent division of any such large lot into smaller size lots which meet the requirements of the TDC.

(3) *Side Lot Lines.* The side lines of lots, as far as practicable, must run at right angles to the street upon which the lots face.

(4) *Lot Size and Shape.* The lot size, width, shape and orientation must be appropriate for the location of the lot and comply with the zone (planning district) standards for the type of development and use contemplated.

(5) *Frontage on Public Streets.* All lots created after September 1, 1979 must abut a public street, except for the following:

(a) Secondary condominium lots, which must conform to TDC 73C and TDC 75;

(b) Lots and tracts created to preserve wetlands, greenways, Natural Areas and Stormwater Quality Control Facilities identified by TDC Chapters 71, 72, and ~~the Surface Water Management Ordinance,~~ TMC Chapter 3-5 Surface Water Management ~~respectively~~, or for the purpose of preserving park lands in accordance with the Parks and Recreation Master Plan;

(c) Residential lots where frontage along a public street is impractical due to physical site restraints. Access to lots ~~must~~ may be provided by ~~occur via~~ a private street under the provisions of Chapter 74.060 ~~shared driveway within a tract~~. The private street ~~tract~~ must have no adverse impacts to surrounding properties or roads and may only be approved if it meets the following criteria:

~~(i) Does not exceed 250 feet in length;~~

~~(ii) If the tract exceeds 150 feet in length, it has a turnaround facility as approved by the Fire Marshal for fire and life safety;~~

~~(iii) The tract does not serve more than six lots;~~

(i~~v~~) A public street is not needed to provide access to other adjacent properties as required by TDC Chapter 74;

(iiv) A recorded document providing for the ownership, use rights, and allocation for liability for construction and maintenance has been submitted to the City Manager prior to issuance of a building permit; and

(~~v~~iii) Access easements have been provided to all properties needing access to the driveway.

(d) Lots in the Manufacturing Park Zone Planning District which have access to the public right-of-way in accordance with TDC 73C and TDC Chapter 75 via permanent access easement over one or more adjoining properties, creating uninterrupted vehicle and pedestrian access between the subject lot and the public right-of-way.

[…]

Section 8. Tualatin Development Code Chapter 38 is amended as follows:

[…]

TDC 38.110. - Sign Types.

[…]

(12) *Lawn Signs.* Lawn signs may be erected subject to the following limitations without first obtaining a sign permit. The purpose of lawns signs is to allow property owners and real estate agencies to show that a property or building is for sale or rent, and to display political messages.

[…]

(c) For undeveloped land in multi-family, institutional, commercial and industrial planning districts.

(i) They shall be temporary pole or monument signs.

(ii) Number: On a property being offered for sale, one per public street frontage. An unlimited number of additional lawn signs may be erected during the period 60 days prior to and extending no more than 12 days after a general, primary or special election.

(iii) Number of Sides: No more than two.

(iv) Height of Sign: No higher than 12 feet. Additional lawn signs erected during the election period specified above shall be no higher than three feet.

(v) Sign Face Area: No greater than 64 square feet for properties fronting on arterial or collector streets, and no greater than 32 square feet for properties fronting on connectors, neighborhood routes, or local streets. Additional lawn signs erected during the election period specified above shall be no more than four square feet.

(vi) Illumination: Not permitted.

(vii) Consent: They shall be erected with the documented consent of the property owner or authorized representative.

[…]

TDC 38.190. - Signs Permitted in the Office Commercial (CO) and Mid-Rise Office Commercial (CO/MR) Planning Districts.

(1) No sign shall be permitted in the CO and CO/MR Planning Districts for permitted and

conditional uses except the following:

(a) Monument signs are permitted~~.~~, ~~I~~if a Major Commercial Center Directory Sign is not used~~.~~, ~~t~~The following standards apply~~.~~:

(i) Number: One per frontage on a public street right-of-way with a maximum of two, except in the CO/MR District where the maximum of two does not apply, and no more than one on each frontage.

(ii) Number of Sides: No more than two.

(iii) Height Above Grade: No higher than ten feet.

(iv) Area: No more than 32 square feet.

(v) Illumination: Indirect or internal.

(vi) Location: No greater than 30 feet from the frontage property line along the public right-of-way.

(b) ~~If a~~ Major Commercial Center Directory Sign~~s~~ ~~is used,~~ are permitted in Major Commercial Centers. ~~t~~The following standards apply:

(i) ~~The Directory~~ Signs shall be freestanding monument signs.

(ii) Number: Up to two signs per center. ~~The Directory Signs are allowed in a Major Commercial Center in CO, CO/MR, Planning Districts.~~

(iii) Number of Sides: no more than two. ~~A Major Commercial Center may choose to erect up to two Major Commercial Center Directory Signs for the center.~~

(iv) Height of Sign: No higher than eight feet. ~~Location on Site: A Major Commercial Center Directory sign shall be located out of the public right-of-way and adjacent to a private driveway or turnout in a manner that will be visually accessible to the public street and allow a driver to safely pull up and view the sign from their vehicle. The sign shall be located no greater than 50 feet from frontage property line along the public right-of-way and shall not be located within 50 feet of a Major Collector or Arterial Street right-of way.~~

(v) Sign Face Area: No more than 100 square feet. Copy may be up to two inches in height, except that 20 percent of the sign face area may have copy up to ten inches. Map size is not restricted by this subsection. ~~Location as Part of a Fence: Not permitted.~~

(vi) Illumination: Indirect or internal.

(vii) Location: Outside of the public right-of-way and adjacent to a private driveway or turnout in a manner that will be visually accessible to the public street and allow a driver to safely pull up and view the sign from their vehicle. The sign shall be located greater than 50 feet from an arterial or collector street frontage.

~~Number of Sides: no more than two.~~

~~Height of Sign: No higher than eight feet.~~

~~Sign Face Area: a Major Commercial Center Directory sign may be up to 100 square feet.~~

~~Illumination: Indirect or internal.~~

~~Height of Copy: No higher than two inches, except that 20 percent of the sign face area may have copy up to ten inches. Map size is not restricted by this subsection.~~

~~Location as Part of a Fence: Not permitted.~~

[…]

Section 9. Tualatin Development Code Chapter 39 is amended as follows:

[…]

TDC 39.640. - Transportation Facilities.

(1) *Characteristics.* Transportation Facilities are any physical facility constructed for the movement of people or goods.

(2) *Examples of Uses.*

- The operation, maintenance, repair and preservation activities of existing facilities including but not limited to road, bicycle, pedestrian and rail facilities
- Bus stops, shelters and other elements of the transit system (as defined in TDC 31.060 ~~39.060~~).
- The installation of improvements including but not limited to culverts, fencing, guardrails, landscaping, lighting, medians and pathways within the existing right-of-way.
- Emergency transportation measures necessary for the safety and protection of people and property.
- Acquisition of right-of-way for public roads, highways and other transportation improvements designated in the Transportation System Plan ~~TDC Chapter 11~~.
- Construction of a street or road as part of an approved subdivision, land partition, architectural review or other land use decision consistent with the TDC.

(3) *Exceptions.*

- Electricity, sewage and water systems are classified as Basic Utilities.
- School bus yards are classified as Vehicle Storage.
- Transit vehicle storage and maintenance yards are classified as Vehicle Storage.

[…]

Section 10. Tualatin Development Code Chapter 51 is amended as follows:

[…]

TDC 51.310. Additional Development Standards.

(1) *Building and Driveway Orientation.* All commercial uses in CN District must be oriented and have primary driveway access to an ~~A~~arterial or ~~Major C~~collector street. No more than one driveway may access ~~Minor Collector~~ a neighborhood route~~,~~ or ~~L~~local ~~Residential, or Cul-De-Sac~~ street.

(2) *Building Design.* All commercial buildings must be of a general residential character, including the following design elements:

(a) *Facade Design.* All building facades must be of wood or brick and, if painted, must be in muted, earth tone colors.

(b) *Roof Forms.* All roofs must be compatible with the surrounding residential area as determined through the Architectural Review process.

[…]

Section 11. Tualatin Development Code Chapter 73B is amended as follows:

[…]

TDC 73B.040. - Additional Minimum Landscaping Requirements for Nonresidential Uses.

(1) *General.* In addition to requirements in TDC 73B.020, nonresidential uses, except those located in the Mixed-Use Commercial (MUC) zone which has its own standards, must comply with the following:

(a) All areas not occupied by buildings, parking spaces, driveways, drive aisles, pedestrian areas, or undisturbed natural areas must be landscaped.

(i) This standard does not apply to areas subject to the Hedges Creek Wetlands Mitigation Agreement.

(b) Minimum 5-foot-wide landscaped area must be located along all building perimeters viewable by the general public from parking lots or the public right-of-way, but the following may be used instead of the 5-foot-wide landscaped area requirement:

(i) Pedestrian amenities such as landscaped plazas and arcades; and

(ii) Areas developed with pavers, bricks, or other surfaces, for exclusive pedestrian use and contain pedestrian amenities, such as benches, tables with umbrellas, children's play areas, shade trees, canopies.

(c) Five-foot wide landscaped area requirement does not apply to:

(i) Loading areas;

(ii) Bicycle parking areas;

(iii) Pedestrian egress/ingress locations; and

(iv) Where the distance along a wall between two vehicle or pedestrian access openings (such as entry doors, garage doors, carports and pedestrian corridors) is less than eight feet.

(d) Development that abuts an RL or MP Zone must have landscaping approved through Architectural Review and must provide and perpetually maintain dense, evergreen landscaped buffers between allowed uses and the adjacent RL and MP zones.

(e) Landscape screening provisions are superseded by the vision clearance requirements of Figure ~~73B-4~~ 73-2.

(2) *Wetland Buffer.* Wetland buffer areas up to 50 feet in width may be counted toward the required

[…]

TDC 73B.050 - Additional Minimum Landscaping Requirements for all uses in the Mixed Use Commercial Zone.

(1) *General.* In addition to requirements in TDC 73B.020, all uses within the Mixed-Use Commercial (MUC) zone, must comply with the following:

(a) All areas not occupied by buildings, parking spaces, driveways, drive aisles, pedestrian areas, or undisturbed natural areas must be landscaped:

(i) This standard does not apply to areas subject to the Hedges Creek Wetlands Mitigation Agreement.

(b) A landscape area may be occupied by utilities, screening, sidewalks, bikeways; and

(c) Landscape screening provisions are superseded by the vision clearance requirements of Figure ~~73B-4~~ 73-2.

(2) *Standards.* The matrices in Tables 73B-3 and 73B-4 must be used in calculating widths of landscape buffer areas, as well as screening improvements to be installed between proposed

uses and abutting uses. Landscape buffers are not required between abutting uses that are of a different type when the uses are separated by a street.

(a) *Buffer.* The minimum improvements within a buffer area must include landscaping and screening specified in Tables 73B-3 and 73B-4. Landscape improvements must meet the following specifications:

(i) At least one row of trees must be planted. Deciduous trees must be a minimum of two-inch caliper at four feet in height and evergreen trees must be a minimum height of five feet high at the time of planting. Spacing for trees must be as follows:

(A) Small or narrow-stature trees, under 25 feet tall or less than 16 feet wide at maturity must be spaced not more than 15 feet apart;

(B) Medium-sized trees between 25 feet to 40 feet tall and with 16 feet to 35 feet wide branching at maturity must be spaced not more than 30 feet apart;

(C) Large trees, over 40 feet tall and with more than 35 feet wide branching at maturity, must be spaced not more than 30 feet apart.

(ii) At least ten five-gallon shrubs or 20 one-gallon shrubs must be planted for each 1,000 square feet of required buffer area;

(iii) The remaining area must be planted in lawn or other living ground cover.

(b) *Screening.* Where screening is specified in Tables 73B-3 and 73B-4, the following standards apply, in addition to those required for buffering:

(i) The prescribed heights of required screening must be measured from the actual adjoining level of finished grade, except that where parking, loading, storage or similar areas are located above finished grade, the height of fences, walls or landscaping required to screen such areas or space shall be measured from the level of such improvements. When the use to be screened is located downhill from the adjoining use, the prescribed heights of required fences, walls, or landscape screening must be measured from the actual grade of the adjoining property. In this case, fences and walls may exceed the permitted six foot height at the discretion of the City Manager, as a condition of approval. When steep grades make the installation of walls, fences, or landscaping to the required height impractical, a detailed landscape/screening plan must be submitted for approval;

(ii) A hedge of narrow or broad leaf evergreen shrubs must be planted which will form a four-foot high continuous screen within two years of planting; or

(iii) An earthen berm planted with narrow or broad leaf evergreen shrubs must be provided which will form a continuous screen of the height specified in Table 73B-4 within two years. The unplanted portion of the berm shall be planted in lawn or other living ground cover: or

(iv) A fence or wall of the height specified in Table 73B-4 must be constructed of materials commonly used in the construction ~~offences~~ <u>of fences</u> and walls such as wood, stone, rock or brick, or as determined in the Architectural Review process and provide a continuous sight obscuring screen.

[…]

Section 12. Tualatin Development Code Chapter 73G is amended as follows:

[…]

TDC 73G.020. Applicability.

(1) New Construction of Access-Restricted Lot Lines in the RL and RML Zones. A masonry wall is required to be installed for all properties in the RL and RML zones that meet either of the following:

(a) The property has access-restricted lot lines abutting the following streets for a distance greater than 60 feet:

(i) ~~Major c~~Collectors;

(ii) ~~Minor collectors~~ Arterials; or

(iii) ~~Major~~ Primary arterials~~;~~.

~~(iv) Minor arterials;~~

~~(v) Expressway right-of-way; or~~

~~(vi) Interstate highway.~~

(b) No existing masonry wall is located along an access restricted lot line and more than 50 percent of masonry walls are constructed along the abutting access restricted street to the nearest intersecting streets, or hypothetical extensions thereof on both sides of the subject property (See Figure 73-5 for illustration), meet the masonry wall standard, then any new masonry wall must be in conformance with the required design standards.

(2) Subdivisions and Partitions of Access-Restricted Lot Lines in the RL and RML Zones. A masonry wall is required to be installed for all subdivisions and partitions in the RL and RML zones that have access-restricted lot lines abutting the following streets for a distance greater than 60 feet:

(a) ~~Major c~~Collectors;

(b) ~~Minor collectors~~ Arterials; or

(c) ~~Major~~ Primary arterials~~;~~.

~~(d) Minor Primary arterials;~~

~~(e) Expressway right-of-way; or~~

~~(f) Interstate highway.~~

(3) Replacement and Repair of Nonconforming Masonry Wall.

(a) Where a nonconforming masonry wall exists and 60 percent or more of the length of the masonry wall is removed, the entire length of the masonry wall must comply with current standards if more than 50 percent of masonry walls are constructed along the abutting access restricted street to the nearest intersecting streets, or hypothetical extensions thereof on both sides of the subject property (See Figure 73-6 for illustration).

(b) The repair or replacement of the masonry wall must be completed within six months from the date that any portion of the masonry wall is removed.

(4) Exceptions to Masonry Wall Location or Configuration. The following exceptions apply to the masonry wall location or configuration requirements:

(a) Where the City Manager determines that vehicular access is to be provided from the arterial/collector ~~/expressway~~ to a parcel or lot abutting the arterial/collector~~/expressway~~, the masonry wall is not required along the arterial/collector~~/expressway~~ frontage of that particular parcel or lot.

(b) For public streets classified as an arterial/collector~~/expressway~~, where the City Manager determines that an opening or passage through the masonry wall must be provided, the masonry wall must include such required opening. ~~The same must be provided in masonry walls along state-owned interstate highways when required by the state or Tualatin Valley Fire & Rescue or the City Manager.~~

(c) All vision clearance requirements must be met.

(d) The City Manager, in the case of public streets classified as an arterial/collector~~/expressway~~, ~~or the state in the case of state-owned interstate highways,~~ may require an alternate location or configuration of the masonry wall alignment to accommodate stormwater facilities, easements, or other requirements, such as, but not limited to, bicycle paths, multi-use paths, or for maintenance purposes.

~~(e) For state-owned interstate highways, where an area of vegetation at least 200 linear feet in width runs parallel to the interstate highway and forms a visual, esthetic or acoustic barrier, or land in a Natural Resource Protection Overlay (NRPO) district or other protected area as defined in TDC Chapter 72 runs parallel to the interstate highway, and such land is located between the interstate highway property line and the developable area of a property being developed in the RL or RML Planning District, a masonry wall is not required. Where the area of vegetation is less than 200 linear feet in width, the required masonry wall must be located entirely outside the vegetated, NRPO or other protected area and as close as physically possible to, approximately parallel with, the edge of said vegetated, NRPO or other protected area on the developable portion of the property being developed.~~

[…]

Section 13. Tualatin Development Code Chapter 74 is amended as follows:

CHAPTER 74 PUBLIC AND PRIVATE TRANSPORTATION FACILITIES AND UTILITIES ~~IMPROVEMENT REQUIREMENTS~~

~~**In General**~~

~~**Improvements**~~

~~**Right-of-Way**~~

~~**Easements and Tracts**~~

~~**Utilities**~~

~~*IN GENERAL*~~

TDC 74.010. Purpose.

~~The City's Community Plan sets forth the requirements for providing adequate transportation and utility systems to serve the community's present and future needs. Land development without adequate transportation and utility systems will adversely affect the overall economic growth of the City and cause undue damage to the public health and welfare of its citizens. Consequently, the City finds that it is in the public interest to require land development to meet the following improvement requirements.~~ The purpose of this chapter is to provide construction standards for the implementation of public and private facilities and utilities such as streets, water mains, sewers, and drainage.

TDC 74.020. ~~Authority~~Applicability.

(1) Unless otherwise provided, construction, reconstruction or repair of public and private transportation facilities and utilities must comply with the provisions of this chapter. No development may occur and no land use application may be approved unless the public and private facilities related to development comply with the requirements established in this chapter and adequate public facilities are available. Applicants may be required to dedicate land and build required improvements only when the required exaction is directly related to and roughly proportional to the impact of the development.

(2) Development must also comply with the applicable requirements of the Tualatin Municipal Code, Tualatin Public Works Construction Code, and Clean Water Services Design and Construction Standards.

(3) Adjustments to the provisions in this chapter related to transportation facility and utility improvements shall be requested as an exception in conjunction with an Architectural Review, Subdivision, Partition, or Driveway Approach Permit application consistent with the requirements of 74.040. Adjustment to the provisions in this chapter requested under 74.040 may also be requested as a separate application through a Type II procedure.

~~(1) The City Manager may develop standard forms, including but not limited to deeds, easements, interim access agreements, escrow agreements, street improvement agreements, subdivision compliance agreements and agreements to dedicate right-of-way, to include the contents and warranties when they are submitted, and the procedure for implementation necessary to carry out the purpose of this chapter.~~

~~(2) Easements submitted on a final plat or on a separate easement form must be subject to this chapter.~~

~~(3) Supervision of Planting. The City Manager has jurisdiction over all trees, plants and shrubs planted or growing in or upon the public rights-of-way of the City and their planting, removal, care, maintenance and protection. The City Manager is to enforce these provisions.~~

TDC 74.030. Street Standards.

(1) *Improvement Standards*. Street improvements must comply with the following standards:

(a) Dedication and improvement to existing or future streets adjacent to or located on property proposed for development must be made consistent with Figures 74-1A through 74-1B. Right-of-way dedication must be for the full width of the property abutting the roadway and slope and utility easements. For development applications that will impact existing streets not adjacent to the applicant's property and require construction of street improvements to mitigate those impacts, which would require additional right-of-way, the applicant must be responsible for obtaining the necessary right-of-way from the applicable property owner(s).

(i) For subdivisions or partitions, the dedication must be shown on the final subdivision or partition plat prior to approval of the plat by the City, or prior to releasing the security provided by the applicant to assure completion of such improvements or as otherwise specified in the development application approval.

(ii) For all other developments, the dedication must be made to the City for use by the public prior to issuance of a Certificate of Occupancy, release of a Construction Improvement Bond, or Final Approval, whichever comes first.

(b) Where development abuts an existing street, the improvement required must apply only to that portion of the street right-of-way located between the property line of the parcel proposed for development and the centerline of the right-of-way, plus any additional pavement and right-of-way dedication beyond the centerline necessary to meet requirements for tapering in accordance with the Public Works Construction Code.

(c) All required street improvements must include curbs, sidewalks with appropriate buffering, storm drainage, street lights, street signs, street trees, and, where designated, bikeways and transit facilities.

(d) In addition to land adjacent to an existing or proposed street, the requirements of this section apply to land separated from such a street only by a railroad right-of-way.

(e) The applicant must comply with the requirements of the Oregon Department of Transportation (ODOT), Tri-Met, Washington County, and Clackamas County when a proposed development site is adjacent to a roadway under any of their jurisdictions, in addition to the requirements of this chapter.

(f) Intersections must be improved to operate at a level of service of at least D for signalized, all-way-stop, and roundabout intersections and at least E for other unsignalized intersections.

(2) *Street Connectivity and Future Street Extensions*. Streets must be extended to the proposed development site boundary and must comply with the minimum location, orientation, and spacing identified in the Functional Classification Plan (Comprehensive Plan Map 8-1), Local Streets Plan (Comprehensive Plan Map 8-3), Typical Street Design Standards (Figures 74-1A through 74-1B), Access Management (Chapter 75), and the following standards:

(a) Local streets and major driveways, as defined in TDC 31.060, proposed as part of new residential or mixed residential/commercial developments must comply with the following standards:

(i) Maximum Block Length and Perimeter.

(A) The block length shall not exceed 400 feet, and the block perimeter shall not exceed 1,600 feet, except where prevented by barriers.

(B) The maximum block length and perimeter standard may be met with a full street connection, an alley that conforms with the standards in TDC 74.070, or a mid-block pedestrian and bicycle accessway that conforms with the standards in TDC 74.100.

(ii) Cul-de-sacs.

(A) Where provided, cul-de-sacs and closed-end streets must be no longer than 200 feet and shall provide access to no more than 25 dwelling units, except for streets stubbed to future developable areas.

(B) If the end of a proposed cul-de-sac or other closed-end street is within 150 feet of a street or other public pedestrian facility, a bicycle and pedestrian accessway shall connect the cul-de-sac/closed-end street to the pedestrian facility, unless prevented by barriers. The accessway connection must meet the standards in TDC 74.100.

(b) For residential or mixed residential/ commercial redevelopments of a site over 2 acres that does not meet the block length or connectivity standards in TDC 74.030(2)(a), new

connections meeting these standards shall be required, provided the City Manager makes findings that the required improvements have a clear nexus with, and are roughly proportional to, the development's impacts.

(c) Streets proposed as part of new industrial or commercial development must comply with Functional Classification Plan (Comprehensive Plan Map 8-1).

TDC 74.040. Exceptions.

(1) When, in the opinion of the City Manager, the construction of improvements in accordance with TDC 74 would result in the creation of a hazard, or would be impractical, or would be detrimental to the City, the City Manager may modify the scope of the required improvement to eliminate such hazardous, impractical, or detrimental results. Examples of conditions requiring modifications to improvement requirements include but are not limited to horizontal alignment, vertical alignment, significant stands of trees, fish and wildlife habitat areas, the amount of traffic generated by the proposed development, timing of the development or other conditions creating hazards for pedestrian, bicycle or motor vehicle traffic. The City Manager may determine that, although an improvement may be impractical at the time of development, it will be necessary at some future date. In such cases, a written agreement guaranteeing future performance by the applicant in installing the required improvements must be signed by the applicant and approved by the City. It is the intent of Figures 74-1A through 74-1B to allow for modifications to the standards when deemed appropriate by the City Manager to address fish and wildlife habitat.

(2) When the City Manager determines that modification of the improvement requirements in TDC 74.030 is warranted pursuant to subsection (1) of this section, the City Manager must prepare written findings of modification. These findings and a determination by the City Manager must be included in the subject application for development, or the applicant may request a separate determination under this section pursuant to the Type II process.

TDC 74.050. Traffic Study.

(1) A traffic study must be provided with an application for development or when any of the following is proposed:

(a) A plan amendment;

(b) An increase in average daily site traffic volume generation of more than 100 trips;

(c) An increase in peak hour site traffic volume generation of more 20 trips;

(d) An increase in site traffic that results in queuing within the public right-of-way; or

(e) An increase in site traffic where the location of an existing or proposed access driveway does not meet minimum sight distance requirements or is located on a street that is designated as restricted in TDC 75.

(2) The traffic study must include, at a minimum:

(a) An analysis of the existing situation, including the level of service on adjacent and impacted facilities;

(b) An analysis of any existing safety deficiencies;

(c) Proposed trip generation and distribution for the proposed development;

(d) Projected levels of service on streets on which the property has frontage or takes access or contributes 5 percent or more to total daily or peak hour traffic volumes;

(e) Recommendation of necessary improvements to ensure an acceptable level of service for roadways and a level of service of at least D for signalized, all-way stop, and roundabout intersections and at least E for unsignalized intersections, after the future traffic impacts are considered; and

(f) The study must be conducted by a registered engineer in the state of Oregon.

TDC 74.060. Private Streets.

In new residential or mixed residential/commercial developments, private streets may be used to provide vehicular access to a site, provided they comply with the following standards:

(1) The private street must be limited to 150 feet in length;

(2) Private streets must comply with minimum block length, public street spacing standards, and local street connectivity as shown on the Local Streets Plan (Comprehensive Plan Map 8-3);

(3) If the terminus of the private street is within 150 feet of a street or other public pedestrian facility, a bicycle and pedestrian accessway shall connect the private street to the pedestrian facility, unless prevented by barriers. The accessway connection must meet the standards in TDC 74.100; and

(4) Be constructed in accordance with the Typical Street Design Standards (Figures 74-1A through 74-1B) and in accordance with all federal ADA standards and regulations.

TDC 74.070. Public Alleys.

In new residential or mixed residential/commercial developments, public alleys may be used to provide vehicular access to a site, provided they comply with the following standards:

(1) Alleys with a single access point must be limited to 150 feet;

(2) The alley must be at least 25 feet wide, with a paved width of at least 20 feet;

(3) Mountable curbs shall be installed with a minimum width of 6 inches;

(4) The alley must meet minimum fire access requirements;

(5) Each lot abutting an alley must also have frontage on a public street. Vehicle access must be derived from the alley; and

(6) The alley must be dedicated as public right-of-way and be constructed in accordance with the Typical Street Design Standards (Figures 74-1A through 74-1B) and in accordance with all federal ADA standards and regulations.

TDC 74.080. Easements.

(1) Easements shall be required for the following:

(a) Greenways, natural areas, and bikeway and pedestrian paths;

(b) Slope areas necessary to support street improvements, accessways, or utility improvements;

(c) Public utilities, such as water, sanitary sewer, storm drainage, electric lines, cable, and gas;

(d) Watercourse or drainage way areas that traverse development; and

(e) Public improvement maintenance.

(2) For subdivision and partition applications, easement areas must be dedicated to the City on the final subdivision or partition plat, prior to approval of the plat by the City.

(3) For all other development applications, easement dedications must be submitted to the City Manager. The applicant must obtain City acceptance of the easement dedication prior to issuance of building permits or release of construction improvement bonds, whichever comes first.

(4) When off-site public utility easements are required to serve the proposed development, the public utility easement must have an 8-foot width adjacent to the street.

(5) When storm water easements are required, the easement must be sized to accommodate the existing water course and all future improvements in the drainage basin. There may be additional requirements as set forth in TDC Chapter 72, Greenway and Riverbank Protection District.

(6) All easements dedicated to the City during the development application process must be surveyed, staked, and marked with a City approved boundary marker, prior to acceptance by the City.

TDC 74.090. Bikeways and Pedestrian Paths.

(1) Where proposed development abuts or contains an existing or proposed bikeway, pedestrian path, or multi-use path identified in the Bicycle and Pedestrian Plan (Comprehensive Plan Map 8-4), it must be constructed within an easement or dedication provided to the City.

(2) Where required, bikeways and pedestrian paths must be provided as follows:

(a) Bike and pedestrian paths must be constructed and surfaced in accordance with the Public Works Construction Code.

(b) The applicant must install the striping and signing of the bike lanes and shared roadway facilities, where designated.

TDC 74.100. Mid-Block Accessways.

Mid-block accessways in residential, commercial and industrial subdivisions and partitions may be used in-lieu of full street connections and must meet the following standards.

(1) Accessways must be constructed by the applicant and created within public rights-of-way, public tracts, or private tracts with public access easements. If created within a public right-of-way or tract, the accessway must be dedicated to the City on the final residential, commercial or industrial subdivision or partition plat, and accepted by the City.

(2) Accessways must be provided between the proposed subdivision or partition and all of the following locations that apply:

(a) Adjoining publicly-owned land intended for public use, including schools and parks. Where a bridge or culvert would be necessary to span a designated greenway or wetland to provide a connection, the City may limit the number and location of accessways to reduce the impact on the greenway or wetland;

(b) Adjoining arterial or collector streets upon which transit stops, sidewalks, or bike lanes are provided or designated;

(c) Adjoining undeveloped residential, commercial or industrial properties;

(d) Adjoining neighborhood activity centers;

(e) Adjoining developed sites where an accessway is planned or provided.

(3) In designing residential, commercial and industrial subdivisions and partitions, the applicant is expected to design and locate accessways in a manner which does not restrict or inhibit opportunities for developers of adjacent property to connect with an accessway. The applicant is to have reasonable flexibility to locate the required accessways. When developing a parcel which adjoins parcels where accessways have been constructed or approved for construction, the applicant must connect at the same points to provide system continuity and enhance opportunities for pedestrians and bicyclists to use the completed accessway.

(4) Accessways must not exceed 300 feet in length.

(5) Accessways must be sufficiently straight that both end points are visible from any point on the accessway.

(6) Accessways must be located and improved within a right-of-way, tract, or easement of no less than 15 feet.

(7) Where possible, accessways must be combined with utility easements.

(8) Accessway must have a paved width of at least 10 feet, constructed of asphalt or concrete, unless pervious pavement has been approved by the City Engineer based on usage and site conditions. The slope shall not exceed 5 percent.

(9) Accessways must be constructed in accordance with the Public Works Construction Code.

(10) Curb ramps must be provided wherever the accessway crosses a curb and must be constructed in accordance with the Public Works Construction Code.

(11) The Federal Americans With Disabilities Act (ADA) and Public Right of Way Accessibility Guidelines (PROWAG) apply to development in the City of Tualatin. Accessways must comply with the Oregon Structural Specialty Code's (OSSC) accessibility standards.

(12) Lighting must be provided in an accessway to achieve a minimum lighting level of 0.5 foot-candles and a maximum of 2 foot-candles. Lighting must be shielded to minimize glare on abutting properties.

(13) Fences and gates which prevent pedestrian and bike access must not be allowed at the entrance to or exit from any accessway. Removable bollards are permitted to allow emergency vehicle access.

(14) The developer must obtain City approval of final design and location of accessways.

(15) If an accessway is not dedicated as public right-of-way, to ensure accessway maintenance over time, a maintenance agreement must be recorded that specifically requires present and future property owners to provide for liability and maintenance of the accessways to City standards.

(16) Outdoor Recreation Access Routes must be provided between a subdivision or partition and parks, bikeways and greenways where a bike or pedestrian path is designated.

TDC 74.110. Utilities.

(1) *Water Service*. Water lines must be installed to serve each property in accordance with City codes and standards.

(a) The developer must obtain City approval of water line construction prior to construction.

(b) If there are undeveloped properties adjacent to the subject site, public water lines must be extended by the applicant to the common boundary line of these properties. The

lines must be sized to provide service to future development, in accordance with the Water System Plan (Comprehensive Plan Map 9-1).

(c) As set forth in the Water System Plan (Comprehensive Plan Map 9-1), the City has three water service levels. All development applicants must be required to connect the proposed development site to the service level in which the development site is located. If the development site is located on a boundary line between two service levels the applicant must connect to the service level with the higher reservoir elevation. The applicant may also be required to install or provide pressure reducing valves to supply appropriate water pressure to the properties in the proposed development site.

(2) *Sanitary Sewer Service*. Sanitary sewer lines must be installed to serve each property in accordance with City codes and standards.

(a) Sanitary sewer construction plans and calculations must be submitted to the City Manager for review and approval prior to construction.

(b) If there are undeveloped properties adjacent to the proposed development site which can be served by the gravity sewer system on the proposed development site, the applicant must extend public sanitary sewer lines to the common boundary line with these properties. The lines must be sized to convey flows to include all future development from all up-stream areas that can be expected to drain through the lines on the site, in accordance with the Sewer System Master Plan (Comprehensive Plan Map 9-2).

(3) *Storm Drainage System.* Storm drainage lines must be installed to serve each property in accordance with City codes and standards.

(a) Storm drainage construction plans and calculations must be submitted to the City Manager for review and approval prior to construction.

(b) The storm drainage calculations must confirm that adequate capacity exists to serve the site. The discharge from the development must be analyzed in accordance with the Tualatin Municipal Code and Public Works Construction Code.

(c) If there are undeveloped properties adjacent to the proposed development site which can be served by the storm drainage system on the proposed development site, the applicant must extend storm drainage lines to the common boundary line with these properties. The lines must be sized to convey expected flows to include all future development from all up stream areas that will drain through the lines on the site, in accordance with Storm System Master Plan (Comprehensive Plan Map 9-3).

(4) *Grading*. Development sites must be graded to minimize the impact of storm water runoff onto adjacent properties and to allow adjacent properties to drain as they did before the new development.

(a) A development applicant must submit a grading plan showing that all lots in all portions of the development will be served by gravity drainage from the building crawl spaces; and that this development will not affect the drainage on adjacent properties.

(b) The City Manager may require the applicant to remove all excess material from the development site.

(5) *Water Quality, Storm Water Detention, and Erosion Control*. The applicant must comply with the water quality, storm water detention and erosion control requirements in the Tualatin Municipal Code, Public Works Construction Code, and Clean Water Services standards, including:

(a) The applicant must construct a permanent on-site water quality facility and storm water detention facility.

(i) For subdivision and partition applications, the applicant must submit stormwater construction plans and calculations in compliance with the Tualatin Municipal Code and obtain a Stormwater Connection Permit from Clean Water Services and must construct the improvements prior to approval of the final plat.

(ii) For all other development applications, the applicant must submit stormwater construction plans and calculations in compliance with the Tualatin Municipal Code and obtain a Stormwater Connection Permit from Clean Water Services prior to issuance of any building permit and must construct the stormwater infrastructure prior to issuance of a Certificate of Occupancy or release of a Construction Improvement Bond.

(b) For on-site private and regional non-residential public facilities, the applicant must submit a stormwater facility agreement, which will include an operation and maintenance plan provided by the City, for the water quality facility for the City's review and approval. The applicant must submit an erosion control plan prior to issuance of a Public Works Permit. No construction or disturbance of the site is allowed until the erosion control plan is approved by the City and the required measures are in place and approved by the City.

(6) Undergrounding of Utilities.

(a) All utility lines including, but not limited to, those required for gas, electric, communication, lighting and cable television services and related facilities must be placed underground. Surface-mounted transformers, surface-mounted connection boxes and meter cabinets may be placed above ground. Temporary utility service facilities, high capacity electric and communication feeder lines, and utility transmission lines operating at 50,000 volts or above may be placed above ground. The applicant must make all necessary arrangements with all utility companies to provide the underground services. The City reserves the right to approve the location of all surface-mounted transformers.

(b) Existing overhead utilities may not be upgraded to serve any proposed development. If existing overhead utilities are not adequate to serve the proposed development, the applicant must, at their own expense, provide an underground system. The applicant must be responsible for obtaining any off-site deeds and/or easements necessary to provide utility service to this site; the deeds and/or easements must be submitted to the City Manager for acceptance by the City prior to issuance of the Public Works Permit.

(7) Utility Service to Existing Structures.

(a) Any existing structures requested to be retained by the applicant on a proposed development site must be connected to all available City utilities at the expense of the applicant.

(b) The applicant must convert any existing overhead utilities serving existing structures to underground utilities, at the expense of the applicant.

(c) The applicant must be responsible for continuing all required street improvements adjacent to the existing structure, within the boundaries of the proposed development site.

TDC 74.120. Street Lights.

(1) Street light poles and luminaries must be installed in accordance with the Public Works Construction Code.

(2) The applicant must submit a street lighting plan for all interior and exterior streets on the proposed development site prior to issuance of a Public Works Permit.

TDC 74.130. Street Names.

(1) A street name must not duplicate or be confused with the names of existing streets in the Counties of Washington or Clackamas, except for extensions of existing streets. Street names and numbers must conform to the established pattern in the surrounding area.

(2) The City Manager must maintain the approved list of street names from which the applicant may choose. Prior to the creation of any street, the street name must be approved by the City Manager.

TDC 74.140. Street Signs.

(1) Traffic control signs may be required by the City and must comply with the Public Works Construction Code and the Manual on Uniform Traffic Control Devices (MUTCD).

(2) The size, type, location, and placement of the signs must be approved by the City, prior to issuance of building permits.

(3) The applicant must install street name signs at all street intersections, in accordance with standards adopted by the City.

TDC 74.150. Street Trees.

(1) *Applicability and Authority.* The City Manager has jurisdiction over all trees planted or growing in or upon the public rights-of-way of the City and their planting, removal, care, maintenance and protection. It is unlawful for a person to remove or injure a tree that is planted or growing in or upon a public right-of-way within the City, without a written permit from the City Manager.

(2) *Development Review*. The location, type, size, and placement of street trees must be approved by the City.

(a) In residential subdivisions and partitions, the applicant must furnish and install street trees, prior to approval of final plat.

(b) For all other developments, street trees must be planted by the owners of the individual lots prior to Certificate of Occupancy or release of a Construction Improvement Bond.

(3) *Street Tree Species and Planting Locations.* All trees planted in the right-of-way of the City must conform in species and location with the street tree plan and City standards.

(4) *Open Ground*. When impervious material or substance is laid down or placed in or upon a public right-of-way near a tree, at least 25 square feet of open ground for a tree up to three inches in diameter must be provided about the base of the trunk of each tree.

(4) *Protection of Trees During Construction*.

(a) During the construction, repair, alteration or removal of a building or structure, trees in or upon a public right-of-way in the vicinity of the building or structure must be protected with a sufficient guard or fence to prevent injury to the tree.

(b) Excavations and driveways must not be placed within six feet of a tree in or upon a public right-of-way without written permission from the City Manager. During excavation or construction, the person must guard the tree within six feet and all building material or other debris must be kept at least four feet from any tree.

(5) *Street Tree Voluntary Planting*. A person who desires to plant a tree in or upon a public right-of-way may submit a request to the City with payment of fee(s) so that the City may plant a street tree. If a stump exists where a street tree is to be planted, the person must remove the stump or pay a fee to the City, as established in the Tualatin Fee Schedule, so that the City may remove the stump on behalf of the person. In all instances, a person who desires to plant a tree must comply with other applicable TDC sections and any additional requirements of the City Manager.

(6) *Attachments to Trees*. It is unlawful for a person to attach or keep attached a rope, wire, chain, sign or other device to a tree in or upon a public right-of-way or to the guard or stake intended for the protection of such tree.

(7) *Maintenance Responsibilities*. Trees, plants, or shrubs standing in or upon a public right-of-way, on public or private grounds that have branches projecting into the public street or sidewalk must be kept trimmed by the owner of the property adjacent to or in front of where such trees, plants, or shrubs are growing so that:

(a) The lowest branches are a minimum of 12 feet above the surface of the street and a minimum of 14 feet above the surface of streets designated as state highways or County Roads.

(b) The lowest branches are a minimum of eight feet above the surface of a sidewalk or footpath.

(c) A plant, bush, or shrub must not be more than 24 inches in height in the triangular area at the street or highway corner of a corner lot, or the alley-street intersection of a lot, such an area defined by a line across the corner between the points on the street right-of-way line measured ten feet back from the corner, and extending the line to the street curbs or, if there are no curbs, then to that portion of the street or alley used for vehicular traffic. Plants, bushes, or shrubs must also be trimmed to provide adequate sight distance for drivers pulling out from streets, driveways, and other intersections.

(d) Newly planted trees may remain untrimmed if they do not interfere with street traffic or persons using the sidewalk or obstruct the light of a street electric lamp.

(8) *Notice of Violation*. When the owner, lessee, occupant or person in charge of private grounds neglects or refuses to trim a tree, shrub, or plant as provided in this section, the City Manager may provide a written notice of violation. The notice must be served upon the owner, lessee, occupant or person in charge either by "Certified Mail-Return Receipt Requested," or by posting the same notice on the property or near to the trees, shrubs or plants to be trimmed.

(a) If the owner, lessee, occupant or person in charge of the property fails and neglects to trim the trees, shrubs, or plants within ten days after service of the notice, the City Manager may trim the trees, shrubs or plants. Such trimming by the City does not act to relieve such owner, lessee, occupant or person in charge of responsibility for violating this Chapter.

(b) A person who fails to trim a tree or shrub for which notice to do so was provided, must, upon conviction, be fined not more than $100.00.

(9) *Street Tree Emergencies*. If emergency conditions require the immediate cutting or removal of street trees to avoid danger or hazard to persons or property, the City Manager may issue emergency permits without payment of fees and formal applications. If the City Manager is unavailable, the adjacent property owners may proceed to cut the trees without permits to the extent necessary to eliminate the immediate danger or hazard. If a street tree is cut under this section without filing an application with the City Manager, the person doing so must report the action to the City Manager within two City business days without payment of fee and must provide such information and evidence as may be reasonably required by the City Manager to explain and justify the removal.

(a) In all instances, a person who removes a street tree as a result of an emergency must replace it within 60 days of notifying the City Manager. The City reserves the right to waive this requirement.

(b) A person who fails to comply with TDC 74.150(9) must pay an enforcement fee, and a restoration fee to the City of Tualatin, as set forth in TDC 33.110, in addition to civil penalties in TDC 31.111.

(c) If no emergency is found to exist, no person must cut or remove a street tree without complying with the requirement of the Tualatin Development Code.

(10) Removal or Treatment by City. The City Manager may remove or require removal of a tree, plant, or shrub growing in or upon a public right-of-way when its nature causes an unsafe condition, is injurious to sewers or public improvements, or is affected with a fungus disease, insect, or other pest. When, in the opinion of the City Manager, trimming or treatment of a tree or shrub located on private grounds, but having branches extending over a public right-of-way is necessary, the City Manager may trim such branches or order the branches to be trimmed.

(11) *Street Tree Removal Permit and Fees*. A person who desires to remove a tree, as defined in TDC 31.060, in or upon public right-of-way must submit an application to the City.

(a) Upon the City Manager approving the removal of a street tree, the applicant or designated contractor must replace each removed tree on a one-for-one basis by fulfilling the following requirements:

(i) Remove both the tree and stump prior to planting a replacement tree, or request the City to remove the tree and stump and pay the applicable fee(s) established in in the city of Tualatin Fee Schedule; and

(ii) Replace the removed tree by planting a species of street tree permitted by the City within the time period specified in writing by the City Manager; or, the applicant may request within 60 days of the permit approval date that the City replace the street tree and pay the applicable fee(s) established in the city of Tualatin Fee Schedule. If an applicant opts for the City to plant the replacement tree, the City may plant the tree on its usual tree-planting schedule. Planting done by the applicant or designated contractor must comply with all applicable TDC sections and any additional requirements imposed by the City Manager.

(iii) The applicant must comply with all applicable TDC sections and additional requirements imposed by the City Manager. The City Manager may waive the one-for-one replacement requirement if the City Manager determines that the replacement would:

(A) Conflict with public improvements or utility facilities, including, but not limited to, fire hydrants, water meters and pipes, lighting fixtures, traffic control signs;

private improvements or utility facilities—including, but not limited to, driveways and power, gas, telephone, cable television lines; or, minimum vision clearance;

(B) Interfere with the existing canopy of adjacent trees, the maturation of the crown of the proposed replacement tree, or both;

(C) Cause a conflict by planting trees too close to each other, hurting their health; and

(D) Direct how to plant replacement tree(s).

(b) A person who fails to comply with the street tree removal permit must pay an enforcement fee and a restoration fee to the City of Tualatin, as set forth in TDC 33.110, in addition to civil penalties in TDC 31.111.

(c) A person who applies to remove a street tree must pay all costs incurred by the City as reflected in the applicable fees listed in the city of Tualatin Fee Schedule. City actions and associated fees include but are not limited to inspection of a street tree requested for removal, removal of a street tree, removal of a stump, planting of a street tree, and inspection(s) to determine if the applicant has fulfilled permit requirements.

(d) When a street tree removal permit is denied by the City Manager, an order is issued by the City Manager directing certain trees, shrubs or plants to be trimmed or removed, or a permit is granted by the City Manager containing conditions which the applicant deems unreasonable, the applicant may appeal to the Council in writing and filed with the City Recorder within ten City business days after the denial of the permit sought or the making of the order the appellant deems unreasonable. After hearing, the Council may either grant or deny the application, rescind or modify the order from which the appeal was taken.

TDC 74.160. Installation of Improvements.

(1) *Public Improvements*. Except as specially provided, all public improvements must be installed at the expense of the applicant.

(a) All public improvements installed by the applicant must be constructed and guaranteed as to workmanship and material as required by the Public Works Construction Code prior to acceptance by the City. Work must not be undertaken on any public improvement until after the construction plans have been approved by the City Manager and a Public Works Permit issued and the required fees paid.

(b) In accordance with the Tualatin Basin Program for fish and wildlife habitat the City intends to minimize or eliminate the negative impacts of public streets by modifying right-of-way widths and street improvements when appropriate. The City Manager is authorized to modify right-of-way widths and street improvements to address the negative impacts on fish and wildlife habitat.

(c) Sidewalks must be maintained, repaired, and upkept in accordance with the Tualatin Municipal Code by the property owner.

(2) *Private Improvements*. All private improvements must be installed at the expense of the applicant. The property owner must retain maintenance responsibilities over all private improvements.

(3) *Construction of Improvements and Phasing*.

(a) All public and private improvements required under this chapter must be completed and accepted by the City prior to the issuance of a Certificate of Occupancy or release of a Construction Improvement Bond; or, for subdivision and partition applications, in accordance with the requirements of the Subdivision regulations.

(b) The applicant may build the development in phases. If the development is to be phased the applicant must submit a phasing plan to the City Manager for approval with the development application. The timing and extent or scope of public improvements and the conditions of development must be determined by the City Council on subdivision applications and by the City Manager on other development applications.

~~IMPROVEMENTS~~

~~TDC 74.110. Phasing of Improvements.~~

~~The applicant may build the development in phases. If the development is to be phased the applicant must submit a phasing plan to the City Manager for approval with the development application. The timing and extent or scope of public improvements and the conditions of development must be determined by the City Council on subdivision applications and by the City Manager on other development applications.~~

~~TDC 74.120. Public Improvements.~~

~~(1) Except as specially provided, all public improvements must be installed at the expense of the applicant. All public improvements installed by the applicant must be constructed and guaranteed as to workmanship and material as required by the Public Works Construction Code prior to acceptance by the City. Work must not be undertaken on any public improvement until after the construction plans have been approved by the City Manager and a Public Works Permit issued and the required fees paid.~~

~~(2) In accordance with the Tualatin Basin Program for fish and wildlife habitat the City intends to minimize or eliminate the negative impacts of public streets by modifying right-of-way widths and street improvements when appropriate. The City Manager is authorized to modify right-of-way widths and street improvements to address the negative impacts on fish and wildlife habitat.~~

~~TDC 74.130. Private Improvements.~~

~~All private improvements must be installed at the expense of the applicant. The property owner must retain maintenance responsibilities over all private improvements.~~

~~TDC 74.140. Construction Timing.~~

~~(1) All the public improvements required under this chapter must be completed and accepted by the City prior to the issuance of a Certificate of Occupancy; or, for subdivision and partition applications, in accordance with the requirements of the Subdivision regulations.~~

~~(2) All private improvements required under this Chapter must be approved by the City prior to the issuance of a Certificate of Occupancy; or for subdivision and partition applications, in accordance with the requirements of the Subdivision regulations.~~

~~RIGHT-OF-WAY~~

~~TDC 74.210. Minimum Street Right-of-Way Widths.~~

~~The width of streets in feet must not be less than the width required to accommodate a street improvement needed to mitigate the impact of a proposed development. In cases where a street~~

~~is required to be improved according to the standards of the TDC, the width of the right-of-way must not be less than the minimums indicated in TDC Chapter 74, Public Improvement Requirements, Figures 74-2A through 74-2G.~~

~~(1) For subdivision and partition applications, wherever existing or future streets adjacent to property proposed for development are of inadequate right-of-way width the additional right-of-way necessary to comply with TDC Chapter 74, Public Improvement Requirements, Figures 74-2A through 74-2G must be shown on the final subdivision or partition plat prior to approval of the plat by the City. This right-of-way dedication must be for the full width of the property abutting the roadway and, if required by the City Manager, additional dedications must be provided for slope and utility easements if deemed necessary.~~

~~(2) For development applications other than subdivisions and partitions, wherever existing or future streets adjacent to property proposed for development are of inadequate right-of-way width, the additional right-of-way necessary to comply with TDC Chapter 74, Public Improvement Requirements, Figures 74-2A through 74-2G must be dedicated to the City for use by the public prior to issuance of any building permit for the proposed development. This right-of-way dedication must be for the full width of the property abutting the roadway and, if required by the City Manager, additional dedications must be provided for slope and utility easements if deemed necessary.~~

~~(3) For development applications that will impact existing streets not adjacent to the applicant's property, and to construct necessary street improvements to mitigate those impacts would require additional right-of-way, the applicant must be responsible for obtaining the necessary right-of-way from the property owner. A right-of-way dedication deed form must be obtained from the City Manager and upon completion returned to the City Manager for acceptance by the City. On subdivision and partition plats the right-of-way dedication must be accepted by the City prior to acceptance of the final plat by the City. On other development applications the right-of-way dedication must be accepted by the City prior to issuance of building permits. The City may elect to exercise eminent domain and condemn necessary off-site right-of-way at the applicant's request and expense. The City Council must determine when condemnation proceedings are to be used.~~

~~(4) If the City Manager deems that it is impractical to acquire the additional right-of-way as required in subsections (1)—(3) of this section from both sides of the center-line in equal amounts, the City Manager may require that the right-of-way be dedicated in a manner that would result in unequal dedication from each side of the road. This requirement will also apply to slope and utility easements as discussed in TDC 74.320 and 74.330. The City Manager's recommendation must be presented to the City Council in the preliminary plat approval for subdivisions and partitions, and in the recommended decision on all other development applications, prior to finalization of the right-of-way dedication requirements.~~

~~(5) Whenever a proposed development is bisected by an existing or future road or street that is of inadequate right-of-way width according to TDC Chapter 74, Public Improvement Requirements, Figures 74-2A through 74-2G, additional right-of-way must be dedicated from both sides or from one side only as determined by the City Manager to bring the road right-of-way in compliance with this section.~~

~~(6) When a proposed development is adjacent to or bisected by a street proposed in the Transportation System Plan and no street right-of-way exists at the time the development is proposed, the entire right-of-way as shown in TDC Chapter 74, Public Improvement Requirements, Figures 74-2A through 74-2G must be dedicated by the applicant. The~~

dedication of right-of-way required in this subsection must be along the route of the road as determined by the City.

TDC 74.220. Parcels Excluded from Development.

On subdivision development applications which include land partitioned off or having adjusted property lines from the original parcel, but do not include the original parcel, the applicant must be responsible for obtaining any necessary right-of-way from the owner of the original parcel if the right-of-way is needed to accommodate street improvements required of the applicant. The applicant must submit a completed right-of-way dedication deed to the City Manager for acceptance. The right-of-way dedication must be accepted by the City prior to the City approving the final subdivision plat.

EASEMENTS AND TRACTS

TDC 74.310. Greenway, Natural Area, Bike, and Pedestrian Path Dedications and Easements.

(1) Areas dedicated to the City for Greenway or Natural Area purposes or easements or dedications for bike and pedestrian facilities during the development application process must be surveyed, staked and marked with a City approved boundary marker prior to acceptance by the City.

(2) For subdivision and partition applications, the Greenway, Natural Area, bike, and pedestrian path dedication and easement areas must be shown to be dedicated to the City on the final subdivision or partition plat prior to approval of the plat by the City; or

(3) For all other development applications, Greenway, Natural Area, bike, and pedestrian path dedications and easements must be submitted to the City Manager ; building permits must not be issued for the development prior to acceptance of the dedication or easement by the City.

TDC 74.320. Slope Easements.

(1) The applicant must obtain and convey to the City any slope easements determined by the City Manager to be necessary adjacent to the proposed development site to support the street improvements in the public right-of-way or accessway or utility improvements required to be constructed by the applicant.

(2) For subdivision and partition applications, the slope easement dedication area must be shown to be dedicated to the City on the final subdivision or partition plat prior to approval of the plat by the City; or

(3) For all other development applications, a slope easement dedication must be submitted to the City Manager; building permits must not be issued for the development prior to acceptance of the easement by the City.

TDC 74.330. Utility Easements.

(1) Utility easements for water, sanitary sewer and storm drainage facilities, telephone, television cable, gas, electric lines and other public utilities must be granted to the City.

(2) For subdivision and partition applications, the on-site public utility easement dedication area must be shown to be dedicated to the City on the final subdivision or partition plat prior to approval of the plat by the City; and

(3) For subdivision and partition applications which require off-site public utility easements to serve the proposed development, a utility easement must be granted to the City prior to approval of the final plat by the City. The City may elect to exercise eminent domain and condemn necessary off-site public utility easements at the applicant's request and expense. The City Council must determine when condemnation proceedings are to be used.

(4) For development applications other than subdivisions and partitions, and for both on-site and off-site easement areas, a utility easement must be granted to the City; building permits must not be issued for the development prior to acceptance of the easement by the City. The City may elect to exercise eminent domain and condemn necessary off-site public utility easements at the applicant's request and expense. The City Council must determine when condemnation proceedings are to be used.

(5) The width of the public utility easement must meet the requirements of the Public Works Construction Code. All subdivisions and partitions must have a 6-foot public utility easement adjacent to the street and a 5-foot public utility easement adjacent to all side and rear lot lines. Other easements may be required as determined by the City Manager.

TDC 74.340. Watercourse Easements.

(1) Where a proposed development site is traversed by or adjacent to a watercourse, drainage way, channel or stream, the applicant must provide a storm water easement, drainage right-of-way, or other means of preservation approved by the City Manager, conforming substantially with the lines of the watercourse. The City Manager must determine the width of the easement, or other means of preservation, required to accommodate all the requirements of the Surface Water Management Ordinance, existing and future storm drainage needs and access for operation and maintenance.

(2) For subdivision and partition applications, any watercourse easement dedication area must be shown to be dedicated to the City on the final subdivision or partition plat prior to approval of the plat by the City; or

(3) For all other development applications, any watercourse easement must be executed on a dedication form submitted to the City Manager; building permits must not be issued for the development prior to acceptance of the easement by the City.

(4) The storm water easement must be sized to accommodate the existing water course and all future improvements in the drainage basin. There may be additional requirements as set forth in TDC Chapter 72, Greenway and Riverbank Protection District, and the Surface Water Management Ordinance. Water quality facilities may require additional easements as described in the Surface Water Management Ordinance.

TDC 74.350. Maintenance Easement or Lots.

A dedicated lot or easement will be required when access to public improvements for operation and maintenance is required, as determined by the City Manager. Access for maintenance vehicles must be constructed of an all-weather driving surface capable of carrying a 50,000-pound vehicle. The width of the lot or easement must be at least 15-feet in order to accommodate City maintenance vehicles. In subdivisions and partitions, the easement or lot must be dedicated to the City on the final plat. In any other development, the easement or lot must be granted to the City and recorded prior to issuance of a building permit.

~~TDC 74.410. Future Street Extensions.~~

~~(1) Streets must be extended to the proposed development site boundary where necessary to do any one of the following:~~

~~(a) Give access to, or permit future development of adjoining land;~~

~~(b) Provide additional access for emergency vehicles;~~

~~(c) Provide for additional direct and convenient pedestrian, bicycle and vehicle circulation;~~

~~(d) Eliminate the use of culs-de-sac except where topography, barriers such as railroads or freeways, existing development, or environmental constraints such as major streams and rivers prevent street extension; and~~

~~(e) Eliminate circuitous routes. The resulting dead end streets may be approved without a turnaround. A reserve strip may be required to preserve the objectives of future street extensions.~~

~~(2) Proposed streets must comply with the general location, orientation and spacing identified in the Functional Classification Plan (Comprehensive Plan Map 8-1), Local Streets Plan (Comprehensive Plan Map 8-3) and the Street Design Standards (Figures 74-2A through 74-2G).~~

~~(a) Streets and major driveways, as defined in TDC 31.060, proposed as part of new residential or mixed residential/commercial developments must comply with the following standards:~~

~~(i) Full street connections with spacing of no more than 530 feet between connections, except where prevented by barriers;~~

~~(ii) Bicycle and pedestrian accessway easements where full street connections are not possible, with spacing of no more than 330 feet, except where prevented by barriers;~~

~~(iii) Limiting culs-de-sac and other closed-end street systems to situations where barriers prevent full street extensions; and~~

~~(iv) Allowing culs-de-sac and closed-end streets to be no longer than 200 feet or with more than 25 dwelling units, except for streets stubbed to future developable areas.~~

~~(b) Streets proposed as part of new industrial or commercial development must comply with Comprehensive Plan Map 8-1.~~

~~(3) During the development application process, the location, width, and grade of streets must be considered in relation to existing and planned streets, to topographical conditions, to public convenience and safety, and to the proposed use of the land to be served by the streets. The arrangement of streets in a subdivision must either:~~

~~(a) Provide for the continuation or appropriate projection of existing streets into surrounding areas; or~~

~~(b) Conform to a street plan approved or adopted by the City to meet a particular situation where topographical or other conditions make continuance of or conformance to existing streets impractical.~~

~~(4) The City Manager may require the applicant to submit a street plan showing all existing, proposed, and future streets in the area of the proposed development.~~

(5) The City Manager may require the applicant to participate in the funding of future off-site street extensions when the traffic impacts of the applicant's development warrant such a condition.

TDC 74.420. Street Improvements.

When an applicant proposes to develop land adjacent to an existing or proposed street, including land which has been excluded under TDC 74.220, the applicant should be responsible for the improvements to the adjacent existing or proposed street that will bring the improvement of the street into conformance with the Transportation Plan (TDC Chapter 11), TDC 74.425 (Street Design Standards), and the City' s Public Works Construction Code, subject to the following provisions:

(1) For any development proposed within the City, roadway facilities within the right-of-way described in TDC 74.210 must be improved to standards as set out in the Public Works Construction Code.

(2) The required improvements may include the rebuilding or the reconstruction of any existing facilities located within the right-of-way adjacent to the proposed development to bring the facilities into compliance with the Public Works Construction Code.

(3) The required improvements may include the construction or rebuilding of off-site improvements which are identified to mitigate the impact of the development.

(4) Where development abuts an existing street, the improvement required must apply only to that portion of the street right-of-way located between the property line of the parcel proposed for development and the centerline of the right-of-way, plus any additional pavement beyond the centerline deemed necessary by the City Manager to ensure a smooth transition between a new improvement and the existing roadway (half-street improvement). Additional right-of-way and street improvements and off-site right-of-way and street improvements may be required by the City to mitigate the impact of the development. The new pavement must connect to the existing pavement at the ends of the section being improved by tapering in accordance with the Public Works Construction Code.

(5) If additional improvements are required as part of the Access Management Plan of the City, TDC Chapter 75, the improvements must be required in the same manner as the half-street improvement requirements.

(6) All required street improvements must include curbs, sidewalks with appropriate buffering, storm drainage, street lights, street signs, street trees, and, where designated, bikeways and transit facilities.

(7) For subdivision and partition applications, the street improvements required by TDC Chapter 74 must be completed and accepted by the City prior to signing the final subdivision or partition plat, or prior to releasing the security provided by the applicant to assure completion of such improvements or as otherwise specified in the development application approval.

(8) For development applications other than subdivisions and partitions, all street improvements required by this section must be completed and accepted by the City prior to the issuance of a Certificate of Occupancy.

(9) In addition to land adjacent to an existing or proposed street, the requirements of this section must apply to land separated from such a street only by a railroad right-of-way.

(10) Streets within, or partially within, a proposed development site must be graded for the entire right-of-way width and constructed and surfaced in accordance with the Public Works Construction Code.

(11) Existing streets which abut the proposed development site must be graded, constructed, reconstructed, surfaced or repaired as necessary in accordance with the Public Works Construction Code and TDC Chapter 11, Transportation Plan, and TDC 74.425 (Street Design Standards).

(12) Sidewalks with appropriate buffering must be constructed along both sides of each internal street and at a minimum along the development side of each external street in accordance with the Public Works Construction Code.

(13) The applicant must comply with the requirements of the Oregon Department of Transportation (ODOT), Tri-Met, Washington County and Clackamas County when a proposed development site is adjacent to a roadway under any of their jurisdictions, in addition to the requirements of this chapter.

(14) The applicant must construct any required street improvements adjacent to parcels excluded from development, as set forth in TDC 74.220 of this chapter.

(15) Except as provided in TDC 74.430, whenever an applicant proposes to develop land with frontage on certain arterial streets and, due to the access management provisions of TDC Chapter 75, is not allowed direct access onto the arterial, but instead must take access from another existing or future public street thereby providing an alternate to direct arterial access, the applicant must be required to construct and place at a minimum street signage, a sidewalk, street trees and street lights along that portion of the arterial street adjacent to the applicant's property. The three certain arterial streets are S.W. Tualatin-Sherwood Road, S.W. Pacific Highway (99W) and S.W. 124th Avenue. In addition, the applicant may be required to construct and place on the arterial at the intersection of the arterial and an existing or future public non-arterial street warranted traffic control devices (in accordance with the Manual on Uniform Traffic Control Devices, latest edition), pavement markings, street tapers and turning lanes, in accordance with the Public Works Construction Code.

(16) The City Manager may determine that, although concurrent construction and placement of the improvements in (14) and (15) of this section, either individually or collectively, are impractical at the time of development, the improvements will be necessary at some future date. In such a case, the applicant must sign a written agreement guaranteeing future performance by the applicant and any successors in interest of the property being developed. The agreement must be subject to the City's approval.

(17) Intersections should be improved to operate at a level of service of at least D and E for signalized and unsignalized intersections, respectively.

(18) Pursuant to requirements for off-site improvements as conditions of development approval, proposed multi-family residential, commercial, or institutional uses that are adjacent to a major transit stop will be required to comply with the City's Mid-Block Crossing Policy.

TDC 74.425. Street Design Standards.

(1) Street design standards are based on the functional and operational characteristics of streets such as travel volume, capacity, operating speed, and safety. They are necessary to ensure that the system of streets, as it develops, will be capable of safely and efficiently serving the traveling public while also accommodating the orderly development of adjacent lands.

(2) The proposed street design standards are shown in Figures 72A through 72G. The typical roadway cross sections comprise the following elements: right-of-way, number of travel lanes, bicycle and pedestrian facilities, and other amenities such as landscape strips. These figures are intended for planning purposes for new road construction, as well as for those locations where it is physically and economically feasible to improve existing streets.

(3) In accordance with the Tualatin Basin Program for fish and wildlife habitat it is the intent of Figures 74-2A through 74-2G to allow for modifications to the standards when deemed appropriate by the City Manager to address fish and wildlife habitat.

(4) All streets must be designed and constructed according to the preferred standard. The City Manager may reduce the requirements of the preferred standard based on specific site conditions, but in no event will the requirement be less than the minimum standard. The City Manager must take into consideration the following factors when deciding whether the site conditions warrant a reduction of the preferred standard:

(a) *Arterials:*

(i) Whether adequate right-of-way exists;

(ii) Impacts to properties adjacent to right-of-way;

(iii) Current and future vehicle traffic at the location; and

(iv) Amount of heavy vehicles (buses and trucks).

(b) *Collectors:*

(i) Whether adequate right-of-way exists;

(ii) Impacts to properties adjacent to right-of-way;

(iii) Amount of heavy vehicles (buses and trucks); and

(iv) Proximity to property zoned manufacturing or industrial.

(c) *Local Streets:*

(i) Local streets proposed within areas which have environmental constraints and/or sensitive areas and will not have direct residential access may utilize the minimum design standard.

(ii) When the minimum design standard is allowed, the City Manager may determine that no parking signs are required on one or both sides of the street.

TDC 74.430. Streets, Modifications of Requirements in Cases of Unusual Conditions.

(1) When, in the opinion of the City Manager, the construction of street improvements in accordance with TDC 74.420 would result in the creation of a hazard, or would be impractical, or would be detrimental to the City, the City Manager may modify the scope of the required improvement to eliminate such hazardous, impractical, or detrimental results. Examples of conditions requiring modifications to improvement requirements include but are not limited to horizontal alignment, vertical alignment, significant stands of trees, fish and wildlife habitat areas, the amount of traffic generated by the proposed development, timing of the development or other conditions creating hazards for pedestrian, bicycle or motor vehicle traffic. The City Manager may determine that, although an improvement may be impractical at the time of development, it will be necessary at some future date. In such cases, a written agreement guaranteeing future performance by the applicant in installing the required improvements must be signed by the applicant and approved by the City.

(2) When the City Manager determines that modification of the street improvement requirements in TDC 74.420 is warranted pursuant to subsection (1) of this section, the City Manager must prepare written findings of modification. The City Manager must forward a copy of said findings and description of modification to the applicant, or his authorized agent, as part of the Utility Facilities Review for the proposed development, as provided by TDC Chapter 32 (Procedures). The decision of the City Manager may be appealed to the City Council in accordance with TDC Chapter 32 (Procedures).

(3) To accommodate bicyclists on streets prior to those streets being upgraded to the full standards, an interim standard may be implemented by the City. These interim standards include reduction in motor vehicle lane width to ten feet (the minimum specified in AASHTO's A Policy on Geo-metric Design of Highways and Streets (1990)), a reduction of bike lane width to 4-feet (as measured from the longitudinal gutter joint to the centerline of the bike lane stripe), and a paint-striped separation two to four feet wide in lieu of a center turn lane. Where available roadway width does not provide for these minimums, the roadway can be signed for shared use by bicycle and motor vehicle travel. When width constraints occur at an intersection, bike lanes should terminate 50 feet from the intersection with appropriate signing.

TDC 74.440. Streets, Traffic Study Required.

(1) The City Manager may require a traffic study to be provided by the applicant and furnished to the City as part of the development approval process as provided by this Code, when the City Manager determines that such a study is necessary in connection with a proposed development project in order to:

(a) Assure that the existing or proposed transportation facilities in the vicinity of the proposed development are capable of accommodating the amount of traffic that is expected to be generated by the proposed development; and/or

(b) Assure that the internal traffic circulation of the proposed development will not result in conflicts between on-site parking movements and/or on-site loading movements and/or on-site traffic movements, or impact traffic on the adjacent streets.

(2) The required traffic study must be completed prior to the approval of the development application.

(3) The traffic study must include, at a minimum:

(a) An analysis of the existing situation, including the level of service on adjacent and impacted facilities.

(b) An analysis of any existing safety deficiencies.

(c) Proposed trip generation and distribution for the proposed development.

(d) Projected levels of service on adjacent and impacted facilities.

(e) Recommendation of necessary improvements to ensure an acceptable level of service for roadways and a level of service of at least D and E for signalized and unsignalized intersections respectively, after the future traffic impacts are considered.

(f) The City Manager will determine which facilities are impacted and need to be included in the study.

(g) The study must be conducted by a registered engineer.

(4) The applicant must implement all or a portion of the improvements called for in the traffic study as determined by the City Manager.

TDC 74.450. Bikeways and Pedestrian Paths.

(1) Where proposed development abuts or contains an existing or proposed bikeway, pedestrian path, or multi-use path, as set forth in TDC Chapter 11, Transportation Figure 11-4, the City may require that a bikeway, pedestrian path, or multi-use path be constructed, and an easement or dedication provided to the City.

(2) Where required, bikeways and pedestrian paths must be provided as follows:

(a) Bike and pedestrian paths must be constructed and surfaced in accordance with the Public Works Construction Code.

(b) The applicant must install the striping and signing of the bike lanes and shared roadway facilities, where designated.

TDC 74.460. Accessways in Residential, Commercial and Industrial Subdivisions and Partitions.

(1) Accessways must be constructed by the applicant, dedicated to the City on the final residential, commercial or industrial subdivision or partition plat, and accepted by the City.

(2) Accessways must be located between the proposed subdivision or partition and all of the following locations that apply:

(a) Adjoining publicly-owned land intended for public use, including schools and parks. Where a bridge or culvert would be necessary to span a designated greenway or wetland to provide a connection, the City may limit the number and location of accessways to reduce the impact on the greenway or wetland;

(b) Adjoining arterial or collector streets upon which transit stops or bike lanes are provided or designated;

(c) Adjoining undeveloped residential, commercial or industrial properties;

(d) Adjoining developed sites where an accessway is planned or provided.

(3) In designing residential, commercial and industrial subdivisions and partitions, the applicant is expected to design and locate accessways in a manner which does not restrict or inhibit opportunities for developers of adjacent property to connect with an accessway. The applicant is to have reasonable flexibility to locate the required accessways. When developing a parcel which adjoins parcels where accessways have been constructed or approved for construction, the applicant must connect at the same points to provide system continuity and enhance opportunities for pedestrians and bicyclists to use the completed accessway.

(4) Accessways must be as short as possible, but in no case more than 600 feet in length.

(5) Accessways must be as straight as possible to provide visibility from one end to the other.

(6) Accessways must be located and improved within a right-of-way or tract of no less than eight feet.

(7) Where possible, accessways must be combined with utility easements.

(8) Accessways must be constructed in accordance with the Public Works Construction Code.

(9) Curb ramps must be provided wherever the accessway crosses a curb and must be constructed in accordance with the Public Works Construction Code.

(10) The Federal Americans With Disabilities Act (ADA) applies to development in the City of Tualatin. Accessways must comply with the Oregon Structural Specialty Code's (OSSC) accessibility standards.

(11) Fences and gates which prevent pedestrian and bike access must not be allowed at the entrance to or exit from any accessway.

(12) Final design and location of accessways must be approved by the City.

(13) Outdoor Recreation Access Routes must be provided between a subdivision or partition and parks, bikeways and greenways where a bike or pedestrian path is designated.

TDC 74.470. Street Lights.

(1) Street light poles and luminaries must be installed in accordance with the Public Works Construction Code.

(2) The applicant must submit a street lighting plan for all interior and exterior streets on the proposed development site prior to issuance of a Public Works Permit.

TDC 74.475. Street Names.

(1) A street name must not be used which will duplicate or be confused with the names of existing streets in the Counties of Washington or Clackamas, except for extensions of existing streets. Street names and numbers must conform to the established pattern in the surrounding area.

(2) The City Manager must maintain the approved list of street names from which the applicant may choose. Prior to the creation of any street, the street name must be approved by the City Manager.

TDC 74.480. Street Signs.

(1) Street name signs must be installed at all street intersections in accordance with standards adopted by the City.

(2) Stop signs and other traffic control signs (speed limit, dead-end, etc.) may be required by the City.

(3) Prior to approval of the final subdivision or partition plat, the applicant must pay the City a non-refundable fee equal to the cost of the purchase and installation of street signs, traffic control signs and street name signs. The location, placement, and cost of the signs must be determined by the City.

TDC 74.485. Street Trees.

(1) Prior to approval of a residential subdivision or partition final plat, the applicant must pay the City a non-refundable fee equal to the cost of the purchase and installation of street trees. The location, placement, and cost of the trees must be determined by the City. This sum must be calculated on the interior and exterior streets as indicated on the final subdivision or partition plat.

(2) In nonresidential subdivisions and partitions street trees must be planted by the owners of the individual lots as development occurs.

(3) The Street Tree Ordinance specifies the species of tree which is to be planted and the spacing between trees.

UTILITIES

TDC 74.610. Water Service.

(1) Water lines must be installed to serve each property in accordance with the Public Works Construction Code. Water line construction plans must be submitted to the City Manager for review and approval prior to construction.

(2) If there are undeveloped properties adjacent to the subject site, public water lines must be extended by the applicant to the common boundary line of these properties. The lines must be sized to provide service to future development, in accordance with the City's Comprehensive Plan, Chapter 9 and Water System Master Plan.

(3) As set forth in Map 9-1 of the Comprehensive Plan, the City has three water service levels. All development applicants must be required to connect the proposed development site to the service level in which the development site is located. If the development site is located on a boundary line between two service levels the applicant must be required to connect to the service level with the higher reservoir elevation. The applicant may also be required to install or provide pressure reducing valves to supply appropriate water pressure to the properties in the proposed development site.

TDC 74.620. Sanitary Sewer Service.

(1) Sanitary sewer lines must be installed to serve each property in accordance with the Public Works Construction Code. Sanitary sewer construction plans and calculations must be submitted to the City Manager for review and approval prior to construction.

(2) If there are undeveloped properties adjacent to the proposed development site which can be served by the gravity sewer system on the proposed development site, the applicant must extend public sanitary sewer lines to the common boundary line with these properties. The lines must be sized to convey flows to include all future development from all up stream areas that can be expected to drain through the lines on the site, in accordance with the City's Sanitary Sewer System Master Plan, TDC Chapter 13.

TDC 74.630. Storm Drainage System.

(1) Storm drainage lines must be installed to serve each property in accordance with City standards. Storm drainage construction plans and calculations must be submitted to the City Manager for review and approval prior to construction.

(2) The storm drainage calculations must confirm that adequate capacity exists to serve the site. The discharge from the development must be analyzed in accordance with the City's Storm and Surface Water Regulations.

(3) If there are undeveloped properties adjacent to the proposed development site which can be served by the storm drainage system on the proposed development site, the applicant must extend storm drainage lines to the common boundary line with these properties. The lines must be sized to convey expected flows to include all future development from all up stream areas that will drain through the lines on the site, in accordance with the adopted Stormwater Master Plan.

~~TDC 74.640. Grading.~~

~~(1) Development sites must be graded to minimize the impact of storm water runoff onto adjacent properties and to allow adjacent properties to drain as they did before the new development.~~

~~(2) A development applicant must submit a grading plan showing that all lots in all portions of the development will be served by gravity drainage from the building crawl spaces; and that this development will not affect the drainage on adjacent properties. The City Manager may require the applicant to remove all excess material from the development site.~~

~~TDC 74.650. Water Quality, Storm Water Detention and Erosion Control.~~

~~The applicant must comply with the water quality, storm water detention and erosion control requirements in the Tualatin Municipal Code. If required:~~

~~(1) On subdivision and partition development applications, prior to approval of the final plat, the applicant must arrange to construct a permanent on-site water quality facility and storm water detention facility and submit a design and calculations indicating that the requirements of the Tualatin Municipal Code will be satisfied and obtain a Stormwater Connection Permit from Clean Water Services; or~~

~~(2) On all other development applications, prior to issuance of any building permit, the applicant must arrange to construct a permanent on-site water quality facility and storm water detention facility and submit a design and calculations indicating that the requirements of the Tualatin Municipal Code will be met and obtain a Stormwater Connection Permit from Clean Water Services.~~

~~(3) For on-site private and regional non-residential public facilities, the applicant must submit a stormwater facility agreement, which will include an operation and maintenance plan provided by the City, for the water quality facility for the City's review and approval. The applicant must submit an erosion control plan prior to issuance of a Public Works Permit. No construction or disturbing of the site must occur until the erosion control plan is approved by the City and the required measures are in place and approved by the City.~~

~~TDC 74.660. Underground.~~

~~(1) All utility lines including, but not limited to, those required for gas, electric, communication, lighting and cable television services and related facilities must be placed underground. Surface-mounted transformers, surface-mounted connection boxes and meter cabinets may be placed above ground. Temporary utility service facilities, high capacity electric and communication feeder lines, and utility transmission lines operating at 50,000 volts or above may be placed above ground. The applicant must make all necessary arrangements with all utility companies to provide the underground services. The City reserves the right to approve the location of all surface-mounted transformers.~~

~~(2) Any existing overhead utilities may not be upgraded to serve any proposed development. If existing overhead utilities are not adequate to serve the proposed development, the applicant must, at their own expense, provide an underground system. The applicant must be responsible for obtaining any off-site deeds and/or easements necessary to provide utility service to this site; the deeds and/or easements must be submitted to the City Manager for acceptance by the City prior to issuance of the Public Works Permit.~~

~~TDC 74.670. Existing Structures.~~

~~(1) Any existing structures requested to be retained by the applicant on a proposed development site must be connected to all available City utilities at the expense of the applicant.~~

~~(2) The applicant must convert any existing overhead utilities serving existing structures to underground utilities, at the expense of the applicant.~~

~~(3) The applicant must be responsible for continuing all required street improvements adjacent to the existing structure, within the boundaries of the proposed development site.~~

~~TDC 74.700. Removal, Destruction or Injury of Trees.~~

~~It is unlawful for a person, without a written permit from the City Manager, to remove, destroy, break or injure a tree, plant or shrub, that is planted or growing in or upon a public right-of-way within the City, or cause, authorize, or procure a person to do so, authorize or procure a person to injure, misuse or remove a device set for the protection of any tree, in or upon a public right-of-way.~~

~~TDC 74.705. Street Tree Removal Permit.~~

~~(1) A person who desires to remove or destroy a tree, as defined in TDC 31.060, in or upon public right-of-way must make application to the Operations Director on City forms.~~

~~(2) The applicant must provide:~~

~~(a) The applicant's name and contact information and if applicable that of the applicant's contractor;~~

~~(b) The number and species of all street trees the applicant desires to remove;~~

~~(c) A clear description of the street trees' the applicant desires to remove;~~

~~(d) The date of removal;~~

~~(e) The reason(s) for removal; and~~

~~(f) Other information as the Operations Director deems necessary.~~

~~(3) Upon the City Manager approving the removal of a street tree, the applicant or designated contractor must replace each removed tree on a one-for-one basis by fulfilling the following requirements:~~

~~(a) Remove both the tree and stump prior to planting a replacement tree, or request the City to remove the tree and stump and pay the applicable fee(s) established in TDC 74.706; and~~

~~(b) Replace the removed tree by planting a species of street tree permitted by Table 74-1 within the time period specified in writing by the City Manager; or, the applicant may request within 60 days of the permit approval date that the City replace the street tree and pay the applicable fee(s) established in TDC 74.706. If an applicant opts for the City to plant the replacement tree, the City may plant the tree on its usual tree-planting schedule. Planting done by the applicant or designated contractor must comply with all applicable TDC sections and any additional requirements imposed by the City Manager.~~

~~(c) The applicant must comply with all applicable TDC sections and additional requirements imposed by the City Manager. The City Manager may waive the one-for-~~

one replacement requirement if the City Manager determines that the replacement would:

(i) Conflict with public improvements or utility facilities, including, but not limited to, fire hydrants, water meters and pipes, lighting fixtures, traffic control signs; private improvements or utility facilities—including, but not limited to, driveways and power, gas, telephone, cable television lines; or, minimum vision clearance;

(ii) Interfere with the existing canopy of adjacent trees, the maturation of the crown of the proposed replacement tree, or both;

(iii) Cause a conflict by planting trees too close to each other, hurting their health;

(iv) Limit the selection of species from Table 74-1; and

(v) Direct how to plant replacement tree(s).

(d) A person who fails to comply with TDC 74.705 must pay an enforcement fee and a restoration fee to the City of Tualatin, as set forth in TDC 34.220(3), in addition to civil penalties in TDC 31.111.

TDC 74.706. Street Tree Fees.

A person who applies to remove a street tree under TDC 74.705 must pay all costs incurred by the City as reflected in the applicable fees listed in the city of Tualatin Fee Schedule. City actions and associated fees include but are not limited to inspection of a street tree requested for removal, removal of a street tree, removal of a stump, planting of a street tree, and inspection(s) to determine if the applicant has fulfilled permit requirements.

TDC 74.707. Street Tree Voluntary Planting.

A person who desires to plant a tree in or upon a public right-of-way may plant or have the City plant a species of street tree permitted by Table 74-1 without a City permit, if the tree is not a replacement for a tree that the person has removed. Such a person may submit a request to the City with payment of fee(s) so that the City may plant a street tree. If a stump exists where a street tree is to be planted, the person must remove the stump or pay a fee to the City as established in TDC 74.706 so that the City may remove the stump on behalf of the person. In all instances, a person who desires to plant a tree must comply with other applicable TDC sections and any additional requirements of the City Manager.

TDC 74.708. Street Tree Emergencies.

(1) If emergency conditions occur that require the immediate cutting or removal of street trees to avoid danger or hazard to persons or property, the City Manager must issue emergency permits without payment of fees and formal applications. If the City Manager is unavailable, the adjacent property owners may proceed to cut the trees without permits to the extent necessary to eliminate the immediate danger or hazard. If a street tree is cut under this section without filing of an application with the City Manager, the person doing so must report the action to the City Manager within two City business days without payment of fee and must provide such information and evidence as may be reasonably required by the City Manager to explain and justify the removal.

(2) In all instances, a person who removes a street tree as a result of an emergency must replace it within 60 days of notifying the City Manager. The City reserves the right to waive this requirement.

(3) A person who fails to comply with TDC 74.708 must pay an enforcement fee and a restoration fee to the City of Tualatin, as set forth in TDC 34.220(3), in addition to civil penalties in TDC 31.111.

(4) If no emergency is found to exist, no person must cut or remove a street tree without complying with the requirement of the Tualatin Development Code.

TDC 74.710. Open Ground.

When impervious material or substance is laid down or placed in or upon a public right-of-way near a tree, at least nine square feet of open ground for a tree up to three inches in diameter must be provided about the base of the trunk of each tree.

TDC 74.715. Attachments to Trees.

It is unlawful for a person to attach or keep attached a rope, wire, chain, sign or other device to a tree, plant or shrub in or upon a public right-of-way or to the guard or stake intended for the protection of such tree, except as a support for a tree, plant or shrub.

TDC 74.720. Protection of Trees During Construction.

(1) During the erection, repair, alteration or removal of a building or structure, it is unlawful for the person in charge of such erection, repair, alteration or removal to leave a tree in or upon a public right-of-way in the vicinity of the building or structure without a good and sufficient guard or protectors to prevent injury to the tree arising out of or by reason of such erection, repair, alteration or removal.

(2) Excavations and driveways must not be placed within six feet of a tree in or upon a public right-of-way without written permission from the City Manager. During excavation or construction, the person must guard the tree within six feet and all building material or other debris must be kept at least four feet from any tree.

TDC 74.725. Maintenance Responsibilities.

Trees, shrubs or plants standing in or upon a public right-of-way, on public or private grounds that have branches projecting into the public street or sidewalk must be kept trimmed by the owner of the property adjacent to or in front of where such trees, shrubs or plants are growing so that:

(1) The lowest branches are not less than 12 feet above the surface of the street, and are not be less than 14 feet above the surface of streets designated as state highways.

(2) The lowest branches are not less than eight feet above the surface of a sidewalk or footpath.

(3) A plant, tree, bush or shrub must not be more than 24 inches in height in the triangular area at the street or highway corner of a corner lot, or the alley-street intersection of a lot, such an area defined by a line across the corner between the points on the street right-of-way line measured ten feet back from the corner, and extending the line to the street curbs or, if there are no curbs, then to that portion of the street or alley used for vehicular traffic.

(4) Newly planted trees may remain untrimmed if they do not interfere with street traffic or persons using the sidewalk or obstruct the light of a street electric lamp.

(5) Maintenance responsibilities of the property owner include repair and upkeep of the sidewalk in accordance with the City Sidewalk Maintenance Ordinance.

~~TDC 74.730. Notice of Violation.~~

~~When the owner, lessee, occupant or person in charge of private grounds neglects or refuses to trim a tree, shrub or plant as provided in TDC 74.725, the City Manager must cause a written notice to trim such tree or trees, shrubs or plants to be served upon such owner, lessee, occupant or person in charge, within ten days after the giving the notice; and if the owner, lessee or occupant or person in charge fails to do so, the person is guilty of violating this ordinance and subject to the penalties in TDC 74.760. The notice must be served upon the owner, lessee, occupant or person in charge either by "Certified Mail-Return Receipt Requested," or by posting the same notice on the property or near to the trees, shrubs or plants to be trimmed.~~

~~TDC 74.735. Trimming by City.~~

~~If the owner, lessee, occupant or person in charge of the property fails and neglects to trim the trees, shrubs or plants within ten days after service of the notice in TDC 74.730, the City Manager may trim the trees, shrubs or plants. Such trimming by the City does not act to relieve such owner, lessee, occupant or person in charge of responsibility for violating this Chapter.~~

~~TDC 74.740. Prohibited Trees.~~

~~It is unlawful for a person to plant a tree within the right-of-way of the City of Tualatin that is not in conformance with City standards, including Table 74-1. Any tree planted subsequent to adoption of this Chapter not in compliance with City standards, including Table 74-1, must be removed at the expense of the property owner.~~

~~TDC 74.745. Cutting and Planting Specifications.~~

~~The following regulations are established for the planting, trimming and care of trees in or upon the public right-of-way of the City.~~

~~(1) When trees are cut down, the stump must be removed to a depth of six inches below the surface of the ground or finish grade of the street, whichever is of greater depth.~~

~~(2) Trees must be planted in accordance with City standards, Table 74-1, except when a greater density is allowed under a special permit from the City Manager.~~

~~TDC 74.750. Removal or Treatment by City.~~

~~The City Manager may remove or cause or order to be removed a tree, plant or shrub, planted or growing in or upon a public right-of-way which by its nature causes an unsafe condition or is injurious to sewers or public improvements, or is affected with an injurious fungus disease, insect or other pest. When, in the opinion of the City Manager, trimming or treatment of a tree or shrub located on private grounds, but having branches extending over a public right-of-way is necessary, the City Manager may trim or treat such a branch or branches, or cause or order branches to be trimmed or treated.~~

~~TDC 74.755. Appeal of Permit Denial.~~

~~When application for a permit under this Chapter is denied by the City Manager, an order is issued by the City Manager directing certain trees, shrubs or plants to be trimmed or removed, or a permit is granted by the City Manager containing conditions which the applicant deems unreasonable, the applicant may appeal to the Council in writing and filed with the City Recorder within ten City business days after the denial of the permit sought or the making of the order the appellant deems unreasonable. After hearing, the Council may either grant or deny the application, rescind or modify the order from which the appeal was taken.~~

~~TDC 74.760. Penalties.~~

~~A person who violates this ordinance or fails to trim a tree or shrub for which notice to do so was provided, must, upon conviction, be fined not more than $100.00.~~

~~TDC 74.765. Street Tree Species and Planting Locations.~~

~~All trees, plants or shrubs planted in the right-of-way of the City must conform in species and location and in accordance with the street tree plan and City standards, including Table 74-1. If the City Manager determines that none of the species in City standards, including Table 74-1 is appropriate or finds appropriate a species not listed, the City Manager may substitute an unlisted species.~~

~~Table 74-1~~
~~Street Tree Species~~

~~Species Common Names~~	~~Planting Strip Width (feet)~~			~~Power line compatible~~	~~Spacing on center (feet)~~
	~~4~~	~~5~~	~~6+~~		
~~Amur Maackia~~	~~•~~	~~•~~	~~•~~	~~•~~	~~30~~
~~Amur Maple~~	~~•~~	~~•~~	~~•~~	~~•~~	~~30~~
~~Armstrong Maple~~	~~•~~	~~•~~	~~•~~		~~30~~
~~Autumn Applause Ash~~		~~•~~	~~•~~		~~30~~
~~Black Tupelo~~	~~•~~	~~•~~	~~•~~		~~30~~
~~Capital Flowering Pear~~	~~•~~	~~•~~	~~•~~		~~30~~
~~Cascara~~	~~•~~	~~•~~	~~•~~	~~•~~	~~30~~
~~Crimson King Maple~~		~~•~~	~~•~~		~~30~~
~~Crimson Sentry Maple~~	~~•~~	~~•~~	~~•~~	~~•~~	~~30~~
~~Eastern Redbud~~	~~•~~	~~•~~	~~•~~		~~30~~
~~European Hornbeam~~	~~•~~	~~•~~	~~•~~	~~•~~	~~30~~
~~Frontier Elm~~			~~•~~		~~60~~
~~Ginko~~		~~•~~	~~•~~		~~30~~
~~Globe Sugar Maple~~			~~•~~		~~60~~
~~Golden Desert Ash~~	~~•~~	~~•~~	~~•~~	~~•~~	~~30~~
~~Goldenrain~~	~~•~~	~~•~~	~~•~~		~~30~~
~~Greenspire Linden~~		~~•~~	~~•~~		~~30~~
~~Ivory Japanese Lilac~~	~~•~~	~~•~~	~~•~~	~~•~~	~~30~~

~~Leprechaun Ash~~	~~•~~	~~•~~	~~•~~		~~30~~	
~~Persain Parrotia~~	~~•~~	~~•~~	~~•~~		~~30~~	
~~Purple Beech~~	~~•~~	~~•~~	~~•~~		~~30~~	
~~Raywood Ash~~		~~•~~	~~•~~	~~•~~	~~30~~	
~~Katsura~~	~~•~~	~~•~~	~~•~~		~~30~~	
~~Red Oak~~			~~•~~		~~60~~	
~~Red Sunset Maple~~			~~•~~		~~60~~	
~~Scanlon/Bowhall Maple~~	~~•~~	~~•~~	~~•~~		~~30~~	
~~Scarlet Oak~~			~~•~~		~~60~~	
~~Shademaster Honey Locust~~		~~•~~	~~•~~		~~30~~	
~~Skyrocket English Oak~~	~~•~~	~~•~~	~~•~~		~~30~~	
~~Japanese snowbell~~	~~•~~	~~•~~	~~•~~	~~•~~	~~30~~	
~~Sourwood~~	~~•~~	~~•~~	~~•~~	~~•~~	~~30~~	
~~Tall Stewartia~~	~~•~~	~~•~~	~~•~~	~~•~~	~~30~~	
~~Chinese Fringetree~~	~~•~~	~~•~~	~~•~~	~~•~~	~~30~~	
~~Tri-Color Beech~~			~~•~~		~~60~~	
~~Trident Maple~~	~~•~~	~~•~~	~~•~~	~~•~~	~~30~~	
~~Urbanite Ash~~		~~•~~	~~•~~		~~30~~	
~~Yellowwood~~	~~•~~	~~•~~	~~•~~		~~30~~	
~~Zelkova Musashino~~	~~•~~	~~•~~	~~•~~		~~30~~	

Section 14. Tualatin Development Code Chapter 75 is amended as follows:

TDC 75.010. Purpose and Applicability.

(1) *Purpose*. The purpose of this chapter is to establish standards and regulations for the development of a safe and efficient transportation system that provides access to properties, while limiting conflicts between driveway access, street intersections, and turning movements.

(2) *Applicability*. The provisions of this chapter apply when lots are created, consolidated, or modified through a land division, lot line adjustment, lot consolidation, or street vacation; and to all new development and modifications to existing development, including changes of use.

~~The purpose of this chapter is to promote the development of safe, convenient and economic transportation systems and to preserve the safety and capacity of the street system by limiting~~

~~conflicts resulting from uncontrolled driveway access, street intersections, and turning movements while providing for appropriate access for all properties.~~

TDC 75.020. Driveway Approach Requirements.

The standards set forth in this Code are minimum driveway approach standards, the purpose of which are to protect the public health, safety, and general welfare.

(1) *Public Access*. No development shall occur unless the development has frontage or approved access to a public street. Lots that front on more than one street must locate motor vehicle access on the street with the lower functional classification, or as required by the City Manager.

(2) *Driveway Width*. Minimum driveway approach widths are as provided in TDC 73C-090.

(3) *Driveway Approach Separation.* There must be a minimum distance of 40 feet between any two adjacent driveways on a single property unless a lesser distance is approved by the City Manager.

(4) *Distance between Driveways and Intersections.* Driveways shall be outside the stopping queue or storage length of intersections. Except for single-family dwellings, duplexes, townhouses, triplexes, quadplexes, and cottage clusters, the minimum distance between driveways and intersections must be as provided below. Distances listed must be measured from the stop bar at the intersection (or crosswalk if no stop bar).

(a) At an intersection with a collector or arterial street, driveways must be located a minimum of 150 feet from the intersection and must be outside marked turn lanes or areas where vehicles regularly queue to get through the intersection as may be determined by a traffic study.

(b) At an intersection with a connector, neighborhood route, and local street, driveways must be located a minimum of 30 feet from the intersection.

(c) If the subject property is not of sufficient width to allow for the separation between driveway and intersection as provided, the driveway must be constructed as far from the intersection as possible, while still maintaining the 5-foot setback between the driveway and property line. In these cases turning movements into and out of the driveway may be limited for safety reasons.

(5) *Existing driveways*. If development occurs on properties with existing driveways, the City Manager may restrict the existing driveways to right-in and right-out by construction of raised median barriers or other means, or may require closure of driveways beyond the minimum needed to serve the site.

(6) *Joint and Cross Access*.

(a) Owners of two or more uses, structures, or parcels of land may agree to utilize jointly the same driveway approach when the combined driveway approach of both uses, structures, or parcels of land satisfies their combined requirements as designated in this code; provided that satisfactory legal evidence is presented to the City Attorney in the form of deeds, easements, leases or contracts to establish joint use. Copies of said deeds, easements, leases or contracts must be placed on permanent file with the County Recorder.

(b) Adjacent commercial uses may be required to provide cross access drive and pedestrian access to allow circulation between sites.

(c) A system of joint use driveways and cross access easements may be required and may incorporate the following:

(i) A continuous service drive or cross access corridor extending the entire length of each block served to provide for driveway separation consistent with the access management classification system and standards;

(ii) A design speed of ten mph and a minimum width of 20 feet to accommodate two-way travel aisles designated to accommodate automobiles, service vehicles, loading vehicles, and emergency vehicles;

(iii) Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross access via a service drive; and

(iv) An unified access and circulation system plan for coordinated or shared parking areas.

(d) Pursuant to this section, property owners may be required to:

(i) Record an easement with the deed allowing cross access to and from other properties served by the joint use driveways and cross access or service drive;

(ii) Record an agreement with the deed that remaining access rights along the roadway will be dedicated to the city and pre-existing driveways will be closed and eliminated after construction of the joint-use driveway;

(iii) Record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners; and

(iv) If subsection(i) through (iii) above involve access to the state highway system or county road system, ODOT or the county must be contacted and must approve changes to subsection(i) through (iii) above prior to any changes.

(7) *Requirements for Development on Less than the Entire Site*.

(a) To promote unified access and circulation systems, lots and parcels under the same ownership or consolidated for the purposes of development and comprised of more than one building site must be reviewed as one unit in relation to the access standards. The number of access points permitted must be the minimum number necessary to provide reasonable access to these properties, not the maximum available for that frontage. All necessary easements, agreements, and stipulations must be met. This must also apply to phased development plans. The owner and all lessees within the affected area must comply with the access requirements.

(b) All access must be internalized using the shared circulation system of the principal commercial development or retail center. Driveways should be designed to avoid queuing across surrounding parking and driving aisles.

(8) *Vision Clearance Area.*

(a) *Connectors, Neighborhood Routes, and Local Streets.* A vision clearance area for all local street intersections, local street and driveway intersections, and local street or driveway and railroad intersections must be that triangular area formed by the right-of-way lines along such lots and a straight line joining the right-of-way lines at points which are ten feet from the intersection point of the right-of-way lines, as measured along such lines (see Figure 73-2 for illustration).

(b) *Collector Streets.* A vision clearance area for all collector/arterial street intersections, collector/arterial street and local street intersections, and collector/arterial street and railroad intersections must be that triangular area formed by the right-of-way lines along such lots and a straight line joining the right-of-way lines at points which are 25 feet from the intersection point of the right-of-way lines, as measured along such lines. Where a driveway intersects with a collector/arterial street, the distance measured along the driveway line for the triangular area must be ten feet (see Figure 73-2 for illustration).

(c) *Vertical Height Restriction.* Except for items associated with utilities or publicly owned structures such as poles and signs and existing street trees, no vehicular parking, hedge, planting, fence, wall structure, or temporary or permanent physical obstruction must be permitted between 30 inches and eight feet above the established height of the curb in the clear vision area (see Figure 73-2 for illustration).

(9) *Sight Distance.*

(a) New and/or modified intersections or driveways must be constructed with sight distance in accordance with the Intersection Sight Distance section of the current *A Policy on Geometric Design of Highways and Streets* by the American Association of State Highway Transportation Officials (AASHTO), and this sight distance must be verified by an Engineer in accordance with the Public Works Construction Code.

TDC 75.030. Access Spacing Standards.

(1) Future streets are shown in Functional Classification Plan (Comprehensive Plan Map 8-1) and Local Streets Plan (Comprehensive Plan Map 8-3). These streets are shown as corridors with the exact location determined through the partition, subdivision, public works permit or Architectural Review process.

(2) New access points connecting to the public street network must meet the spacing standards summarized in Table 75-1. Access points include public streets, private streets, and private driveways, and must meet the following standards:

(a) Intersection and driveway spacing is measured from centerline of the first access to centerline of the second access.

(b) Limited access intersections are restricted to right-in/right-out turn movements. In some cases, left-in turn movements may be permitted.

(c) The following are access limited roadways:

(i) Basalt Creek Parkway

(A) 124th Avenue to Boones Ferry Road: Access shall be limited to Grahams Ferry Road and Boones Ferry Road.

(3) A variation to the access spacing standards may be granted in areas with limited property frontage and/or environmental constraints. Variation to these spacing standards will require an access management plan to be approved by the City Manager.

Table 75-1: Access Spacing Standards

Functional Classification	Minimum Access Spacing: Unrestricted	Minimum Access Spacing: Limited
Primary Arterial	800 feet	400 feet

Arterial	400 feet	200 feet
Collector	200 feet	100 feet
Connector	150 feet from an intersection with an Arterial or Collector	-
Neighborhood Route	150 feet from an intersection with an Arterial or Collector	-
Local	100 feet from an intersection with an Arterial or Collector	-

~~**TDC 75.020. Permit for New Driveway Approach.**~~

~~(1) *Applicability.* A driveway approach permit must be obtained prior to constructing, relocating, reconstructing, enlarging, or altering any driveway approach.~~

~~(2) *Exceptions.* A driveway approach permit is not required for:~~

~~(a) The construction, relocation, reconstruction, enlargement, or alteration of any driveway approach that requires a state highway access permit; or~~

~~(b) The construction, relocation, reconstruction, enlargement or alteration of any driveway approach that is part of the construction of a publicly or privately engineered public improvement project.~~

~~(3) *Procedure Type.* A Driveway Approach Permit is processed as a Type II procedure under TDC 32.220 (Type II).~~

~~(4) *Submittal Requirements.* In addition to the application materials required by TDC 32.140 (Application Submittal), the following application materials are also required:~~

~~(a) A site plan, of a size and form and in the number of copies meeting the standards established by the City Manager, containing the following information:~~

~~(i) The location and dimensions of the proposed driveway approach;~~

~~(ii) The relationship to nearest street intersection and adjacent driveway approaches;~~

~~(iii) Topographic conditions;~~

~~(iv) The location of all utilities;~~

~~(v) The location of any existing or proposed buildings, structures, or vehicular use areas;~~

~~(vi) The location of any trees and vegetation adjacent to the location of the proposed driveway approach that are required to be protected pursuant to TDC Chapter 73B or 73C; and~~

~~(vii) The location of any street trees adjacent to the location of the proposed driveway approach.~~

~~(b) Identification of the uses or activities served, or proposed to be served, by the driveway approach; and~~

~~(c) Any other information, as determined by the City Manager, which may be required to adequately review and analyze the proposed driveway approach for conformance with the applicable criteria.~~

~~(5) *Criteria.* A Driveway Approach Permit must be granted if:~~

(a) The proposed driveway approach meets the standards of this Chapter and the Public Works Construction Code;

(b) No site conditions prevent placing the driveway approach in the required location;

(c) The number of driveway approaches onto an arterial are minimized;

(d) The proposed driveway approach, where possible:

(i) Is shared with an adjacent property; or

(ii) Takes access from the lowest classification of street abutting the property;

(e) The proposed driveway approach meets vision clearance standards;

(f) The proposed driveway approach does not create traffic hazards and provides for safe turning movements and access;

(g) The proposed driveway approach does not result in significant adverse impacts to the vicinity;

(h) The proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections; and

(i) The proposed driveway approach balances the adverse impacts to residentially zoned property and the functionality of adjacent streets.

(6) *Effective Date.* The effective date of a Driveway Approach Permit approval is the date the notice of decision is mailed.

(7) *Permit Expiration.* A Driveway Approach Permit approval expires one year from the effective date, unless the driveway approach is constructed within the one-year period in accordance with the approval decision and City standards.

TDC 75.030. Driveway Approach Closure.

(1) The City Manager may require the closure of a driveway approach where:

(a) The driveway approach is not constructed in conformance with this Chapter and the Public Works Construction Code;

(b) The driveway approach is not maintained in a safe manner;

(c) A public street improvement project is being constructed, and closure of the driveway approach will more closely conform to the current driveway approach standards;

(d) A new building or driveway is constructed on the property;

(e) A plan text amendment or zone change is proposed for the property served by the driveway;

(f) The driveway approach has been abandoned; or

(g) There is a demonstrated safety issue.

(2) *Notice.* Notice of driveway approach closure must be given in writing to the property owner and any affected tenants stating the grounds for closure, the date upon which the closure becomes effective, and the right to appeal.

(3) *Appeals.* Any person entitled to notice under subsection (2) of this section may appeal the decision to the City Council.

(4) *Effect.* Closure is effective immediately upon the mailing of notice of the decision. Unless otherwise provided in the notice, closure terminates all rights to continue the use the driveway approach for which the notice of closure has been issued.

(5) *Failure to Close Driveway.* If the owner fails to close the driveway approach to conform to the notice within 90 days, the City Manager may cause the closure to be completed and all expenses assessed against the property owner.

TDC 75.040. Driveway Approach Requirements.

(1) The provision and maintenance of driveway approaches from private property to the public streets as stipulated in this Code are continuing requirements for the use of any structure or parcel of real property in the City of Tualatin. No building or other permit may be issued until scale plans are presented that show how the driveway approach requirement is to be fulfilled. If the owner or occupant of a lot or building changes the use to which the lot or building is put, thereby increasing driveway approach requirements, it is unlawful and a violation of this code to begin or maintain such altered use until the required increase in driveway approach is authorized by the City.

(2) Owners of two or more uses, structures, or parcels of land may agree to utilize jointly the same driveway approach when the combined driveway approach of both uses, structures, or parcels of land satisfies their combined requirements as designated in this code; provided that satisfactory legal evidence is presented to the City Attorney in the form of deeds, easements, leases or contracts to establish joint use. Copies of said deeds, easements, leases or contracts must be placed on permanent file with the City Recorder.

(3) Joint and Cross Access.

(a) Adjacent commercial uses may be required to provide cross access drive and pedestrian access to allow circulation between sites.

(b) A system of joint use driveways and cross access easements may be required and may incorporate the following:

(i) A continuous service drive or cross access corridor extending the entire length of each block served to provide for driveway separation consistent with the access management classification system and standards;

(ii) A design speed of ten mph and a maximum width of 24 feet to accommodate two-way travel aisles designated to accommodate automobiles, service vehicles, and loading vehicles;

(iii) Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross access via a service drive; and

(iv) An unified access and circulation system plan for coordinated or shared parking areas.

(c) Pursuant to this section, property owners may be required to:

(i) Record an easement with the deed allowing cross access to and from other properties served by the joint use driveways and cross access or service drive;

(ii) Record an agreement with the deed that remaining access rights along the roadway will be dedicated to the city and pre-existing driveways will be closed and eliminated after construction of the joint-use driveway;

(iii) Record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners; and

(iv) If subsection(i) through (iii) above involve access to the state highway system or county road system, ODOT or the county must be contacted and must approve changes to subsection(i) through (iii) above prior to any changes.

(4) Requirements for Development on Less than the Entire Site.

(a) To promote unified access and circulation systems, lots and parcels under the same ownership or consolidated for the purposes of development and comprised of more than one building site must be reviewed as one unit in relation to the access standards. The number of access points permitted must be the minimum number necessary to provide reasonable access to these properties, not the maximum available for that frontage. All necessary easements, agreements, and stipulations must be met. This must also apply to phased development plans. The owner and all lessees within the affected area must comply with the access requirements.

(b) All access must be internalized using the shared circulation system of the principal commercial development or retail center. Driveways should be designed to avoid queuing across surrounding parking and driving aisles.

(5) Lots that front on more than one street may be required to locate motor vehicle accesses on the street with the lower functional classification as determined by the City Manager.

(6) Except as provided in TDC 53.100, all driveway approaches must connect directly with public streets.

(7) To afford safe pedestrian access and egress for properties within the City, a sidewalk must be constructed along all street frontage, prior to use or occupancy of the building or structure proposed for said property. The sidewalks required by this section must be constructed to City standards, except in the case of streets with inadequate right-of-way width or where the final street design and grade have not been established, in which case the sidewalks must be constructed to a design and in a manner approved by the City Manager. Sidewalks approved by the City Manager may include temporary sidewalks and sidewalks constructed on private property; provided, however, that such sidewalks must provide continuity with sidewalks of adjoining commercial developments existing or proposed. When a sidewalk is to adjoin a future street improvement, the sidewalk construction must include construction of the curb and gutter section to grades and alignment established by the City Manager.

(8) The standards set forth in this Code are minimum standards for driveway approaches, and may be increased through the Architectural Review process in any particular instance where the standards provided herein are deemed insufficient to protect the public health, safety, and general welfare.

(9) Minimum driveway approach width for uses are as provided in TDC 73C-090.

(10) *Driveway Approach Separation.* There must be a minimum distance of 40 feet between any two adjacent driveways on a single property unless a lesser distance is approved by the City Manager.

(11) *Distance between Driveways and Intersections.* Except for single-family dwellings, duplexes, townhouses, triplexes, quadplexes, and cottage clusters, the minimum distance between driveways and intersections must be as provided below. Distances listed must be measured from the stop bar at the intersection.

(a) At the intersection of collector or arterial streets, driveways must be located a minimum of 150 feet from the intersection.

(b) At the intersection of two local streets, driveways must be located a minimum of 30 feet from the intersection.

(c) If the subject property is not of sufficient width to allow for the separation between driveway and intersection as provided, the driveway must be constructed as far from the intersection as possible, while still maintaining the 5-foot setback between the driveway and property line.

(d) When considering a driveway approach permit, the City Manager may approve the location of a driveway closer than 150 feet from the intersection of collector or arterial streets, based on written findings of fact in support of the decision.

(12) *Vision Clearance Area.*

(a) *Local Streets.* A vision clearance area for all local street intersections, local street and driveway intersections, and local street or driveway and railroad intersections must be that triangular area formed by the right-of-way lines along such lots and a straight line joining the right-of-way lines at points which are ten feet from the intersection point of the right-of-way lines, as measured along such lines (see Figure 73-2 for illustration).

(b) *Collector Streets.* A vision clearance area for all collector/arterial street intersections, collector/arterial street and local street intersections, and collector/arterial street and railroad intersections must be that triangular area formed by the right-of-way lines along such lots and a straight line joining the right-of-way lines at points which are 25 feet from the intersection point of the right-of-way lines, as measured along such lines. Where a driveway intersects with a collector/arterial street, the distance measured along the driveway line for the triangular area must be ten feet (see Figure 73-2 for illustration).

(c) *Vertical Height Restriction.* Except for items associated with utilities or publicly owned structures such as poles and signs and existing street trees, no vehicular parking, hedge, planting, fence, wall structure, or temporary or permanent physical obstruction must be permitted between 30 inches and eight feet above the established height of the curb in the clear vision area (see Figure 73-2 for illustration).

TDC 75.050. Access Limited Roadways.

(1) This section applies to all developments, permit approvals, land use approvals, partitions, subdivisions, or any other actions taken by the City pertaining to property abutting any road or street listed in TDC 75.050(2). In addition, any property not abutted by a road or street listed in subsection (2), but having access to an arterial by any easement or prescriptive right, must be treated as if the property did abut the arterial and this Chapter applies.

(2) The following Freeways and Arterials are access limited roadways:

(a) Interstate 5 Freeway;

(b) Interstate 205 Freeway;

(c) Pacific Highway 99W;

(d) Tualatin-Sherwood Road at all points located within the City of Tualatin Planning Area;

(e) Nyberg Street, from its intersection with Tualatin-Sherwood Road east to 65th Avenue, including the I-5 Interchange;

(f) 124th Avenue from Pacific Highway 99W south to Tonquin to Basalt Creek Parkway;

(g) Lower Boones Ferry Road, from Boones Ferry Road to the Bridgeport/72nd intersection and from the Bridgeport/72nd intersection to the east City limits;

(h) Boones Ferry Road at all points located within the City of Tualatin Planning Area;

(i) 65th Avenue from its intersection with Nyberg Street south to City limits;

(j) Borland Road from 65th Avenue east to Saum Creek;

(k) Bridgeport Road from Lower Boones Ferry Road to the west City limits;

(l) Martinazzi Avenue from Boones Ferry Road south to Sagert Street;

(m) Sagert Street from Martinazzi Avenue to 65th Avenue;

(n) Leveton Drive from 108th Avenue to 124th Avenue;

(o) 108th Avenue from Leveton Drive to Herman Road;

(p) Herman Road from Teton Avenue to 124th Avenue;

(q) 90th Avenue;

(r) Avery Street;

(s) Teton Avenue;

(t) Basalt Creek Parkway.

If the Council finds that any other road or street is in need of access control for any reason, it may direct that the street or road be added to this section through a Plan Text Amendment.

(3) This Chapter takes precedence over any other TDC chapter and over any other ordinance of the City when considering any development, land use approval or other proposal for property abutting an arterial or any property having an access right to an arterial.

(4) The City may act on its own initiative to protect the public safety and control access on arterials or any street to be included by TDC 75.030, consistent with its authority as the City Road Authority.

(Ord. 635-84, § 45, 6-11-84; Ord. 982-97, § 4, 8-4-97; Ord. 1103-02, 3-25-02; Ord. 1321-11 § 52, 4-25-11; Ord. 1354-13 § 22, 02-25-13; Ord. 1414-18, 12-10-18; Ord. No. 1418-19, § 6, 4-22-19)

TDC 75.060. Interim Access Agreement.

(1) When a property abuts a freeway or arterial and a future street shown in TDC Chapter 11, Transportation, (Figures 11-1 and 11-3), or abuts or bisects the property, the City Manager may approve an interim access on the arterial through an agreement with the property owner if:

(2) The City Manager finds that at the current time the construction of the new street shown in TDC Chapter 11, Transportation, (Figures 11-1 and 11-3), is impractical due to costs of right-of-way acquisition.

(3) The Interim Access Agreement must be signed by the property owner and contain the following provisions:

(a) A statement that the property owner receiving interim access dedicates the right-of-way for the new street as shown in TDC Chapter 11, Transportation, (Figures 11-1 and 11-3), if it would be on the property.

(b) A statement that the property owner agrees that at such time as the City Manager finds that it is practical to construct a new street as shown in TDC Chapter 11, Transportation, (Figures 11-1 and 11-3), the property owner agrees to pay for or construct its fair share of the new street when it is practical.

(c) A statement that at such time as the new street as shown in TDC Chapter 11, Transportation, (Figures 11-1 and 11-3), is constructed, the interim access must be closed and no longer used.

(d) A statement that the cost of this closure of the interim access must be borne by the property owner; and

(e) A statement that the City may enforce the Interim Access Agreement against the property owner, its successors, and assigns and seek any remedies available to the City at law and in equity.

(4) In granting the interim access the property owner may be required to share said interim access with adjacent properties.

(5) The interim access must be constructed in a manner to make it as efficient as possible. Improvements required as part of the interim access may include:

(a) A left turn lane;

(b) A right turn lane;

(c) Driveways constructed at street intersections to provide for truck turning movement;

(d) Dedication of additional right-of-way on the arterial;

(e) Installation of traffic control signals; and

(f) Limitation of new driveways to right turn in, right turn out movements by construction of raised median barriers or other means.

(6) Any interim access approved in accordance with this chapter must be set forth in the form of a written agreement, approved by the City Attorney. The agreement must be verified by the owner in the manner provided for deeds and restrictions on real property. The agreement must bind the parties thereto as well as their heirs, successors in interest and assigns and must not be modified without the express written approval of the City, and the agreement must be recorded in the deed of records for the County in which the property is located.

TDC 75.070. Existing Driveways and Street Intersections.

(1) Existing driveways with access onto arterials on the date this chapter was originally adopted are allowed to remain. If additional development occurs on properties with existing driveways with access onto arterials then this Chapter applies and the entire site must be made to conform with the requirements of this chapter.

(2) The City Manager may restrict existing driveways and street intersections to right-in and right-out by construction of raised median barriers or other means.

TDC 75.100. Spacing Standards for New Intersections.

Except as shown in TDC Chapter 11, Transportation, (Figures 11-1 and 11-3), all new intersections with arterials must have a minimum spacing of one-half mile between intersections.

~~TDC 75.110. Joint Access Standards.~~

~~When the City Manager determines that joint accesses are required by properties undergoing development or redevelopment, an overall access plan shall be prescribed by the City Manager and all properties shall adhere to this. Interim accesses may be allowed in accordance with TDC 75.060 of this chapter to provide for the eventual implementation of the overall access plan.~~

~~DC 75.120. Collector Streets Access Standards.~~

~~(1) *Major Collectors.* Direct access from newly constructed single family homes, duplexes or triplexes are not permitted. As major collectors in residential areas are fully improved, or adjacent land redevelops, direct access should be relocated to the nearest local street where feasible.~~

~~(2) *Minor Collectors.* Residential, commercial and industrial driveways where the frontage is greater or equal to 70 feet are permitted. Minimum spacing at 100 feet. Uses with less than 50 feet of frontage shall use a common (joint) access where available.~~

~~(3) If access is not able to be relocated to the nearest local street, the City Manager may allow interim access in accordance with 75.060 of this chapter to provide for the eventual implementation of the overall access plan.~~

~~TDC 75.130. New Streets Access Standards.~~

~~(1) New streets designed to serve as alternatives to direct, parcel by parcel, access onto arterials are shown in TDC Chapter 11, Transportation, (Figures 11-1 and 11-3). These streets are shown as corridors with the exact location determined through the partition, subdivision, public works permit or Architectural Review process. Unless modified by the City Council by the procedure set out below, these streets will be the only new intersections with arterials in the City. See map for changes~~

~~(2) Specific alignment of a new street may be altered by the City Manager upon finding that the street, in the proposed alignment, will carry out the objectives of this chapter to the same, or a greater degree as the described alignment, that access to adjacent and nearby properties is as adequately maintained and that the revised alignment will result in a segment of the Tualatin road system which is reasonable and logical.~~

~~(3) The City Council may include additional streets in TDC Chapter 11, Transportation, (Figures 11-1 and 11-3), through the plan amendment procedure. In addition to other required findings, the City Council must find that the addition is necessary to implement the objectives of this chapter.~~

~~TDC 75.140. Existing Streets Access Standards.~~

~~The following list describes in detail the freeways and arterials as defined in TDC 75.050 with respect to access. Recommendations are made for future changes in accesses and location of future accesses. These recommendations are examples of possible solutions and shall not be construed as limiting the City' s authority to change or impose different conditions if additional studies result in different recommendations from those listed below.~~

~~(1) *INTERSTATE 5 (I-5).* I-5 is a State facility and access is controlled by the State.~~

~~(2) *INTERSTATE 205 (I-205).* I-205 is a State facility and access is controlled by the State.~~

~~(3) *PACIFIC HIGHWAY 99W.*~~

~~(a) On the southeasterly side of Pacific Highway 99W access will be provided by Cipole Road, 130th Avenue, 124th Avenue and Hazelbrook Road. In addition to 130th Avenue,~~

shared driveway accesses will be allowed between Tax Lots 2S1 21A 1800 (Grimm's Fuel, 18850 Cipole Road) and 1801 (Construction Equipment Company, 18650 99W), and Lots 2000 (no street address) and 2101 (Anderson Forge & Machine, 18500 99W). A shared driveway access will also be allowed between 130th Avenue and 124th Avenue. West of Cipole Road and south of Pacific Highway 99W access will be provided by a new street or private drive extending west of Cipole Road across from the proposed Cummins Drive/Cipole Road intersection.

(b) East of 124th Avenue on the southeasterly side of Pacific Highway 99W, property will access onto Tualatin Road or onto Hazelbrook Road. In this area a central access from Pacific Highway 99W consisting of one right-in and one right-out driveway may be allowed. The access point shall be located within the middle one-third of the frontage between 124th Avenue and Hazelbrook Road. The City Manager shall determine the final location at the time any portion of either site is developed.

(c) On the northwesterly side of Pacific Highway 99W access will be provided by Cipole Road and Pacific Drive. West of Cipole Road and north of Pacific Highway 99W access will be provided by Pacific Drive. Pacific Drive will be extended as a frontage road toward the 124th Avenue intersection as far as is practicable as determined by the City Manager. Past that point shared driveways shall be used as determined by the City Manager. Pacific Drive will be reconfigured to align with 130th Avenue to form a new intersection. From the reconfigured intersection with Pacific Drive and Pacific Highway 99W to 124th Avenue, interim accesses may be approved in accordance with TDC Chapter 75. Between 124th Avenue and the Tualatin River on the northwesterly side of Pacific Highway 99W existing accesses will remain except as noted below for development or redevelopment due to the median of Pacific Highway 99W these will be limited to right-turn in, right-turn out. Any redevelopment in this area will require that the driveway accesses be consolidated to a minimum number as determined by the City Manager.

(4) *TUALATIN-SHERWOOD ROAD.*

(a) Nyberg Street to Boones Ferry Road: Access to this section was purchased at the time of right-of-way acquisition. Access will be provided by Martinazzi Avenue and Boones Ferry Road. Notwithstanding other provisions of this Code, a single access onto Tualatin-Sherwood Road shall be allowed along the north side of this section in the block between Martinazzi Avenue and Boones Ferry Road; its exact location and configuration shall be determined by the City Manager.

(b) Boones Ferry Road to 89th Avenue: All access to this property was purchased as part of the right-of-way acquisition. Access shall be limited to right-in, right-out access on the south side at Mohave Court and on the north side kitty-corner or opposite to Mohave Court. Full access shall be prohibited at these locations by means of a median barrier. An existing four-way intersection serving 89th Avenue, Old Tualatin-Sherwood Road, and a driveway of the Hedges Greene retail development (Tax Lot 2S123D 2600) located approximately 800 feet west of Boones Ferry Road.

(c) 89th Avenue to Teton Avenue:

(i) Tualatin-Sherwood Road access shall be limited as follows: On the north side of the road the Emery Zidell Commons Subdivision (Tax Map 2S1-23D) shall have two street accesses located at 90th Avenue across from 90th Court and at 95th Place at the west property line. The intersection of 90th Avenue with Tualatin-Sherwood Road shall remain a four-way intersection. The four-way intersection at

the west line of the Emery Zidell Subdivision shall remain located across from 95th Place on the south side of Tualatin-Sherwood Road.

(ii) Between 95th Place and 97th Avenue on the north side of Tualatin-Sherwood Road, the two existing driveways may remain, but limited to right-in, right-out. A cross access will be developed to serve tax lots 2S1 23CA 200, 90000, 700, 800, 801 and 900 for access to 95th Place.

(iii) The cul-de-sac street system (of 97th Avenue) extends north with Potano Street as a stub to the west to serve Tax Lot 2S1 23CB 100. On the south side Tualatin Gardens Subdivision (Tax Lot 2S1 23DA, 1400) shall access onto Old Tualatin-Sherwood Road. Tax Lots 2S1 23DB 00600 and 2S1 23DC 00401 shall access onto 95th Place. Between 97th Avenue and Teton Road, Tax Lots 2S1 23CC 200 and 300 shall have a joint driveway access, and Tax Lot 400 shall have a cross access to either the joint driveway on Tax Lots 200 and 300 or a cross access over Tax Lot 500 to Teton Avenue.

(iv) A driveway extends south of Tualatin-Sherwood Road at 97th Avenue. The driveway provides access for Tax Lot 2S1 23 CD 300 and the six Tualatin Business West Tax Lots 2S123CD 700, 800, 900, 1000, 1100, and 1200 located between 95th Place and the properties to the west fronting Teton (2S1 23CC/1100, 1200, 1300). The properties fronting on Teton Avenue take access from Teton Avenue. The Washington County water quality facility (Tax Lot 2S123CC 1000) is permitted the one existing service driveway adjacent to its east property line.

(d) Teton Avenue to Avery Street/112th Avenue:

(i) On the north side of Tualatin-Sherwood Road no new driveways will be constructed and existing driveways will be removed at the time of development or redevelopment. All of the properties will be served by either Manhasset Drive or 112th Avenue. 112th Avenue will connect to Myslony Street. Tax Lot 2S1 22DD 600 (Western Industrial Ceramics (2S1 22D/200) shall take access to Manhasset Street. An eastern extension off of the 112th Avenue/Myslony Street connection will terminate at and provide access to Tax Lot 2S1 22D 600 (Pascuzzi Investment LLC and may provide additional access for Tax Lot 2S1 22DD 100 (UPS) which has access from the west end of Manhasset Drive.

(ii) On the south side of Tualatin-Sherwood Road there will be no new driveways or streets. Development of property east of Tax Lot 2S1 27AA 90000 (Arlington Commons at Tualatin Condominiums) on Tualatin-Sherwood Road may be accomplished only with a joint access agreement with Lakeside Lumber through its driveways on Tax Lot 2S1 27AA 2000. Tax Lot 90000 shall have one access onto Tualatin-Sherwood Road. Properties between Arlington Commons at Tualatin and Avery Street on the south side are served from Avery Street and Avery Court and no driveway access will be constructed with Tualatin-Sherwood Road.

(e) Avery Street/112th to Cipole Road. On the north side of Tualatin-Sherwood Road between 112th Avenue and Cipole Road the area will be served by the following streets or driveways:

(i) 115th Avenue which will extend north to Amu Street.

(ii) 124th Avenue which will extend north and west to an intersection at 124th Avenue approximately 800 feet north of Tualatin-Sherwood Road.

(iii) 124th Avenue.

(iv) Cipole Road. The exact location and configuration of the streets or driveways shall be determined by the City Manager.

(v) On the south side of Tualatin-Sherwood Road between Avery Street and 120th Avenue the area will be served by the following street system:

(A) 115th Avenue.

(B) 120th Avenue, which may be restricted to right-in, right-out movements in the future. The exact location and configuration of the streets shall be determined by the City Manager. No driveways will be constructed in this area and existing driveways will be removed. Tax Lot 2S127B 800 (Select Sales) shall have a cross access to 115th Avenue.

(5) *NYBERG STREET.*

(a) Tualatin-Sherwood Road to 65th Avenue:

(i) West of I-5. On the south side between Fred Meyer and I-5 any development shall be served by the Fred Meyer driveway Tax Lot 2S1 24CA 200 or Urban Renewal Area Block 6) aligned with the Urban Renewal Area Block 2 driveway on the north side and shall not be granted any access to Nyberg Street. No additional driveways will be allowed.

(ii) East of I-5.

(A) On the north side of the Nyberg Woods development (Tax Lot 2S1 24A 2503) shall be limited to one signalized access and one right-in/right-out access. The driveway for Forest Rim Apartments (Tax Lot 2S1 24A 2800) may remain.

(b) On the south side, access to Tax Lot 2S1 24DB 200 (Shell) shall be limited to right-in, right-out. Tax Lot 2S1 24DB 100 (La-Z-Boy) access shall be aligned with the Nyberg Woods signalized access. The existing westside Nyberg Retail access shall be limited to right-in, right-out. Tax Lot 2S1 24DA 100 (Meridian Park Veterinary Hospital and 7Eleven) shall share a driveway that aligns with the 65th/Nyberg Street intersection. There will be no new additional driveways created in this section of roadway.

(6) *124TH AVENUE.*

(a) Pacific Highway to Tualatin Road. No street or driveway accesses on the west side of this intersection will be permit-ted. No driveway accesses shall be allowed between Pacific Highway 99W and Tualatin Road.

(b) Tualatin Road to Herman Road. Between Tualatin Road and Herman Road, access to 124th Avenue shall be limited to a street intersection at Leveton Drive. The area west of the 124th Avenue/Tualatin Road intersection and south of Pacific Highway 99W will be served by a cul-de-sac connecting to the westward extension of Leveton Drive.

(c) Herman Road to Tualatin-Sherwood Road. On the east side of 124th Avenue between Herman Road and Tualatin-Sherwood Road the area will be served by the following streets or driveways:

(i) A street intersection at Myslony Street.

(ii) A street or driveway intersection approximately 800 feet south of the Myslony Street/124th Avenue intersection extending east with an alternative to extend north to connect with Myslony Street a minimum of 150 feet east of 124th Avenue. Access may be limited to right in/right out as determined by the City Manager.

(iii) Cimino Street extending east and south to an intersection at Tualatin-Sherwood Road across from 120th Avenue. The exact location and configuration of the streets and driveways shall be determined by the City Manager.

(iv) On the west side of 124th Avenue between Herman Road and Tualatin-Sherwood Road the area will be served by the following streets or driveways:

(A) A driveway across from Myslony Street.

(B) A street or driveway intersection approximately 800 feet north of the intersection of Tualatin-Sherwood Road and 124th Avenue. The exact location and configuration of the streets or driveways shall be determined by the City Manager.

(d) Tualatin-Sherwood Road. Between Tualatin-Sherwood Road and Basalt Creek Parkway access to 124th Avenue shall be limited to street intersections at Tonquin Road and one other location.

(7) *LOWER BOONES FERRY ROAD.*

(a) Boones Ferry Road to Childs Road.

(i) On the south side of the road, Tax Lot 2S1 24AB 800 shall have its access located at its east property line. This access shall be combined with the access of the Mt. Hood Chemical Building (Tax Lot 2S1 24 700) at its west property line into one joint access.

(ii) On the north side of the road is a small lot (Leageld Development; Tax Lot 2S1 13DC/2000) the driveway of which shall line up with the intersection of Childs Road and Lower Boones Ferry Road.

(b) Childs Road to I-5 Freeway:

(i) On the south side of the road the existing driveways may be allowed to remain. No new driveways will be permitted.

(ii) On the north side of the road, the existing driveways may be allowed to remain. No new driveways will be permitted.

(c) I-5 Freeway northerly to Bridgeport Road:

(i) On the west side, Hazel Fern Road shall intersect with Lower Boones Ferry Road, as Traveller's Lane.

(ii) On the east side, the Tri-Met park and ride shall be permitted two driveway accesses as determined by the City Manager.

(d) 72nd Avenue to the east City limits:

(i) On the north side access shall be permitted only by 65th Avenue and 63rd Avenue and a right-in, right-out driveway between 65th and 63rd Avenues. Between 63rd Avenue and the east City limits the properties fronting Lower Boones Ferry Road shall take access from 63rd Avenue.

(ii) On the south side access shall be permitted at 65th Avenue. Between 65th Avenue and the east City limits no new accesses shall be permitted. A median may be constructed to limit access to right-in, right-out.

(8) *BOONES FERRY ROAD.*

(a) North City Limits to the Tualatin River. All existing driveways will remain. No new driveways will be permitted.

(b) Tualatin River to Tualatin Road.

(i) Between the River and Martinazzi Avenue on the south side, the access for the apartments (Tax Lot 2S1 24B 1500) will be closed and converted over to the Loop Road. The Loop Road will have a right-in, right-out connection to Boones Ferry Road between the river and Martinazzi Avenue.

(ii) On the south side of Boones Ferry Road between Martinazzi Avenue and the driveway for the White Lot (formerly Lot C), any development or redevelopment shall take access over the White Lot or from Martinazzi Avenue.

(iii) Between the White lot and 84th Avenue, all properties shall have combined accesses resulting in only one access on Boones Ferry Road. Between 84th Avenue and Tualatin Road on the south side, any redevelopment shall result in no driveways onto Boones Ferry Road and access shall be taken from 84th Avenue or Seneca Street.

(iv) On the north side Tax Lots 2S1 24BC 1301 and 1400 and Tax Lot 2S1 24B 1300 (Apartments by Hedges Creek: Kaplan) shall combine their driveways at a location to be determined by the design of the Martinazzi Avenue-Boones Ferry Road intersection. Further the properties shall combine their access into one on Lot 1300 across from the White lot's driveway. Between the Green (former Lot G) and Blue (former Lot H) Lots, any redevelopment of these properties shall remove the existing driveways and take access from the public parking lots from a cross access between the two public lots. Between the Blue Lot and Tualatin Road any development or redevelopment shall have access off of Tualatin Road at the north edge of the property or over the Blue Lot.

(c) Tualatin Road to Tualatin-Sherwood Road.

(i) On the west side of this road is the Portland & Western Railroad (PNWR) tracks. There will be no access to Boones Ferry Road across the PNWR tracks except an access for a public street to the west side of the railroad tracks, centered on the centerline of Nyberg Street. The existing two driveways to the Tax Lot 2S1 23D 3400 (Sweek House also known as Willowbrook) shall be allowed a gated emergency access onto Boones Ferry Road, the other access shall be closed and access taken over Tax Lot 2S1 23D 2600 (Hedges Greene retail development) to Nyberg Street.

(ii) On the east side of this road, all redevelopment shall lead to elimination of all driveways onto Boones Ferry Road. Vehicular access to Boones Ferry Road in this section shall be limited to the Seneca Street intersection and Nyberg Street intersection. This will require interim access agreements per TDC 75.090.

(d) Tualatin-Sherwood Road to Sagert Street.

(i) On the west side, all existing driveways will be allowed to remain. On the frontage of the property of the demolished historic Tualatin Elementary School (Tax Lots 2S1 23DD 500 and 501), a new local street intersection is allowed on SW Boones Ferry Road that connects to a future public street on the Old Tualatin Elementary School property that extends north from Sagert Street in the approximate alignment of 90th Avenue. The new local street intersection may be located approximately 500 ft. north of the intersection with Sagert Street. Tax Lot 2S1

23DA 100 (the unnamed retail development at the intersection with Warm Springs Street will have one access aligned with Warm Springs.

(ii) On the east side, the driveway of McDonald's (Tax Lots 2S1 24CB 1201, 1301, and 1400) was closed and shall remain closed. Any additional development on the Brock property (Tax Lot 2S1 24CB 2100) shall result in closure of this driveway to Boones Ferry Road. Any additional development on (Tax Lot 2S1 24CB 2200) (Tualatin West Center retail development) shall result in closure of this driveway to Boones Ferry Road. Between Warm Springs Street and Tualatin-Sherwood Road, as an option to closing the driveways at Brocks, and Tualatin West Center, it may be permissible to construct a raised median barrier or other improvements in Boones Ferry Road in this section to physically eliminate left turning movements, thus limiting all these driveways to right turn in, right turn out. Any redevelopment of the residential property between Mohawk and Sagert on the east side of Boones Ferry Road shall be accomplished in such a manner that the ultimate access to this area is from a street off of Sagert Street at its intersection with 86th Avenue. This may require interim agreements in accordance with TDC 75.090. All existing driveways in this area will be allowed to remain so long as the use of the property does not change.

(e) Sagert Street to Avery Street. The existing driveways will be allowed to remain. Any redevelopment of any residential property between Sagert and Avery shall result in no additional driveways being constructed in this area.

(f) Avery Street to Ibach Street. South of Avery Street, the Sundae Meadows Subdivision and Tualatin Presbyterian Church (Tax Lot 2S1 26AC 301) shall access Boones Ferry Road via Siletz Drive. One additional street or private drive (Cherry Lane) will be allowed for the Boones Ferry Commons Condominiums (Tax Lot 2S1 26CA 90000).

(g) Ibach Street to Norwood Road. Development of these residential properties shall result in no more than two driveway accesses for Tualatin High School, one emergency access with no curb cut for Grahams Landing Townhomes Condos (Tax Lot 2S1 35BA 90000) and only street intersections for other properties. All street intersections on Boones Ferry Road between Ibach and Norwood shall be spaced a minimum of 500 feet apart.

(9) *65TH AVENUE.*

(a) Nyberg to Borland: There will be no new additional driveways.

(b) Borland Road to south city limits: A street connection will be constructed across from Sagert Street to serve property to the east of 65th Avenue.

(10) *BORLAND ROAD.*

(a) Between 65th and the Entrance to Bridgeport School: In this section of roadway, as the residential properties develop, all accesses to Borland shall be limited to street intersections. These street intersections shall be spaced a minimum of 500 feet apart. All development in this area shall be interconnected so there are no dead-end entrances from Borland Road.

(b) Bridgeport School Entrance to Saum Creek: As the residential properties develop, all accesses to Borland shall be limited to street intersections. These street intersections shall be spaced a minimum of 500 feet apart. All development in this area shall be interconnected so there are no dead-end entrances from Borland Road. Access to Prosperity Park Road is allowed.

(11) *BRIDGEPORT ROAD.*

(a) 72nd Avenue to the West City Limits.

(i) On the north side, the existing driveways will be allowed to remain. No new driveways will be permitted.

(ii) On the south the existing driveways will be allowed to remain. No new driveways will be permitted.

(12) *72ND AVENUE.*

(a) Bridgeport Road to North City Limits. The existing driveways will be allowed to remain. No new driveways will be permitted.

(13) *MARTINAZZI AVENUE.*

(a) Boones Ferry Road to Seneca Street:

(i) On the west side, any redevelopment on the Haberman and Soft Tough Dentistry property (2S1 24BC 1500 and 1503) or the unnamed retail development property with corner tenant Umpqua Bank (Tax Lot 2S1 24BC 1502) shall result in combining these two driveways into one driveway on Martinazzi Avenue, or the Halstin retail development property shall take access from the White Lot (former Lot C) to Boones Ferry Road.

(ii) On the east side the existing driveway shall be removed and access shall be taken off of the Loop Road.

(b) Seneca Street to Nyberg Street. No driveways shall be permitted. The raised center median prohibiting left turns in this area shall remain until driveways are removed. On the west side on Tax Lot 2S1 24BC 2702 (Wells Fargo Bank), the driveway shall be removed and access taken from Seneca Street or Nyberg Street. On the east side the driveway for Tax Lot 2S114B 2000 (Tualatin Center retail development Building 1) shall be removed and access taken from the Loop Road or Nyberg Street.

(c) Nyberg Street to Tualatin-Sherwood Road. There shall be no access to Martinazzi Avenue.

(d) Tualatin-Sherwood Road to Warm Springs Street. The only access shall be the existing Fred Meyer/Martinazzi Square driveway intersection.

(e) Warm Springs Street to Sagert Street. There shall be no additional access granted. The only street intersection will be Mohawk Street.

(14) *SAGERT STREET.*

(a) Martinazzi Avenue to 65th Avenue. No new driveways or streets shall be al-lowed, except the City Manager may allow one driveway from the SE corner lot of Sagert and Martinazzi. This driveway may be restricted to right-in, right-out.

(15) *LEVETON DRIVE.*

(a) 108th Avenue to 118th Avenue.

(i) On the north side of Leveton Drive, JAE (2S122B 200) shall align a driveway across from 118th Avenue and be permitted a second driveway approximately 50 feet from their east property line. Novellus (2S122AA 500 and 2S122AB 100) shall be permitted three driveways located approximately 25 feet and 950 feet from the

west property line for Tax Lot 100 and 600 feet west of 108th Avenue for Tax Lot 500.

(ii) On the south side, Phight Inc. (2S122 300) shall be allowed a driveway aligned with the west Novellus (2S122AB 100) driveway and a driveway adjacent to their east property line. Fujimi (2S122 400) shall be allowed a driveway adjacent to their west property line and east property line. Tofle (2S122AD 400) shall be allowed a driveway aligning across from the Novellus (2S122AA 500) driveway and a second driveway approximately 260 feet west of 108th Avenue.

(b) 118th Avenue to 124th Avenue. The existing driveways will be allowed to remain. No new driveways will be permitted.

(16) *108TH AVENUE.*

(a) Leveton Drive to Herman Road.

(i) On the west side, Tofle (2S122AD 400) shall take access from Leveton Drive. The undeveloped property (2S122AD 500) shall be allowed one driveway onto 108th Avenue. The old Shulz Clearwater site (2S122AD 800) and then Northwest Pipe and Metal Fab (2S122AD 600 and 700) shall provide a joint driveway access. The Wahco Inc. property (2S122AD 900) shall take access from Herman Road.

(ii) On the east side, the DOT Inc. site shall have a driveway that aligns with Leveton Drive. The City Operations Center (2S122AD 200 and 300) will be permitted two driveways at locations to be determined by the City Manager.

(17) *HERMAN ROAD.*

(a) Teton Avenue to 108th Avenue:

(i) On the north side, the existing driveways will be allowed to remain. No new driveways will be permitted. Airifco (2S123B 600) will be permitted one driveway adjacent to their west property line.

(ii) On the south side is the Portland & Western Railroad (PNWR) tracks. There will be no access to Herman Road across the tracks except for a shared driveway between the Kem Equipment (2S122AD 800) and Marshall Property (2S122AD 1000) located on the common property line. The Marshall Property (2S123BC 1000) shall take access from Teton Avenue.

(b) 108th Avenue to 118th

(i) On the north side the existing driveways will be allowed to remain. No new driveways will be permitted.

(ii) On the south side is the Portland & Western Railroad (PNWR) tracks. There will be no access to Herman Road across the tracks.

(c) 118th Avenue to 124th Avenue:

(i) On the north side the existing driveways will be allowed to remain. No new driveways will be permitted.

(ii) On the south side is the Portland & Western Railroad (PNWR) tracks. There will be no access to Herman Road across the tracks.

(18) *90TH AVENUE.*

~~(a) Tualatin Road to Tualatin-Sherwood Road. The existing driveways will be allowed to remain. No new driveways will be permitted.~~

~~(19) *AVERY STREET.*~~

~~(a) Teton Road to Tualatin-Sherwood Road:~~

~~(20) *TETON AVENUE.*~~

~~(a) Tualatin Road to Herman Road. The existing driveways will be allowed to remain. No new driveways will be permitted.~~

~~(b) Herman Road to Tualatin-Sherwood Road. The existing driveways will be allowed to remain. No new driveways will be permitted.~~

~~(c) Tualatin-Sherwood Road to Avery Street. The existing driveways will be allowed to remain. No new driveways will be permitted.~~

~~(21) *BASALT CREEK PARKWAY.*~~

~~(a) 124th Avenue to Boones Ferry Access to the Parkway shall be limited to Grahams Ferry Road and Boones Ferry Road.~~

Section 15. Tualatin Development Code Appendix B - Figures is amended as set forth in Exhibit 2 which is attached and incorporated by reference.

Section 16. Tualatin Comprehensive Plan Maps 8-1, 8-4, 8-5, and 8-6 are amended as set forth in Exhibit 3 which is attached and incorporated by reference.

Section 17. Findings. The Council adopts the Findings and Analysis as set forth in Exhibit 4, which is attached and incorporated by reference.

Section 18. Severability. Each section of this ordinance, and any part thereof, is severable. If any part of this ordinance is held invalid by a court of competent jurisdiction, the remainder of this ordinance shall remain in full force and effect.

Section 19. Effective Date. As provided in the Tualatin Charter, this ordinance is effective 30 days from the date of adoption.

ADOPTED by the City Council this 11th day of August, 2025.

CITY OF TUALATIN, OREGON

BY _____
Mayor

APPROVED AS TO FORM

ATTEST:

BY _____
City Attorney

BY _____
City Recorder

CITY of TUALATIN

Tualatin TRANSPORTATION SYSTEM PLAN TSP

JULY 2025

Tualatin TSP

CITY of TUALATIN

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CITY OF TUALATIN

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SPEED
LIMIT
30

1. INTRODUCTION

By 2045, Tualatin will have a modern, inclusive transportation system designed to make life easier and more enjoyable for everyone. Initiated in 2024, the 2045 Transportation System Plan (TSP) is a roadmap for creating a walkable, healthy, and sustainable city. It ensures that Tualatin's transportation options meet the needs of the community while aligning with broader state and regional goals.

This plan doesn't just tick boxes—it actively shapes Tualatin's future by focusing on all forms of transportation, from walking and biking to public transit and driving. It helps city leaders make smart decisions about where to invest in new roads, bike lanes, transit, trails, and sidewalks to support Tualatin's growth over the next 20 years.

The TSP also ties into the city's Comprehensive Plan, forming the backbone of transportation policies that will guide future development. These goals and policies ensure that as Tualatin grows, it remains accessible, safe, and connected for everyone who lives, works, and plays here.

EVOLUTION FROM THE PREVIOUSLY ADOPTED TSP

The previous TSP was adopted in March 2014. Back then, the plan was shaped around seven key goals: access and mobility, safety, fostering a vibrant community, promoting equity, supporting the economy, improving health and the environment, and ensuring the plan could be realistically implemented. These goals were built on feedback from the community and advisory groups.

However, over the past decade, Tualatin and the areas around the City have grown and evolved. To keep pace with these changes, the goals have been revisited and refined through public input (for more details, see the section on Goals and Policies).

Several important projects from the 2014 TSP have already been completed, such as new bike lanes and sidewalks along Boones Ferry Rd, the Garden Corner Curves road reconstruction and new walking/biking path, the Martinazzi Avenue/Sagert Street traffic signal, and extended transit service through Route 97 connecting downtown Tualatin to Highway 99W. As the city continues to expand, especially in areas like Basalt Creek, this updated TSP will reassess project priorities and ensure that future investments meet the community's growing needs.

PLAN BACKGROUND AND REGULATORY CONTEXT

The development of the 2045 TSP was shaped by numerous state, regional, and city plans. State and regional plans provided the regulatory foundation, ensuring that the TSP meets broader requirements and aligns with larger transportation goals. Meanwhile, the City's plans offered crucial local insights, reflecting the City's unique needs.

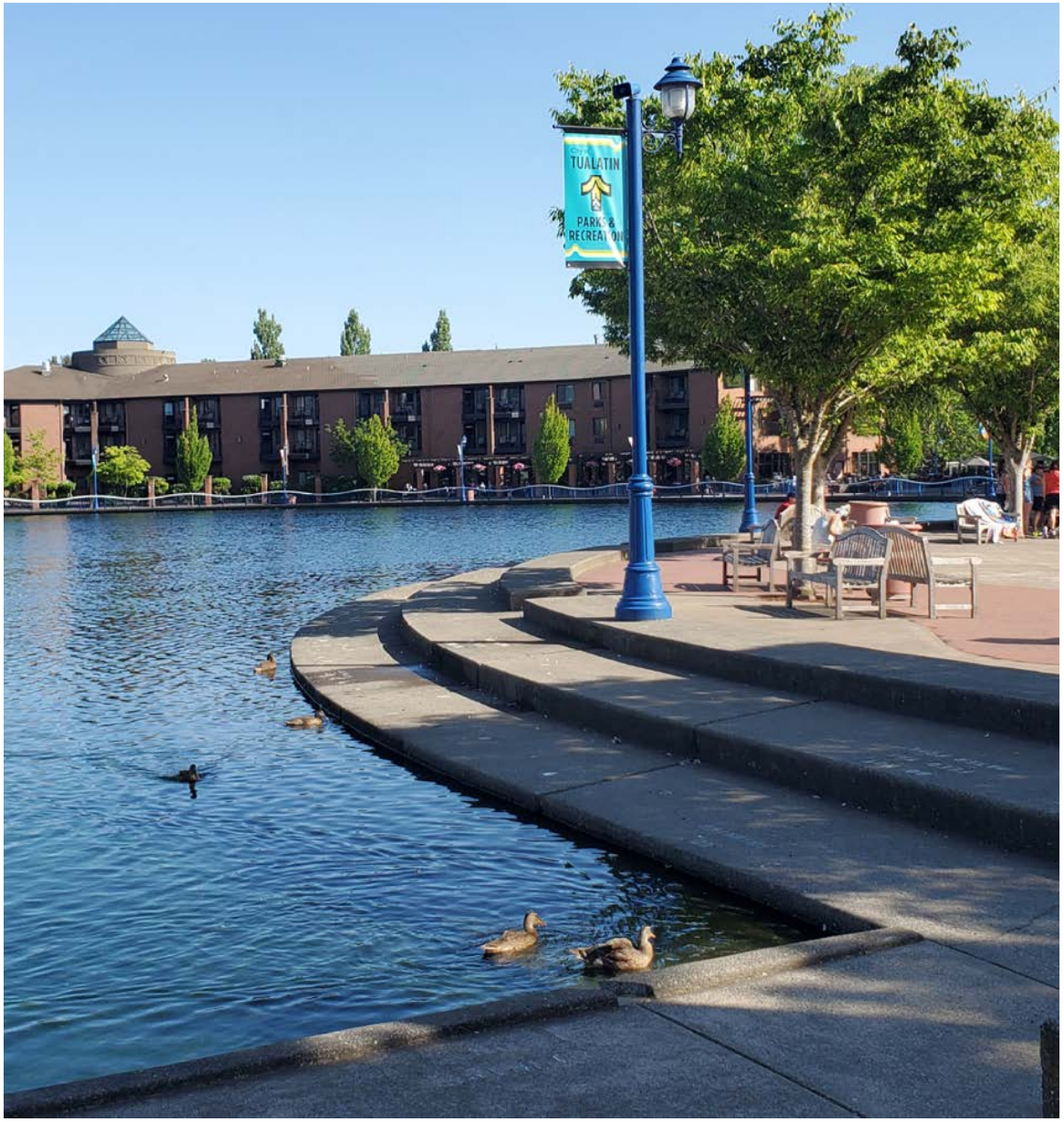
This updated TSP builds on the work already accomplished in Tualatin, while also adapting to the city's evolving conditions. It is designed to be consistent with past efforts and complementary to ongoing initiatives, ensuring that Tualatin's transportation future is in step with both local and regional progress.

STATE AND REGIONAL CONTEXT

Oregon law requires that the TSP be built around the city's current Comprehensive Plan, ensuring that it can support the expected growth in population and employment. This TSP was developed in alignment with Oregon Revised Statute (ORS) 197.712 and guided by the Transportation Planning Rule (TPR) OAR 660-012-000, a rule set by the Department of Land Conservation and Development (DLCD).

The TPR emphasizes the importance of considering all modes of transportation, not just cars. It requires the development of alternative travel options like walking, biking, and public transit, ensuring that the future transportation system is balanced and accessible for everyone. Additionally, the TPR requires cities to update land use and subdivision rules to protect transportation facilities and make sure there are safe, convenient connections between homes, businesses, and workplaces.

Finally, the plan mandates close coordination with county, regional, and state transportation plans, making sure that Tualatin's future transportation system integrates smoothly with the broader network. This approach ensures that the city is prepared to grow in a way that's thoughtful, sustainable, and connected.



LOCAL CONTEXT

The development of the 2045 TSP began with a thorough review of the local plans and policies that shape land use and transportation in Tualatin. Building on the foundation of the previous 2014 TSP, this updated plan integrates insights and goals from a number of key planning efforts, including:

- Tualatin 2040 Comprehensive Plan (2020)
- Tualatin Parks & Recreation Master Plan (2018)
- City of Tualatin Capital Improvement Plan (2023/24 – 2027/28)
- Tualatin Development Code
- The Core Opportunity Reinvestment Area Plan (2022)
- Southwest and Basalt Creek Development Area Plan (2021)
- Climate Action Plan (2024)

These existing plans and efforts provided valuable insights into both the current state and future needs of Tualatin. They helped shape the vision, goals, and policies of the 2045 TSP and served as a starting point for developing the list of transportation projects. For a full list of the plans and policies considered, please refer to the Technical Appendix.

By incorporating these diverse perspectives, the 2045 TSP is positioned to guide Tualatin's growth in a way that's both thoughtful and responsive to the community's evolving needs.

ORGANIZATION OF THE 2045 TSP

The 2045 TSP is organized into several key chapters, each designed to guide Tualatin's transportation future:

- CHAPTER 2: This chapter highlights the public involvement and stakeholder feedback gathered during the development of the TSP, ensuring the plan reflects the voices of the community.
- CHAPTER 3: This chapter includes the goals and policies crafted to guide the city's long-range transportation vision. It also details the process used to develop the 2045 TSP, including how transportation strategies and projects were evaluated and selected.
- CHAPTER 4: This chapter discusses the TSP's findings and recommendations for each transportation mode. It outlines current conditions and future needs for pedestrians, cyclists, transit users, drivers, and systems like transportation demand management (TDM) and transportation systems management and operations (TSMO).
- CHAPTER 5: This chapter covers the financial aspects of the TSP, outlining how the projects and improvements will be funded.
- CHAPTER 6: This chapter provides a recommended project list, detailing the specific transportation initiatives prioritized for the future.
- CHAPTER 7: This final chapter focuses on performance measures for tracking progress over time and highlights key considerations for continuing to enhance Tualatin's transportation mobility beyond 2045.

The Technical Appendix contains technical memos created during the TSP's development, providing additional insights and details. Together, these chapters create a comprehensive roadmap for improving Tualatin's transportation system over the coming decades.

2. OUR TRANSPORTATION FUTURE: COMMUNITY ENGAGEMENT

The City of Tualatin engaged over 2,000 residents, businesses, and visitors in different activities and events between August 2023 and August 2024. This breadth of engagement was essential to understand community needs, desires, and values and incorporate them into the TSP. Public involvement in the development and review of the 2045 Tualatin TSP included the following methods; Community members participated in the Community Advisory Committee (CAC) and in focus groups; agency representatives aided and reviewed through the Technical Advisory Group (TAG); in-person and virtual events and online surveys allowed for broader engagement with the wider community, and targeted outreach was conducted through both digital and printed advertisements, as well as through conversations with community liaisons.

Engagement was organized into four different phases:

1. RECRUIT: Build the project contact list (listserv) and awareness of the TSP.
2. LISTEN AND LEARN: Broad engagement to learn about transportation needs and challenges from as many people as possible: focus groups, community workshop, awareness campaign, and a survey.
3. REFLECT: Connect the dots. What did we hear? Shared draft project recommendations.
4. REFINE: Are we on track? What did we miss? Shared the draft plan and updated project recommendations.

TABLE 1. OUTREACH BY THE NUMBERS

Open Houses	2
In-Person Outreach Events	7
Focus Groups	6
Website Visitors	2,000
Interactive Map Contributions	987
Survey Responses	471

WHAT WE HEARD

The Tualatin TSP vision and recommendations were directly shaped by community perspectives and needs. Through this process, we heard that residents value a balanced transportation system that supports multiple modes of travel. Community members showed strong enthusiasm for active transportation options like walking and biking, while also prioritizing driving as an option and voicing concerns about increasing congestion, particularly related to new housing development. Specifically, Tualatin community members want to make walking, biking, and transit better while ensuring that people driving can get around in a timely manner. Many community members would like to bike, walk, and carpool more—and drive less.

- Investing in safe routes for students to walk and bike to school is a top priority.
- Of the Transportation System Plan goals, efficiency, safety, and economy are top priorities for community members.
- Community members want increased coverage and frequency of TriMet and

Tualatin Shuttle within Tualatin and to other communities such as Sherwood, Newberg, and Wilsonville.
- Community members mentioned concerns about the lack of lighting or a desire to improve street and trail lighting.

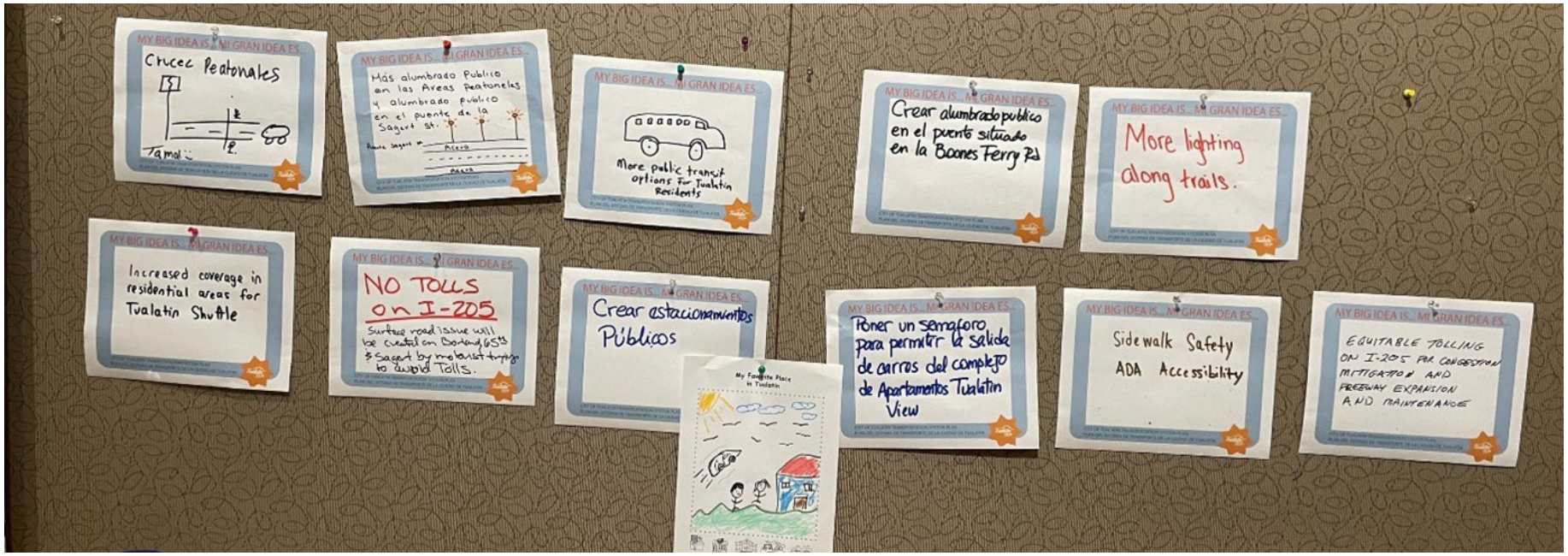
Feedback from the surveys, focus groups, Community Advisory Committee, and Open House was used to inform the project's draft recommendations.

Based on the results of Phase 3 engagement, community members generally felt that the draft recommendations and proposed projects supported the vision established during earlier phases, which emphasized a more balanced transportation system with improvements to walking, biking, and transit options, while maintaining driving as a viable option by addressing traffic and safety concerns, see Figure 1.

Some additional community priorities that the plan addresses:

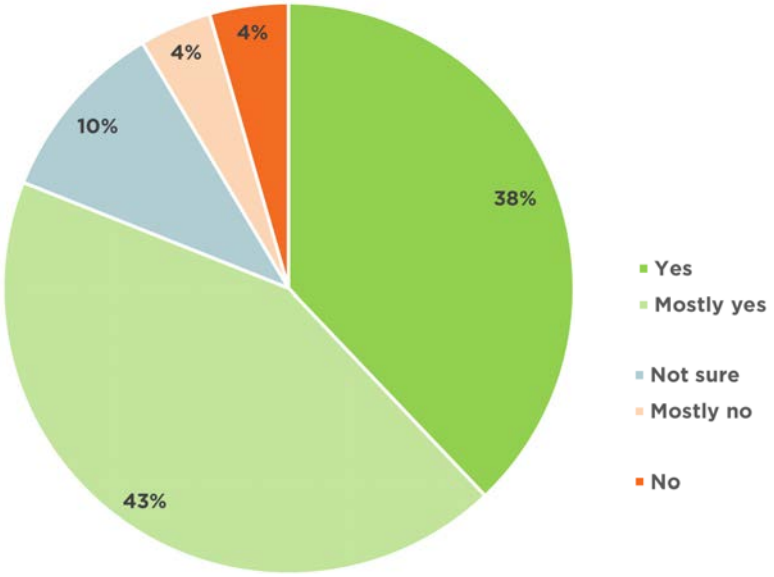
- Lighting at crossings, along trails, and in parks.
- Community members raised questions about how the new investments interact with future and ongoing maintenance.
- Some community members expressed concern about congestion and interest in adding more lanes to roads.
- There was interest in establishing wayfinding in Tualatin for pedestrians and have that wayfinding include accessibility for people with disabilities.
- There was a desire to improve signal timing and traffic flow in certain locations such as the intersection of Tualatin Sherwood Road and Boones Ferry Road and the intersection of Tualatin Sherwood Road and the entrance to the Fred Meyer parking lot.

Community Big Ideas for Transportation from Phase 1 Workshop



Additionally, community members continued to express strong support for projects that expanded transportation choices, particularly those focused on bicycling, walking, and transit. Eighty-one percent of survey respondents said they fully or mostly support this project list. As one resident said in their survey comment: these projects "create a more active, balanced city, with the future in mind as the city grows."

FIGURE 1 . RESPONSES TO SURVEY QUESTION "DO THESE PROJECTS HELP ACHIEVE THE PLAN'S VISION?"



"Cuídar el medio ambiente es una prioridad, para que la comunidad de Tualatin sean mas segura en áreas peatonales. Gracias por tomar en cuenta mis opiniones, que tengan muy buenas noches. "

"Taking care of the environment is a priority, so that the Tualatin community is safer in pedestrian areas. Thank you for taking my opinions into account and good night."

– Tualatin resident survey quote after reviewing the package of proposed projects

FREQUENTLY ASKED QUESTIONS

Through survey response and conversations at events, the project team heard and responded to several frequently asked questions and concerns:

WHERE DOES FUNDING COME FROM FOR THESE IMPROVEMENTS?

Tualatin funds improvements to its transportation network through a variety of revenue sources. The Road Utility Fee provides a consistent revenue stream to maintain the existing road network, typically through paving projects. The Transportation Development Tax (TDT) is derived from development fees and funds transportation infrastructure improvements required because of growth and new development. The City also collects revenue from the State Highway Fund, including fuel taxes, vehicle registration fees, and driver license fees; as well as Washington County's gas tax. The City leverages urban renewal funds, investment interest, and grants to fund improvements to the transportation network in specific urban renewal areas. More details on funding can be found in Chapter 5.

HOW DOES PLANNING FOR ONGOING MAINTENANCE FACTOR INTO THESE NEW PROJECTS?

Maintenance is a top priority for the City but is not directly addressed in the TSP projects. The Road Utility Fee is used for road maintenance, as is most of the 'Gas Tax' revenue from the State Highway Fund and County gas tax and fees. At current funding levels it is anticipated that in the coming years it would require all the funding from these sources to maintain our existing street system.

WHY ARE THERE SO MANY MORE SIDEWALK, BIKE LANE, AND TRANSIT IMPROVEMENTS THAN VEHICLE IMPROVEMENTS?

Tualatin's road network is mostly complete for vehicular travel, while many more needs remain for walking and cycling facilities. Vehicle projects are the majority of the City's transportation investment dollars, but each project is generally larger and more costly.

I'M CONCERNED ABOUT TRAFFIC CONGESTION. HOW WILL THIS PACKAGE OF IMPROVEMENTS HELP?

This package of improvements will reduce traffic congestion by creating more traffic capacity in key areas, such as intersection turn lanes where delay is high, as well as investing in a bike network and continued sidewalk and crossing improvements to make it increasingly possible for Tualatin residents, customers, and employees to walk and bike for short trips, instead of drive. Giving people options for how to get around is the key to reducing congestion.

WHY NOT JUST WIDEN THE ROADS TO REDUCE TRAFFIC CONGESTION?

Expanding our roadways enough to add additional lanes would require acquiring large swaths of land and impacting adjacent properties and would be very expensive. This would impact the existing parks, landscaping, and potentially homes and businesses that are all valued elements of the community. As many of the congestion problems affecting Tualatin stem from issues on Interstate 5 and other larger roadways outside Tualatin's jurisdiction, one would not be able to alleviate congestion by widening Tualatin roads. It is not fiscally responsible to build our way out of congestion with vehicle infrastructure. We need to work with our regional partners and provide transportation options.

OUTREACH ACTIVITIES

Below is a summary of the outreach activities grouped by project phases. The public had the opportunity to reach out to City staff to ask questions and share their thoughts on the project. The Technical Appendix includes all public comments and information collected throughout the TSP process.

RECRUIT

During this phase, the project team focused on publicizing the TSP and building a project contact list to gather feedback in future engagement phases and invite community members to upcoming events, as well as recruiting for the Project Community Advisory Committee, a 15 person committee of residents who volunteered to help shape the technical aspects of the project and review final recommendations. We launched the project website, which provided background information on the TSP process and offered an opportunity for community members to sign up for project updates. The project team prepared a list of contacts from the Tualatin Moving Forward Bond Program, the City of Tualatin volunteer contact list, and other city email lists. City staff began publicizing the planning process at existing events and on social media, directing people to the project website.

Outreach Activities

- 2 In-Person Outreach Events:
  - Viva Tualatin – Approx. 100 participants
  - National Night Out – Approx. 50 participants
- 1 Project Community Advisory Committee Meeting- 15 participants
- Social media advertisements
- Print advertisements

Yard signs were used to advertise the project website and increase project awareness

Project flyers were distributed in English and Spanish to advertise the project website and increase project awareness

LISTEN AND LEARN

During this phase, the project team aimed to raise overall awareness of the project and identify initial community concerns. We met with the Community Advisory Committee several times to share existing conditions info and work on goal setting activities.

Outreach Activities

Three focus groups were formed to ensure that the TSP had input from a variety of community members. These participants provided direct input throughout the plan on key topics such as the Goals, Projects, and Prioritization.

- Open House – 40 participants
- 2 Project Community Advisory Committee Meetings- 15 participants
- 1 In-Person Outreach Event:
  - Pumpkin Regatta – Approx. 300 participants
- 3 Focus Group Meetings:
  - BIPOC Focus Group – 7 participants
  - General Focus Group – 7 participants
  - Spanish Language Focus Group – 9 participants
- Survey – 202 Responses
- Interactive Map – 68 Contributions

Project Staff gather community feedback from community members at the Giant Pumpkin Regatta

REFLECT

During this phase, the project team focused on gathering feedback on whether the project team's draft recommendations and proposed projects support the community's vision for a balanced transportation system. The Community Advisory Committee reviewed the project list and prioritization criteria, lending their perspectives to the final outcomes of the plan.

Outreach Activities

- Community Workshop – 30 participants
- 3 Project Community Advisory Committee Meeting- 15 participants
- 4 In-Person Outreach Events:
  - Viva Tualatin – Approx. 200 participants
  - Ice Cream in the Park – Approx. 25 participants
  - Music in the Park – Approx. 100 participants
  - Youth Outreach Event
- 3 Focus Groups Meetings:
  - Bicyclist Focus Group – 10 participants
  - BIPOC/Transit Riders Focus Group – 8 participants
  - Spanish Language Focus Group – 14 participants
- Interactive Map – 919 Contributions
- Survey – 269 Responses

Project Staff gather community feedback from community members at Jurgen's Park

TSP workshop attendees view maps and provide feedback

Who we heard from

At the end of both the survey given during the "Listen and Learn" phase (Survey 1) and the survey given during the "Reflect" phase (Survey 2), respondents were given the chance to share information about their background, which included questions about education, income, and their race or ethnicity. These questions help shed light on who we heard from during this phase of engagement and whether they match the demographics of Tualatin as a whole.

Relationship with Tualatin

Survey 2 included a question in which respondents were asked to define their relationship with Tualatin. Analyzing the number of residents, business owners, students, and travelers who participated in the survey helps determine whether the respondents reflect those who use Tualatin's transportation network most frequently, an informative data point for this analysis. Respondents could select each relationship all that applied, options included:

- Resident: I live in Tualatin
- Resident and worker: I live and work in Tualatin
- Worker: I work in Tualatin
- Business Owner: I own a business in Tualatin
- Student: I attend school in Tualatin
- Seasonal Resident: I live in Tualatin
- Visitor: I visit/am visiting Tualatin

TABLE 2. RESPONSES TO "HOW WOULD YOU BEST DESCRIBE YOUR RELATIONSHIP WITH TUALATIN?"

	LIVE IN TUALATIN (RESIDENT, RESIDENT AND WORKER, AND/OR SEASONAL RESIDENT)	WORK OR GO TO SCHOOL IN TUALATIN (RESIDENT AND WORKER, WORKER, STUDENT, AND/OR BUSINESS OWNER)	VISIT(ING) TUALATIN (VISITOR)	LIVE, WORK, OR GO TO SCHOOL IN TUALATIN[1]
Yes	200 (80%)	86 (34%)	35 (14%)	221 (88%)
No	51 (20%)	165 (66%)	216 (86%)	30 (12%)
Total	251	251	251	251

[1]Combined count of all respondents who live, work, or go to school in Tualatin (excludes visitors)

TSP Community Workshop attendees review project materials

251 respondents answered this question. Of these respondents, 200 (80%) of them live in Tualatin, 86 (34%) of them work or go to school in Tualatin, and 221 (88%) of them live, work, or go to school in Tualatin, see Table 2.

Race or Ethnicity

Both surveys included a question in which respondents were also asked which race or ethnicity they identify with. Respondents could select each race or ethnicity that applied to them. This information helped to determine whether survey respondents are representative of Tualatin as a whole and help to ensure all residents are heard from.

190 respondents answered this question for Survey 1. Of these, 138 (62%) identified as (all or partially) White, 35 (18%) identified as (all or partially) Hispanic or Latino, 10 (5%) identified as (all or partially) Asian, 1 (less than 1%) identified as (all or partially) Black or African American, and 1 (less than 1%) identified as (all or partially) American Indian or Alaska Native.

235 respondents answered this question for Survey 2. Of these, 158 (67%) identified as (all or partially) White, 59 (25%) identified as (all or partially) Hispanic or Latino, 23 (10%) identified as (all or partially) Asian, 5 (2%) identified as (all or partially) American Indian or Alaska Native, and 3 (1%) identified as (all or partially) Black or African American.

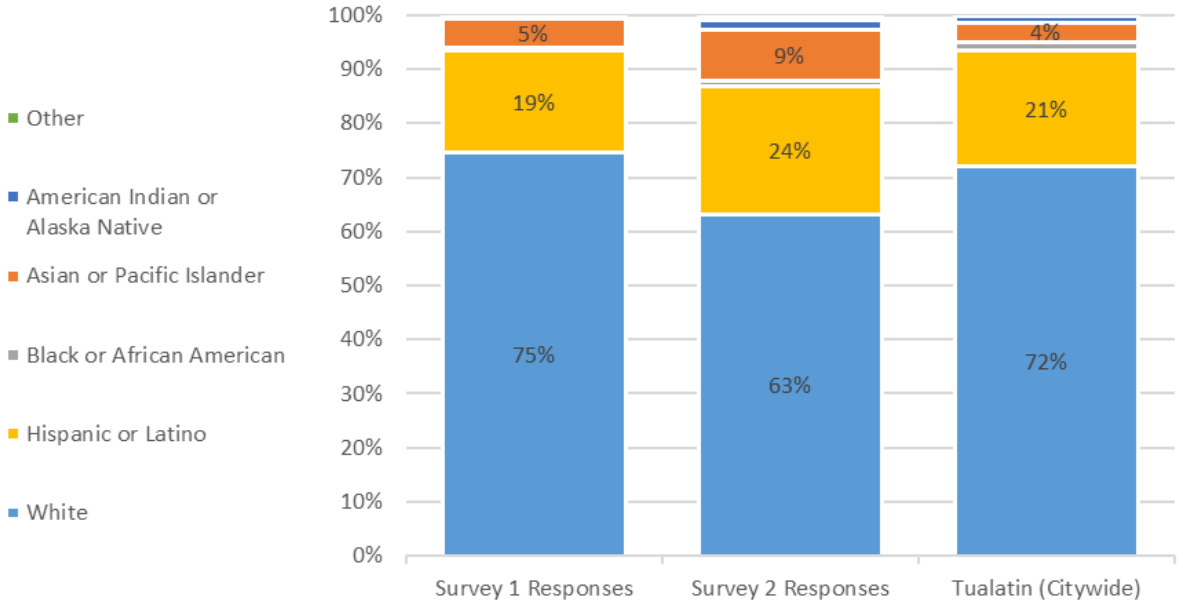
The makeup of survey respondents was generally consistent with the demographics of Tualatin as a whole, see Table 3 and Figure 8.

TABLE 3. RESPONSES TO "WHAT RACE OR ETHNICITY DO YOU IDENTIFY WITH?"

	AMERICAN INDIAN OR ALASKA NATIVE	ASIAN OR PACIFIC ISLANDER	BLACK OR AFRICAN AMERICAN	HISPANIC OR LATINO	WHITE	OTHER
Survey 1 Responses	1 (<1%)	10 (5%)	1 (<1%)	35 (18%)	138 (73%)	0 (0%)
Survey 2 Responses	5 (2%)	23 (10%)	3 (1%)	59 (25%)	158 (67%)	2 (<1%)
Tualatin (Citywide)[2]	367 (1%)	980 (4%)	414 (1%)	5,849 (21%)	19,636 (71%)	5,858 (21%)

[2]U.S. Census Bureau, "Hispanic or Latino Origin by Race," American Community Survey 5-Year Estimates Subject Tables, Table B030022, 2022, data.census.gov/table/ACSDT5Y2022.B03002?g=160XX00US4174950&y=2022, accessed on November 4, 2024.

FIGURE 2 . RESPONSES TO "WHAT RACE OR ETHNICITY DO YOU IDENTIFY WITH?"



Income

Both surveys included a question in which respondents were also asked what their approximate household income was last year. This analysis will help to determine whether survey respondents are representative of Tualatin as a whole and help to ensure all residents are heard from.

163 respondents answered the income question for Survey 1. Of these, 26 (13%) reported an income of less than $24,999, 20 (10%) reported an income between $25,000 and $49,999, 41 (20%) reported an income between $50,000 and $99,999, and 76 (38%) reported an income of more than $100,000.

198 respondents answered the income question for Survey 2. Of these, 14 (7%) reported an income of less than $24,999, 23 (12%) reported an income between $25,000 and $49,999, 58 (29%) reported an income between $50,000 and $99,999, and 103 (52%) reported an income of more than $100,000.

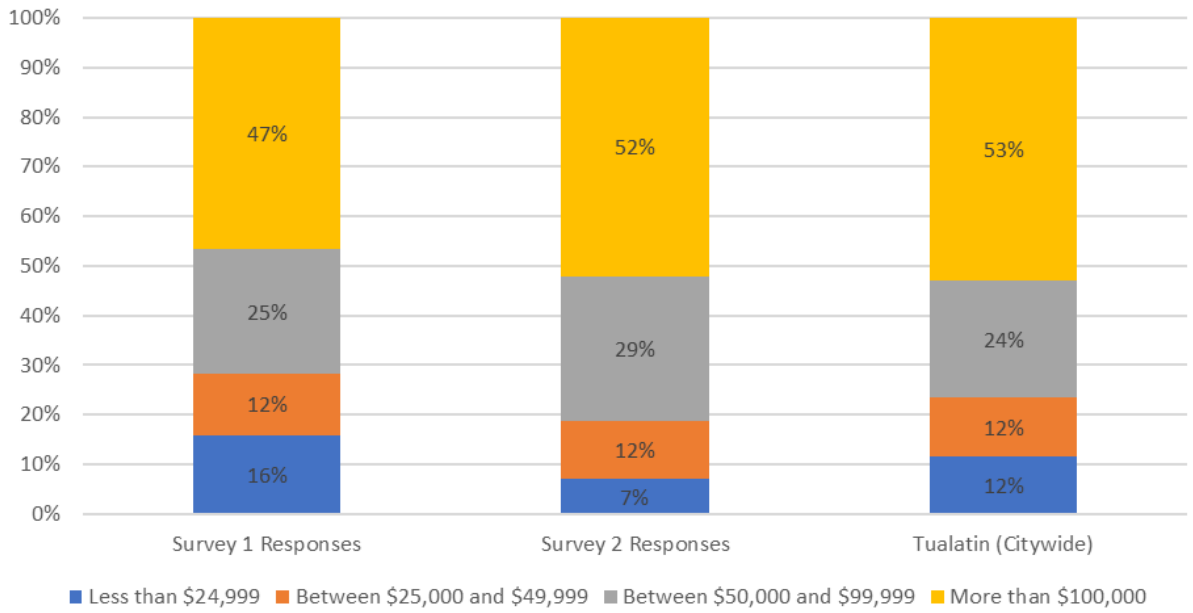
The makeup of survey respondents was generally consistent with the income distribution of Tualatin as a whole, see Table 4 and Figure 9.

TABLE 4. RESPONSES TO "WHAT WAS YOUR APPROXIMATE HOUSEHOLD INCOME LAST YEAR?"

	LESS THAN $24,999	BETWEEN $25,000 AND $49,999	BETWEEN $50,000 AND $99,999	MORE THAN $100,000	TOTAL
Survey 1 Responses	26 (13%)	20 (10%)	41 (20%)	76 (38%)	163
Survey 2 Responses	14 (7%)	23 (12%)	58 (29%)	103 (52%)	198
Tualatin (Citywide)[3]	1,266 (12%)	1,288 (12%)	2,579 (24%)	5,776 (53%)	10,909

[3]U.S. Census Bureau, "Income in the past 12 Months," American Community Survey 5-Year Estimates Subject Tables, Table S1901, 2022, data.census.gov/table/ACSST5Y2022.S1901?g=160XX00US4174950&y=2022, accessed on November 4, 2024.

FIGURE 3 . RESPONSES TO "WHAT WAS YOUR APPROXIMATE HOUSEHOLD INCOME LAST YEAR?"



Education

Survey 1 included a question in which respondents were given the option to share information on their educational background.

177 Survey 1 respondents answered the education level question. Of these, 8 (5%) had less than a high school education, 28 (16%) had a high school diploma, 89 (50%) had a bachelor's degree, and 52 (29%) had a master's degree or higher.

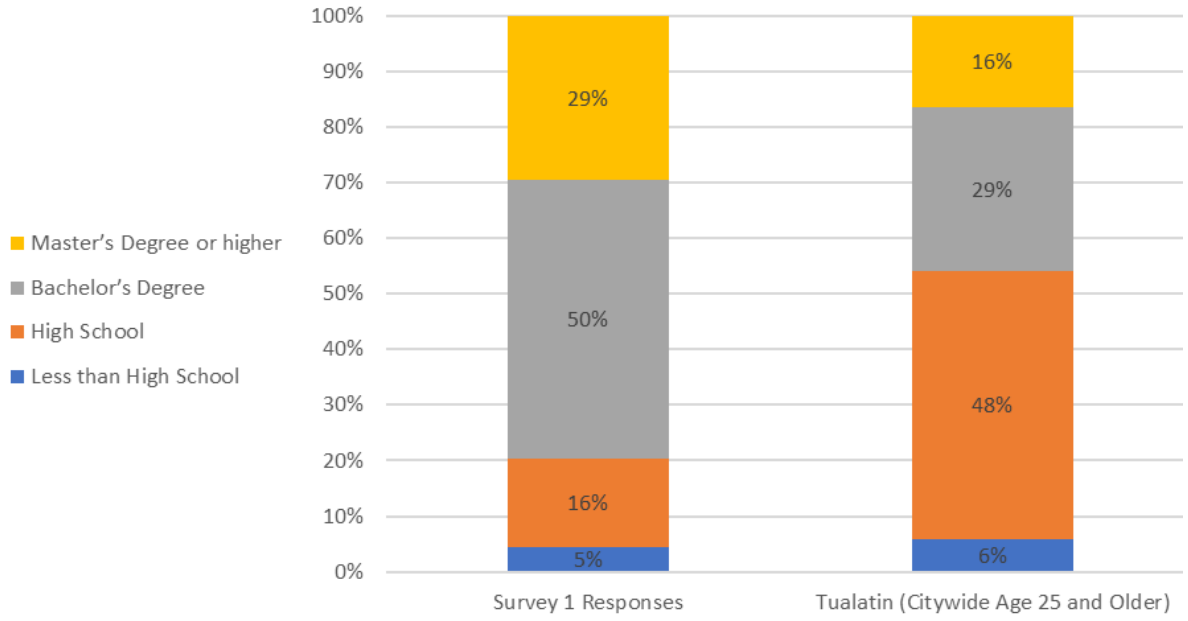
These results generally matched Tualatin as a whole but indicated survey respondents were more likely than the general population to have a Bachelor's degree.

TABLE 5. RESPONSES TO "WHAT IS YOUR HIGHEST LEVEL OF EDUCATION ACHIEVED?"

	LESS THAN HIGH SCHOOL	HIGH SCHOOL	BACHELOR'S DEGREE	MASTER'S DEGREE OR HIGHER
Survey 1 Responses	8 (5%)	28 (16%)	89 (50%)	52 (29%)
Tualatin (Citywide Age 25 and Older)[4]	1,121 (6%)	9,252 (48%)	5,637 (29%)	3,124 (16%)

[4]U.S. Census Bureau, "Educational Attainment," American Community Survey 5-Year Estimates Subject Tables, Table B030022, 2022, https://data.census.gov/table?t=Educational%20Attainment&g=160XX00US-4174950&y=2022 , accessed on November 24, 2024.

FIGURE 4 . RESPONSES TO "WHAT RACE OR ETHNICITY DO YOU IDENTIFY WITH?"



Disability Status

Survey 2 included a question in which respondents were also asked whether they live with a temporary or permanent condition or disability. This analysis will help to determine whether survey respondents represent people of all abilities help ensure all residents are heard from. Respondents could select "Yes", "No", or "Prefer not to answer".

242 Survey 2 respondents answered this question. Of the respondents who answered this question, 220 (91%) selected "No" and 22 (9%) selected "Yes". This matches Tualatin as a whole, see Table 6.

REFINE

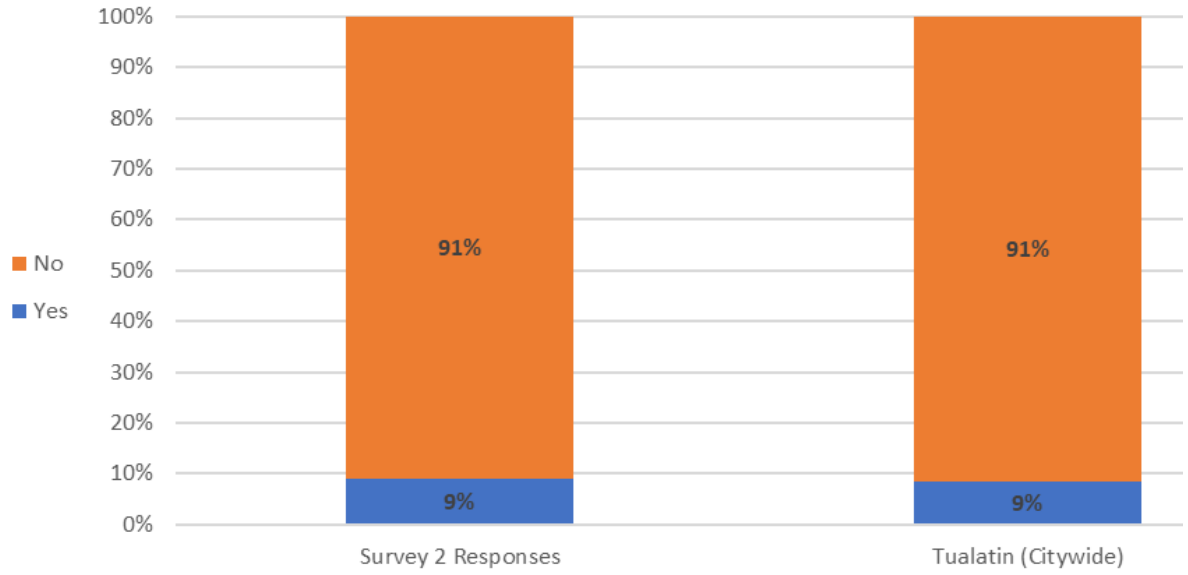
During this phase, the project team shared the draft Tualatin TSP with our broad project list for community for feedback and circulated through City social media and on the City website before being adopted by City Council.

TABLE 6. DO YOU LIVE WITH A TEMPORARY OR PERMANENT CONDITION OR DISABILITY?

	YES	NO
Survey 2 Responses	22 (9%)	220 (91%)
Tualatin (Citywide)[5]	2,357 (9%)	25,280 (91%)

[5]U.S. Census Bureau, "Sex by Age by Disability Status," American Community Survey 5-Year Estimates Subject Tables, Table S18101, 2022, data.census.gov/table/ACSDT5Y2022.B18101?g=160XX00US4174950&y=2022, accessed on November 4, 2024.

FIGURE 5 . DO YOU LIVE WITH A TEMPORARY OR PERMANENT CONDITION OR DISABILITY?



3. TSP DEVELOPMENT

The development of the 2045 TSP focused on two key components: first, establishing the goals and policies that would guide the entire process, and second, conducting a technical analysis to understand current and future conditions. This analysis helped identify the projects and programs necessary to meet Tualatin's transportation needs over the next 20 years. Together, these components ensure that the TSP is both visionary and grounded in practical insights, preparing the city for a connected and sustainable future.

GOALS AND POLICIES

The 2045 TSP goals were created at the beginning of the planning process to define the City's long-term vision for providing equitable mobility and to guide the overall development of the plan. These goals and policies were shaped by input from City staff, the Citizen Advisory Committee (CAC), the City Council, and community feedback. They build on the City's existing transportation goals and prior plans, while also incorporating regional and statewide planning rules.

A key focus is the requirement for a multi-modal, balanced approach to transportation, ensuring the needs of all travelers—whether walking, biking, driving, or using transit—are considered. Unlike the 2014 TSP, where policies were organized by transportation mode, the 2045 TSP reorganizes them under five overarching goals, updated to reflect the City's evolving priorities. This structure ensures a more integrated and cohesive approach to future transportation planning.

1. ADVANCE OUR LAND USE VISION

CREATE A TRANSPORTATION SYSTEM FOR ALL USERS THAT ENHANCES TUALATIN'S GROWING ECONOMY AND FUTURE LAND USE VISION.

1. Proactively manage a balanced transportation network that is comprised of different roadway design characteristics to provide mobility and accessibility for all roadway users.
2. Develop street standards that create safe and reliable multimodal streets.
3. Plan major transportation corridors, arterial routes, highway access, trails, and adjacent land uses in ways that support desired economic development activities and facilitate the efficient movement of people, goods, and services.
4. Encourage transit-oriented development with supportive concentrations of housing and jobs adjacent to frequent transit corridors.
5. Require new development to provide safe access for all modes to and from a publicly dedicated street.

6. Design and construct transportation facilities to meet the requirements of the Americans with Disabilities Act.
7. Develop strategies for access management to enhance safety and mobility.
8. Develop connectivity standards that improve access to destinations, by limiting block lengths, unconnected streets, cul-de-sacs, and other non-through connections.
9. Work cooperatively with railroads operating in Tualatin in facilitating and preserving safe rail freight service to existing and future businesses while mitigating noise impacts on adjacent neighbors.
10. Advocate for regional investments that support managed growth in Tualatin.

2. PROVIDE A HIGH QUALITY OF LIFE

SAFELY AND EFFICIENTLY MOVE PEOPLE AND GOODS TO PROVIDE A HIGH QUALITY OF LIFE FOR PEOPLE WHO LIVE, WORK, LEARN, AND PLAY IN TUALATIN.

1. Provide convenient and affordable travel options to jobs, schools, and essential services, particularly for historically marginalized and underserved communities.
2. Develop traffic calming strategies that can be applied to local streets that connect to neighborhood destinations.
3. Develop a safe crossing policy that reduces barriers to walking, rolling, and biking on streets and intersections.
4. Identify bicycle and pedestrian routes to schools, parks, public facilities, and commercial areas; and require appropriate facilities such as sidewalks, trails, and on-street bicycle lanes.
5. Develop a pedestrian-scale lighting policy to increase safety, visibility, and comfort.
6. Develop guidance and encouragement for community use of the right-of-way, including parklets, “streateries”, open streets events, and public art.
7. Encourage a resilient transportation network that supports emergency response and disaster recovery.
8. Coordinate with agency partners — including Metro, TriMet, ODOT, Washington and Clackamas County, as well as neighboring cities — to develop safe, reliable, and connected transportation projects which benefit the City of Tualatin and the region as a whole. Alternative routes should be considered to separate local traffic from regional throughways.

3. EXPAND OPPORTUNITIES FOR SAFE MULTI-MODAL TRANSPORTATION

EXPAND TRAVEL OPTIONS OF USERS OF ALL AGES, ABILITIES, AND BACKGROUNDS BY IMPROVING OPTIONS FOR WALKING, ROLLING, CYCLING, AND ACCESSING TRANSIT.

1. Develop and facilitate the construction of a citywide low-stress bicycle and micro-mobility network that prioritizes safety and comfort for people of all ages and abilities. This network should target a density of low-stress facilities at least every half-mile in residential and commercial areas.
2. Support "last mile" trips by identifying locations for micro-mobility parking at retail, transit, schools, and other destinations.
3. Require development adjacent to transit stops to provide direct pedestrian accessibility.
4. Prioritize and facilitate the construction of sidewalk and crosswalk gaps adjacent to transit stops, particularly along equity routes. This should include identifying first/last mile barriers to major transit stops.
5. Develop a pedestrian crossing policy that considers maximum spacing between crossings and crossing protection needed based on street characteristics and crossing design.
6. Support TriMet, Ride Connection, and other transit providers in enhancing transit services and amenities, especially along major street corridors and to/from low-income communities or communities of color.
7. Continue to work with TriMet, ODOT and other regional partners to support existing and planned future commuter rail, high capacity, and other transit service to, from, through and within Tualatin and seek opportunities for increased service frequency and passenger convenience.

4. ADVANCE CLIMATE AND HEALTH GOALS

REDUCE GREENHOUSE GAS EMISSIONS FROM THE TRANSPORTATION SYSTEM AND SUPPORT THE CITY'S CLIMATE AND HEALTH GOALS.

1. Support and facilitate emerging technologies to reduce climate impacts from transportation, such as traffic signal optimization, micromobility, mobility as a service, and vehicle electrification.
2. Support land use patterns that reduce vehicle fuel consumption and greenhouse gas emissions and preserve the function of the transportation system.
3. Design capital projects on Tualatin city streets to encourage transit, pedestrian, and bicycle travel along with safe and efficient vehicle travel.
4. Facilitate policies that support the Climate Action Plan goal of net-zero carbon emissions by 2050.
5. Strive to address transportation-related impacts and reverse historical inequity on low-income communities and communities of color in the design, location, and funding of transportation improvements.
6. Identify locations for implementation of mobility hubs – places where multiple forms of transportation are available (such as transit, micro-transit, bike share, and car share) – including placemaking, wayfinding, and information.
7. Support transportation demand management programs that reduce drive-alone trips, offer all travelers more mobility choices, encourage walking, rolling, biking, carpooling, and transit trips, and educate people about the benefits of multimodal transportation.

5. INVEST WISELY

MAXIMIZE TRANSPORTATION FUNDING BY EFFECTIVELY MAINTAINING THE TRANSPORTATION ASSETS WE HAVE, FINDING CREATIVE MAINTENANCE SOLUTIONS THAT CAN HELP IMPROVE THE TRANSPORTATION SYSTEM, AND LEVERAGING OUTSIDE FUNDING OPPORTUNITIES.

1. Prioritize transportation projects according to community benefit, including (but not limited to) safety, performance, efficiency and accessibility, as well as considering the associated costs and impacts.
2. Consider equity when making transportation investments, emphasizing projects and programs that serve

environmental justice communities and connect underserved areas.

3. Coordinate with regional partners to invest in capital projects that leverage other infrastructure investments or funding sources.

EVALUATION FRAMEWORK

The TSP goals served as the foundation for evaluating potential transportation projects. In collaboration with City staff, a set of evaluation criteria was developed to assess how effectively each project supports these goals. For each goal, four specific criteria were established, resulting in a total of 20 evaluation criteria considered for each project.

Individual project ideas from the TSP project list were then evaluated using these criteria, which are detailed in the Technical Appendix. This evaluation process helped prioritize projects based on how well they align with and advance the goals set forth in the 2045 TSP, ensuring that the city's future transportation investments are targeted and impactful.

TECHNICAL ANALYSIS

The technical analysis for the 2045 TSP built on previous planning efforts, incorporating both updated assessments of current conditions and forecasts for future needs. A multi-step evaluation of improvement options was then conducted to capture the city's evolving transportation demands within the updated plan. This section is organized into the following components:

- 2023 Baseline Conditions Analysis
- 2045 Forecast Analysis
- Identification of Needs
- Draft and Final Project List Creation

This structured approach ensures that the TSP is grounded in solid data, with a clear pathway for addressing both present and future transportation challenges.

2023 BASELINE ANALYSIS

An inventory of the existing transportation system was created to provide a comprehensive view of transportation-related facilities and services within the Tualatin Urban Planning Area. This inventory also considered key planning factors such as the location of natural resources and areas where sociodemographic groups with higher transportation needs reside. The data and analysis covered various aspects, including the roadway network, traffic conditions, safety performance, bicycle and pedestrian infrastructure, and transit services.

The results of this technical analysis are summarized in the Modal Plans section in Chapter 4, with additional details available in the Technical Appendix. This thorough inventory ensures that the TSP is built on a solid understanding of the current system, setting the stage for future improvements that meet the city's diverse transportation needs.

2045 FORECAST ANALYSIS

The horizon year for this plan is 2045, aligning with the Metro Regional Transportation Plan (RTP) adopted in 2023. Future forecasts were developed using the Washington County Travel Demand Model, which incorporates Metro's projections for regional land use growth through 2045, along with Metro's list of financially constrained transportation projects. The model's outputs provided insights into expected growth patterns across the city and informed the traffic growth analysis for future operations. Some roadways within Tualatin are projected to see an increase in traffic volume over the next twenty years as the region grows and as travelers divert around I-5 congestion to cut through the City. This plan evaluated projects to address this growth with targeted intersection treatments rather than wholescale road widening on local roads. The evaluation of future transportation conditions was based on these forecasts and planned improvements. A summary of the findings is presented in the Modal Plans section of Chapter 4, with more detailed information available in the Technical Appendix.

IDENTIFICATION OF NEEDS

Future multimodal transportation needs in Tualatin were identified by assessing current conditions, planned investments, and anticipated growth in both population and employment, both locally and regionally. This assessment was informed by input from City staff, public feedback, and issues highlighted in other plans and studies.

Many of the roadway policies and projects from the 2014 TSP have been carried over into this plan with updates, such as changes to road classifications or travel speeds. However, a major focus of the 2045 TSP is enhancing facilities for active transportation modes—like walking and bicycling—and improving connections to transit. The goal is to create a more complete, integrated transportation network across Tualatin.

To identify needs for the updated TSP, gaps in the current system were pinpointed for each travel mode, along with strategies to address those gaps. Beyond individual projects, several larger transportation challenges have been identified that will require additional in-depth study and are likely to involve collaboration between multiple agencies and regional investment. This approach ensures that Tualatin's transportation system is prepared to meet the needs of a growing and evolving community.

DRAFT PROJECT LIST

To create the initial, unconstrained project list for Tualatin, projects from various planning efforts were compiled. These sources included:

- 2014 Tualatin TSP
- Tualatin Capital Improvement Plan (CIP): 2025-2029
- Oregon Metro 2023 Regional Transportation Plan (RTP)
- Tualatin Parks and Recreation Master Plan (2019)
- The Core Opportunity Reinvestment Area Plan (2022)
- Basalt Creek Comprehensive Plan (2018)
- SMART Transit Master Plan (2023)
- TriMet Forward Together (2023)
- Washington County Major Streets Improvement Program (MSTIP) 2025-2030

New projects were added based on the future needs assessment, which highlighted capacity constraints at key intersections, the need for more robust transit service and amenities, and a greater focus on closing gaps in the bicycle and pedestrian systems.

This initial, unconstrained list was then refined by removing duplicate projects from multiple plans, eliminating completed projects, and excluding those no longer deemed feasible. Project descriptions and costs were updated as necessary to reflect the most current estimates, ensuring the list is as accurate and actionable as possible.

FINAL PROJECT LIST

After developing the draft project list, each project idea was evaluated using the framework outlined earlier. Input from the CAC, city staff, City Council, and the community played a key role in shaping which projects made it to the final list. The final selection was carefully balanced across different modes of transportation, costs, and geographic areas, providing the City with a diverse range of projects that can be implemented as funding becomes available. A detailed summary of this process can be found in the Technical Appendix, ensuring transparency and alignment with Tualatin's long-term transportation goals.

4. MODAL PLANS

Transportation planning in Tualatin is shaped by both opportunities and constraints. Projected growth over the next 20 years, both in Tualatin and throughout the region, will increase travel demand and associated congestion. However, focusing solely on increasing roadway capacity is unlikely to solve these problems.

Tualatin's goals emphasize developing a multimodal transportation system that supports the City's land use vision, provides a high quality of life, expands safe travel options, advances climate goals, and is effectively maintained and funded. To achieve these goals, the TSP update focuses on strengthening connections, access, and opportunities for all residents with a strong emphasis on equity, safety, economy, and multimodal accommodation, particularly for walking and bicycling modes. This guided the identification of priorities, projects, and programs for implementing this Transportation System Plan (TSP) over the next 20 years.

PLAN AREA

The City of Tualatin is located approximately 12 miles south of Portland and within both Clackamas and Washington Counties. Interstate 5 (I-5) runs north-south through the city and acts as a barrier to east-west travel. The city is also bounded by Interstate 205 (I-205) to the southeast, Oregon Route 99W to the northwest, and the Tualatin River to the north. Overall, the planning area for this TSP extends to the area within the Tualatin urban growth boundary (UGB), which goes beyond City Limits, but doesn't include surrounding cities or rural areas. The plan area extents are shown in Figure 13.

LAND USE

The western part of Tualatin is comprised of primarily manufacturing and industrial uses. The northeastern and central parts of the city are zoned for commercial and mixed-use with several pockets of zoning for multifamily residential. The southeastern part of the city and areas to the east of I-5 are primarily zoned for lower-density single-family residential with several areas that allow for commercial or multifamily uses. The Basalt Creek area is on the south end of the city in unincorporated Washington County, which will be annexed to Tualatin and developed with both housing and employment uses in the future.

Tualatin is home to four commercial centers. Downtown Tualatin is in the central part of the city and is home to the Tualatin Commons, a 19-acre park west of I-5 that features a three-acre human-made lake, known as Lake of the Commons. The Lake of the Commons is surrounded by a wide public promenade, plazas, a Veterans' memorial, and an interactive fountain. A small mixed-use commercial and residential development is oriented around the lake. The lake is the site of several events year-round, including Concerts on the Commons, the annual Pumpkin Regatta, and a summer reading program. Bridgeport Village is an upscale mixed-use commercial center in the northeast corner of the city. The center hosts a large movie theater, a variety of national, regional, and local restaurants and retail stores.

Nyberg Woods, a 250,000-foot open-air shopping center, is located just south of Bridgeport Village and at the conjunction of I-5 and Nyberg Street. Nyberg Woods is anchored by big-box retail, smaller retail uses, restaurants, and office spaces. The nearby Nyberg Rivers complex contains approximately 300,000 square feet of retail, restaurant, fitness and entertainment space.

KEY DESTINATIONS

When planning a transportation network, understanding where people are traveling is crucial to properly managing demand. Building a city with a mix of land uses makes it easier for residents to choose non-auto modes to get around. Within the city of Tualatin, there are schools, community centers, and emergency services that community members shared were important to them. This section highlights these destinations around the city and the surrounding transportation infrastructure.

There are 12 K-12 schools in the city of Tualatin. These schools are mostly located in residential areas with adequate walking and biking facilities. There is also the Northwest College – Tualatin Campus in downtown Tualatin, which specializes in cosmetology higher education, and is accessible by alternative transportation modes, including walking, biking and transit. Meanwhile, the United Association Local 290 Training center, which specializes in educating tradespeople, is in a more industrial part of the City and is also accessible by alternative transportation modes, although to a lesser degree than downtown. Due to the location of both specialized schools in busier, commercial areas of the City, their proximity to higher traffic roads such as Tualatin Sherwood Road can act as barriers towards using active forms of transportation more often. Regardless of their type, schools generate a large quantity of routine trips that must be accommodated in the updated transportation plan.

Community centers provide activities and important resources for community members of all ages and abilities. The Tualatin Public Library is situated in the center of the city and can be accessed by car, bike, or foot. Another center is the Tualatin Community Park which provides recreational activities such as a skateboard park, tennis courts, the Juanita Pohl Center, a boat ramp to access the Tualatin River, and access to the Tualatin River Greenway.

There are many pedestrian- and bike-friendly facilities in the area, and the park sits near the Tualatin South Park & Ride. At the far north end of the city is the Bridgeport Village commercial shopping complex that generates recreational and occupational trips. Bridgeport Village supports all modes, with sidewalks, bike lanes, bus routes, and parking lots available. However, if a shopper is arriving from Southern Tualatin, they would most likely take a car given the need to cross the Tualatin River on SW Boones Ferry Road or I-5.

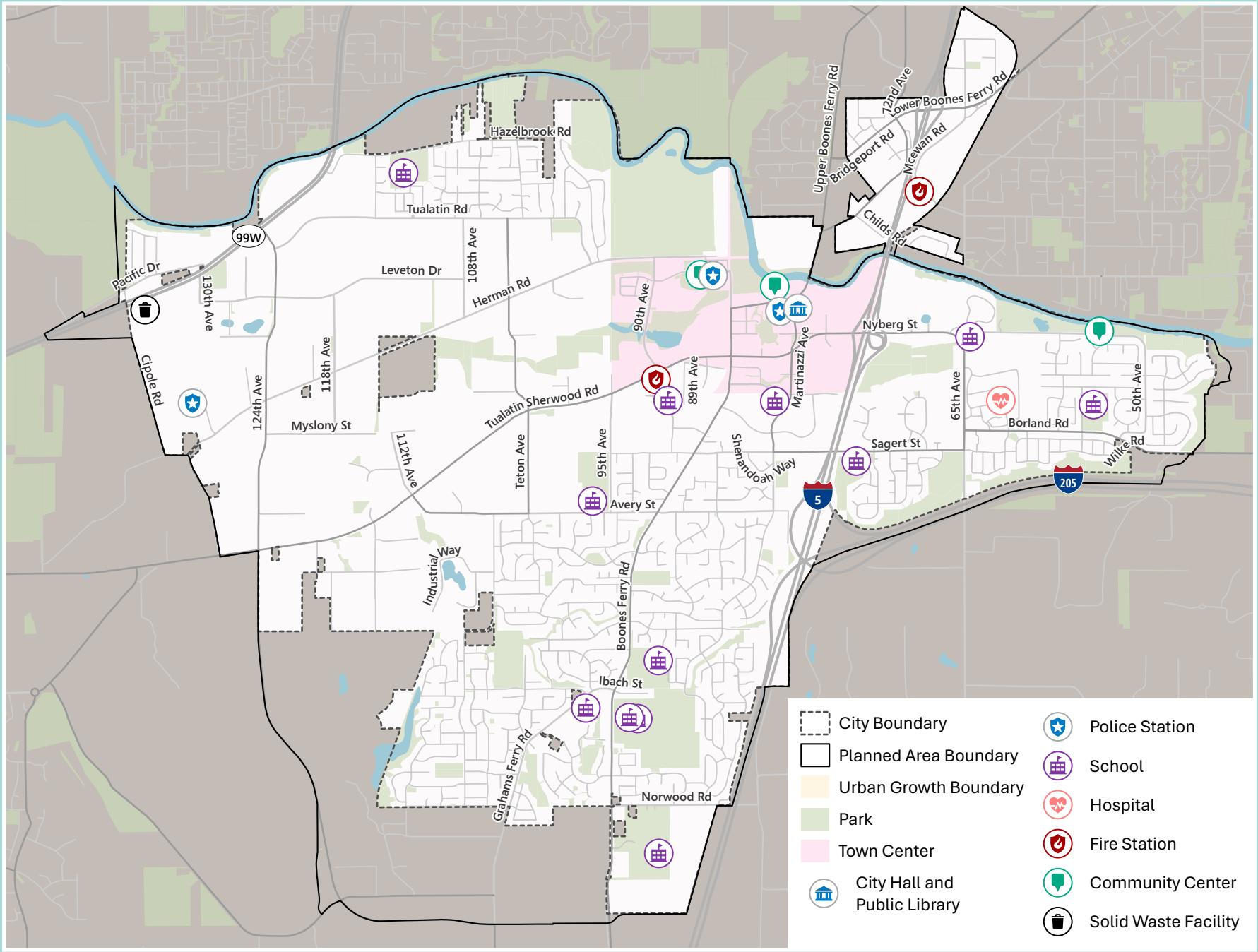
Emergency and life-saving services for the city of Tualatin include hospitals, fire stations, and police stations. The primary hospital in town is the Legacy Meridian Park Medical Center in Eastern Tualatin. This hospital is accessible by all modes of transportation with sidewalks, bike lanes, and high traffic roads. The Tualatin City Police Department is on the western edge of downtown Tualatin with prominent walking, biking, and transit connections. Figure 6 on the following page shows the plan area of this TSP and the locations of some of these key destinations.

DEMOGRAPHICS

As part of an environmental justice analysis for transportation needs, an evaluation of current socioeconomic conditions in Tualatin was conducted. Census data were used to evaluate census blocks with higher concentrations of the following populations:

- Minority groups: people who do not self-identify as white non-Hispanic
- Low-income residents: people who earn less than two times the federal poverty level
- Seniors: people 65 years of age or older
- Children: people under the age of 18

FIGURE 6 . PLAN AREA MAP



- Limited English-speaking individuals: people who self-identify as speaking limited English
- People with disabilities: people five years or older with any type of disability, including sensory, physical, and mental
- Residents who do not own a vehicle

Examining the location and distribution of these populations in the City offers a way of identifying areas that may have a higher need for transportation services and projects. Additionally, by understanding who lives in the City and where, more focused outreach can be provided to these various communities to help untangle their unique transportation needs and provide more equitable solutions.

Additional details on demographics and related maps are available in the Technical Appendix.

THE HISTORY OF PLANNING IN TUALATIN

While the following sections document the existing transportation facilities in Tualatin, we must acknowledge that historic land use, housing, and transportation policies and planning have harmed underserved communities. Statewide, historic restrictions on land use ownership, discriminatory zoning, racism in planning decisions, and siting of transportation facilities without involving the affected communities meant that many residents experience long-lasting disadvantages that are just now starting to be addressed. While specific examples of these discriminatory practices in Tualatin were not found in our research, we know that this was widespread and would have affected Tualatin residents. In this TSP, the project team identified areas of Tualatin that have higher concentrations of underserved communities and focused outreach on these communities to ensure that all residents and employees would have the opportunity to shape the TSP outcomes. The TSP goals were vetted by community members representing these harmed groups and their input on access, safety, and transportation gaps directly influenced the projects that were included in the TSP.

Climate change also impacts underserved communities more acutely, much of which is driven by land use and transportation decisions. The City recently adopted a Climate Action Plan (CAP) that sets a goal of net zero emissions by 2050. This work analyzed the current landscape of emissions and climate impacts in the city and set strategies and actions to help Tualatin reach its emissions goal. This TSP was intended to complement the work done in the CAP to address inequities in climate impacts on underserved communities.

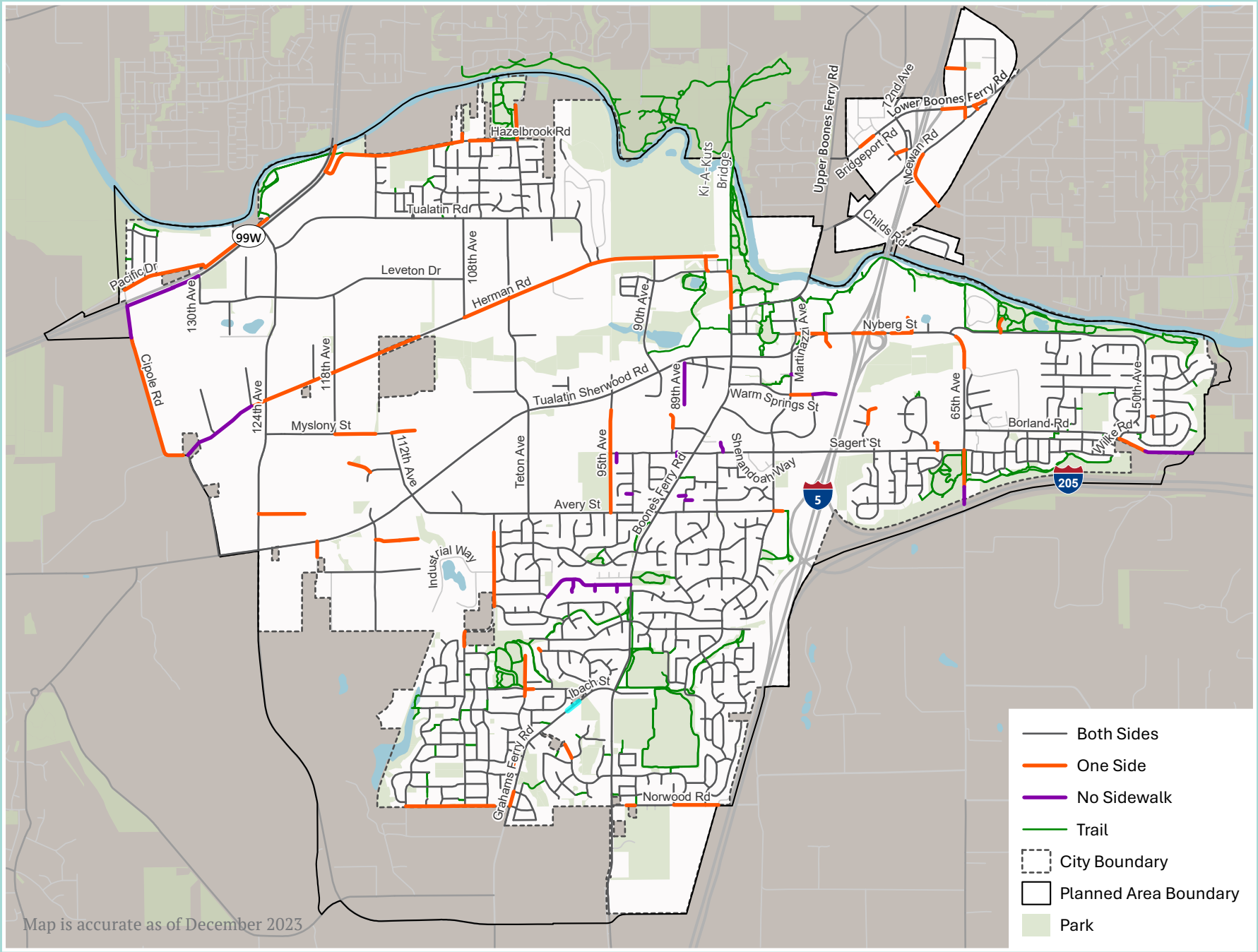
PEDESTRIAN PLAN

Pedestrian facilities enable people to walk and roll safely and efficiently for travel, exercise, and enjoyment. Tualatin's pedestrian network includes both on- and off-street walkways (sidewalks, multi-use trails, etc.) and safe crossings. Each of these infrastructure types play a role in creating a comprehensive pedestrian network that promotes both walking trips and multimodal trips (e.g., using a combination of walking and transit or walking and driving to complete a trip).

WHERE WE WALK AND ROLL TODAY: THE EXISTING PEDESTRIAN NETWORK

Tualatin's pedestrian network is well built out already, with sidewalks on both sides of residential streets in most neighborhoods. In fact, 87% of all streets in Tualatin have a sidewalk on both sides of the roadway (13% lack a sidewalk on one or both sides). Figure 7 illustrates the existing pedestrian network, with gaps flagged in red (missing on one side) and purple (missing on both sides).

FIGURE 7 . EXISTING PEDESTRIAN NETWORK



Tualatin's pedestrian network by the numbers:

Miles of sidewalks	150
Miles of trails and shared-use paths	19
Curb ramps	1,700
Crosswalks	273*

* 32 of which have pedestrian-activated flashing beacons

The Tualatin River Greenway trail system provides strong east-west connections, including under I-5, through the area north of Nyberg Street. While Tualatin's sidewalk network is robust when compared to other suburban communities, gaps remain in the network. For example, in neighborhoods near Highway 99W and in the Bridgeport area, some roadways have sidewalks only on one side. Other notable sidewalk gaps include streets that cross I-5, such as Nyberg Street and Sagert Street, hindering access to downtown for Tualatin's eastern neighborhoods.

MEASURING THE EXISTING PEDESTRIAN NETWORK

Just as the presence and absence of sidewalks can vary, the condition of sidewalks in Tualatin also differs based on pavement quality, compliance with the Americans with Disabilities Act (ADA), and obstructions that reduce their effective width. Variability in condition, width, and a clear route diminishes access for all people, but particularly those with mobility challenges. Recognizing these needs, Tualatin will require wider sidewalks (minimum eight feet) in adopted Climate-Friendly Areas (CFAs) such as downtown Tualatin, while meeting other minimum facility requirements described later in this chapter.

Pedestrian level of traffic stress (LTS), visualized in Figure 8, is a tool for evaluating how comfortable a person feels walking along a street. The tool classifies roadways from 1 (least stressful) to 4 (most stressful). The classification factors in whether a sidewalk exists or not, as well as additional information such as nearby traffic speed and volumes and type of separation from the roadway. It provides a useful indicator for identifying areas within the pedestrian network that may require additional investment. Based on analysis completed for the TSP, many collector and arterial roadways in Tualatin have a pedestrian LTS 3 or 4, indicating pedestrians may feel high levels of stress or discomfort when walking or rolling on these roadways. Many of the major roadways have higher traffic volume and speeds, making it stressful for people to walk from residential areas to commercial areas. Curb-tight sidewalks that lack a buffer from traffic lanes and signalized intersections with permissive right turns also contribute to higher pedestrian LTS throughout the city.

A high-quality pedestrian network requires the provision of safe and convenient crossings. When the distance between marked crossings is long, pedestrians may be more likely to cross at unsafe locations. The distance between marked crossings is shortest downtown and longest in the industrial areas.

Multiple arterial and collector roadways have crossing distances greater than a quarter mile, including 99W, Tualatin-Sherwood Road, Herman Road, Sagert Street, and Avery Street. In recent years, particularly through the Tualatin Moving Forward Bond Program, Tualatin has worked to improve existing crossings and shorten distances between them, installing enhancements such as mid-block crossings, pedestrian-activated flashing beacons, and refuge islands. The City intends to continue these efforts to improve safety and comfort for people walking through projects outlined in this plan.

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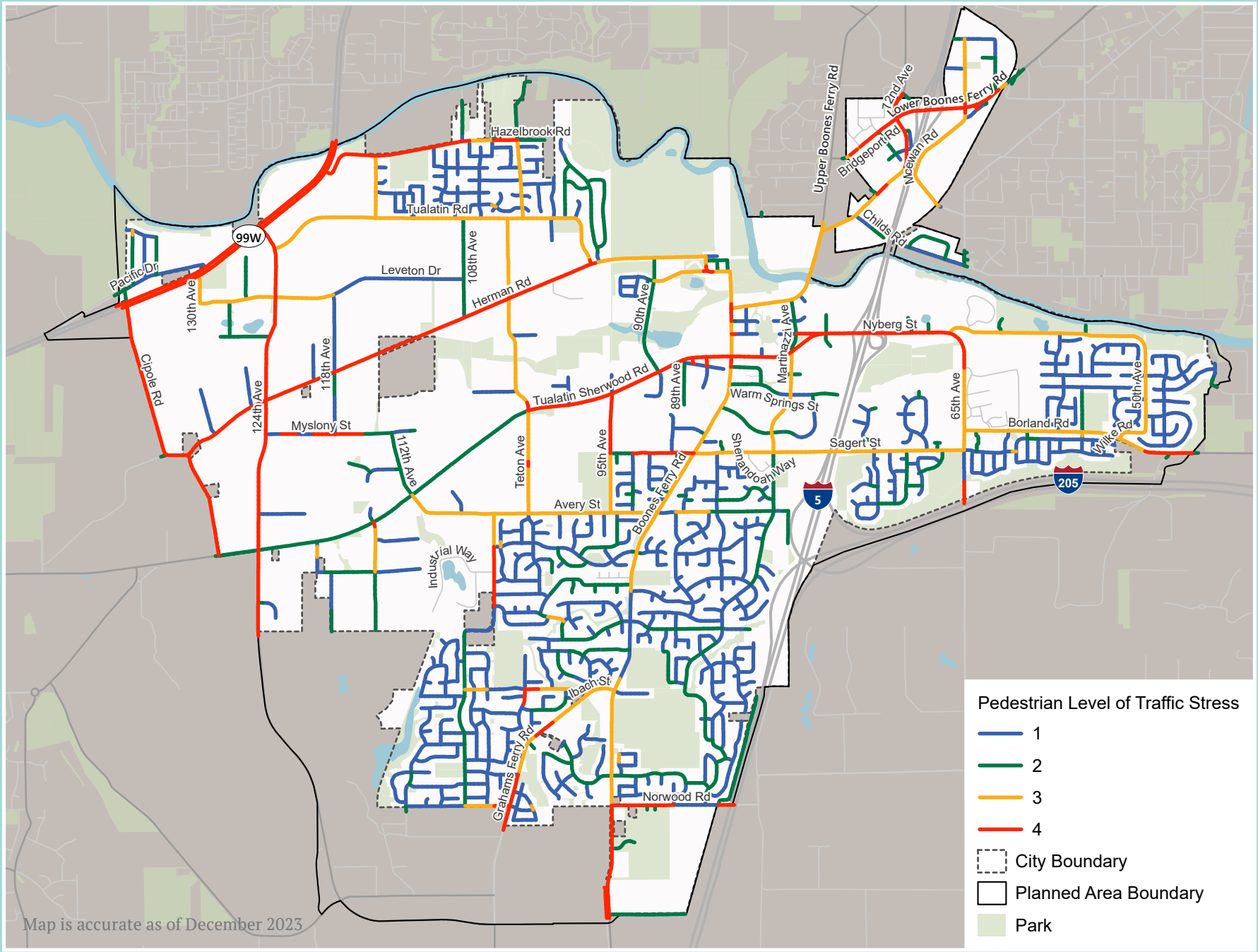
FIGURE 8 . PEDESTRIAN LEVEL OF TRAFFIC STRESS



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PLANNING FOR THE FUTURE OF WALKING AND ROLLING IN TUALATIN

This plan aims to build a connected network of pedestrian facilities that provide a safe, low-stress, direct, and comfortable experience for people of all ages and abilities to access transit and travel without a vehicle. As outlined in Chapter 2, many residents in Tualatin would like to be able to walk more frequently to reach places they need to go and for recreation in their neighborhoods. City plans and policies support improving conditions for walking in Tualatin, as outlined in Chapter 3. Currently, Tualatin's Comprehensive Plan policies support the implementation of pedestrian projects to provide access to transit and "essential destinations" for all mobility levels, through on- and off-street facilities. These policies also support the implementation of pedestrian projects to help the City meet its regional modal targets. Additionally, the policies highlight support for Safe Routes to Schools programs and emphasize enhanced sidewalks, pedestrian-scale lighting, and amenities, such as benches, in the downtown area and along paths, all of which were specifically highlighted as needs by the Tualatin community.

Planned Pedestrian Facilities

The City is adopting the following Pedestrian Level of Service standards for new pedestrian facilites:

- LTS 3 or better on Collectors and Neighborhood Routes
- LTS 2 or better on Local Roads

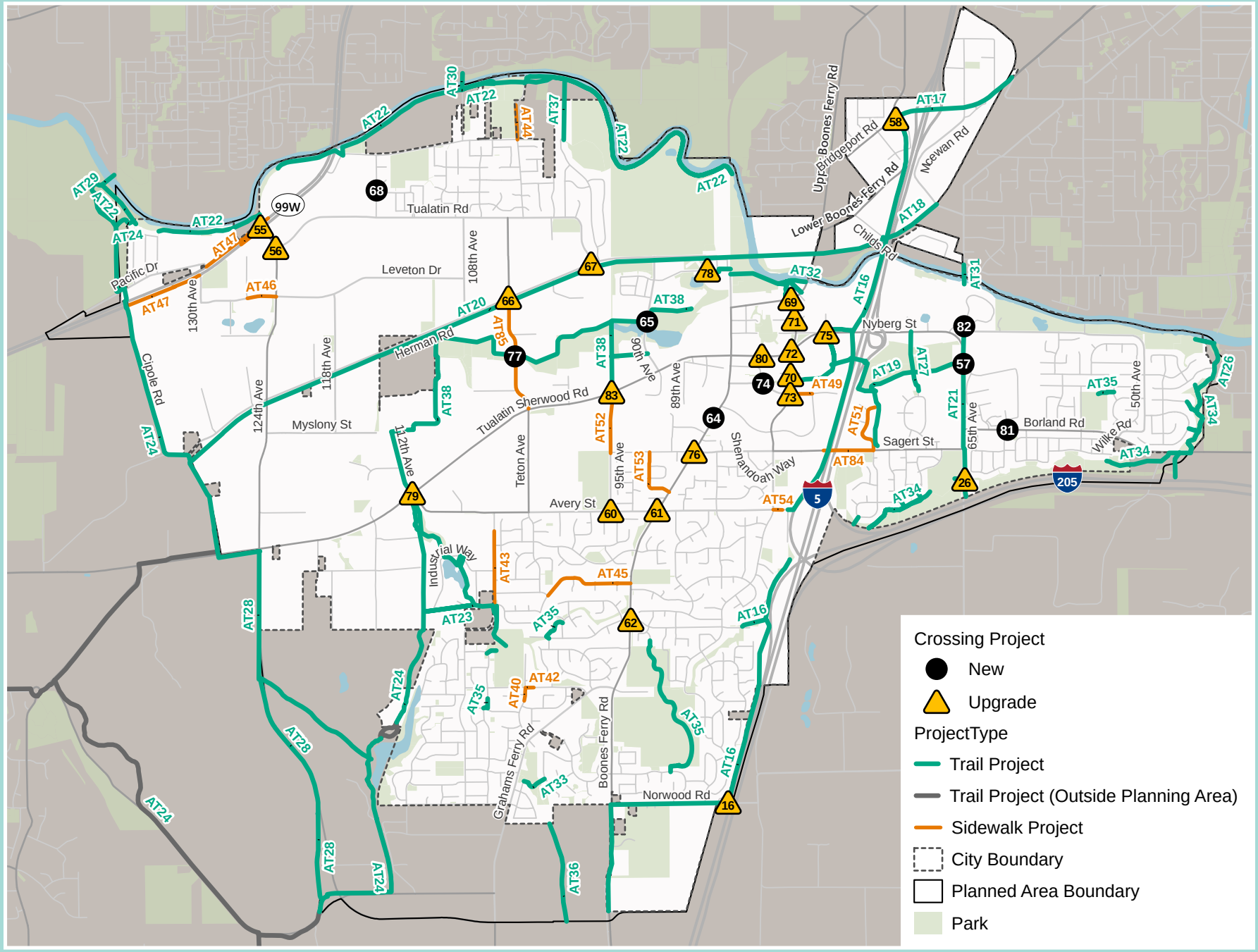
The projects on the project list address the gaps in the current system and aim to bring all facilities in the City up to this standard.

The future pedestrian system in Tualatin will offer an even more robust network of safe, low-stress, direct, and comfortable facilities for people of all ages and abilities to walk and roll to get where they need or want to go. This system will feature sidewalks, ADA-accessible curb ramps, trails, paths, crossings, pedestrian-scale lighting, and signals on all streets. Wider, enhanced sidewalks will be built in CFAs (such as downtown Tualatin), crossing opportunities will be frequent and more visible, and access to transit stops will be safe and illuminated. The projects tables in Chapter 6 (Tables 13-15) have been vetted by the project's Community Advisory Committee and the broader Tualatin community and are critical to building out Tualatin's pedestrian system.

The TSP aims to capture all types and scales of pedestrian projects, from those whose extents and costs are well-defined and predictable (many sidewalks fall into this category), to those that are more conceptual (many trails fall into this category). Projects whose funding has been identified are placed on the constrained project list— a list of prioritized projects that can realistically be funded based on anticipated revenues by 2045. By contrast, the unconstrained project list includes all planned and desired projects, regardless of funding availability, serving as a broader vision for the future network.

A map showing the constrained pedestrian projects is shown in Figure 9.

FIGURE 9 . PLANNED PEDESTRIAN PROJECTS



BICYCLE PLAN

Bicycle facilities are the elements of the transportation network that enable people to travel safely and efficiently by bicycle. These facilities include public infrastructure (bicycle lanes, multi-use trails, signage, and striping) as well as supportive facilities (secure parking, changing rooms, and showers at worksites). Each piece plays a role in developing a comprehensive bicycle network.

WHERE WE BIKE TODAY: THE EXISTING BICYCLE NETWORK

Tualatin's bicycle network by the numbers:

Miles of bike lanes	21
Miles of buffered bike lanes	8
Miles of trails	19*

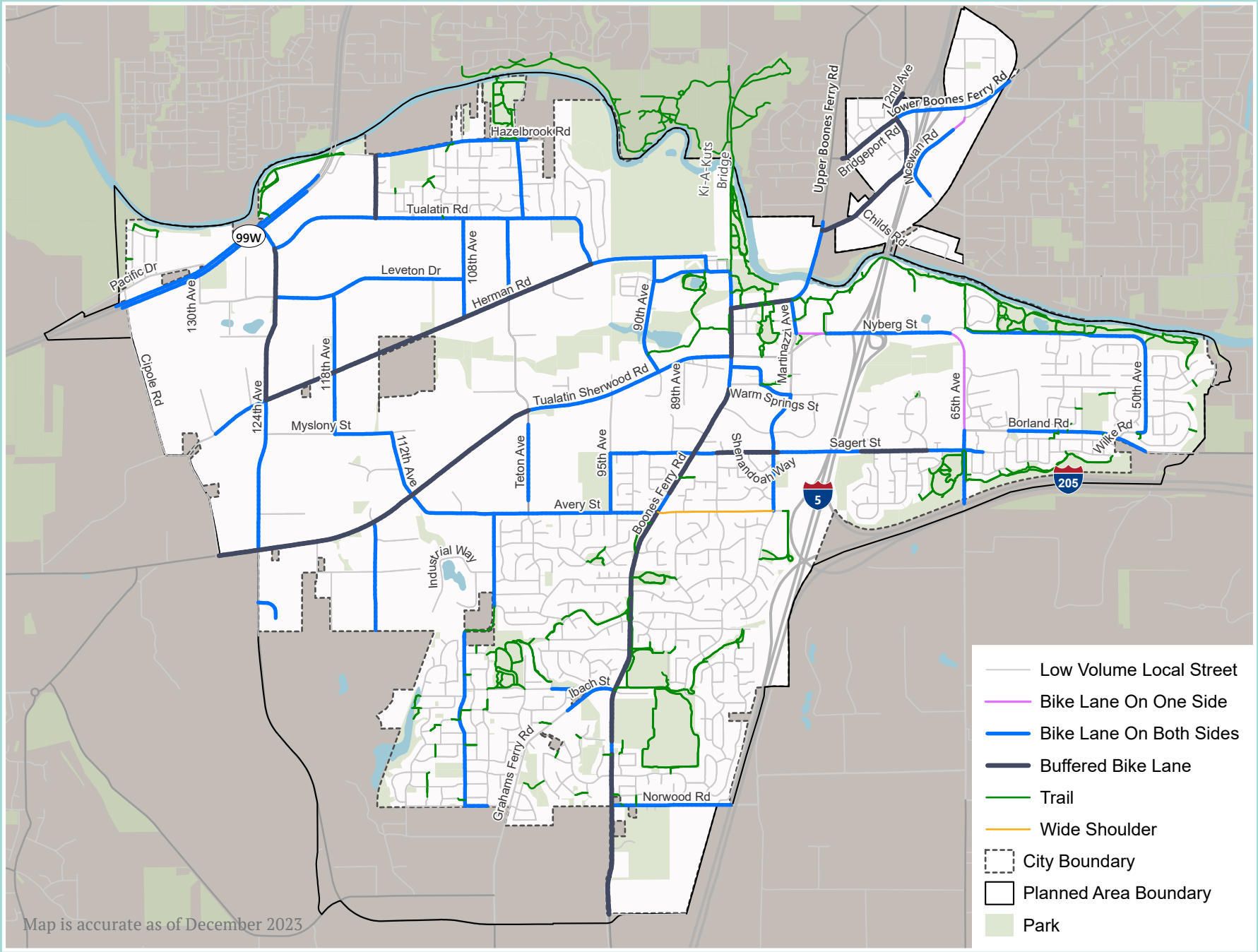
* 6.7 miles of which contribute to the regional trail system

Tualatin's current bicycle network is detailed in the Tualatin 2040 Comprehensive plan. The current bicycle network is comprised of striped bike lanes on arterial and collector roads, as shown in Figure 10. These on-street bike facilities tend to serve more commercial and industrial areas, whereas the residential neighborhoods are better connected to off-street bike facilities (trails and shared-use paths). The city's residential neighborhoods, where most schools and parks are located, are surrounded by low-traffic streets with many cul-de-sacs, which limit connectivity. There are some existing pedestrian cul-de-sac cut-throughs that could serve as safe and comfortable connections for people biking with some updates, but there is no formal bikeway system through these neighborhoods today. While there are many low-volume through streets that can be used by cyclists through neighborhoods, many potential cyclists don't know of or have trouble finding viable routes to their destinations. Additionally, residents are not able to ride on the trail system between neighborhoods and downtown, and across major barriers such as I-5.

Recent improvements, such as buffered bike lanes on Boones Ferry Road, have made some roadways more comfortable for people bicycling, but many crossings and key routes remain uncomfortable for less-confident riders. Today, crossing I-5, the railroads, the Tualatin River, and other barriers makes it much more difficult for potential cyclists to move around town. Additionally, biking between southern neighborhoods and downtown or the Tualatin River Greenway remains challenging for less confident riders, as the existing connections are often bike lanes on higher-traffic streets (especially those near Tualatin-Sherwood Road, which itself can be a barrier).

The bicycle facility inventory in Figure 10 shows all the designated on-street and off-street bicycle facilities in the city, including striped bike lanes, striped buffered bike lanes, low-traffic streets, and off-street trails and paths. Each of these facilities offers a different level of separation from traffic and is therefore more or less comfortable for riders of varying confidence and ability. In Tualatin, low-traffic streets (shown in gray) are streets where people ride in mixed traffic and are mostly located on residential streets. Bike lanes (shown in light blue) are found on most collectors and arterials in the city and are usually about six feet wide and defined by a wide painted stripe and bike symbol. Buffered bike lanes (shown in dark blue) increase the separation between people biking and vehicle traffic, typically with a second painted line to further delineate the space. It is sometimes possible to add a physical barrier in this buffer space—these bike lanes are called protected bike lanes (currently, there are no physically protected bike lanes in Tualatin, with the exception of multi-use pathways and trails). Finally, off-street trails offer the highest level of separation from vehicle traffic. Accounting for the location of all bike facilities helps identify where gaps remain in the bicycle network and establishes a baseline for future bikeway planning.

FIGURE 10 . EXISTING BICYCLE NETWORK



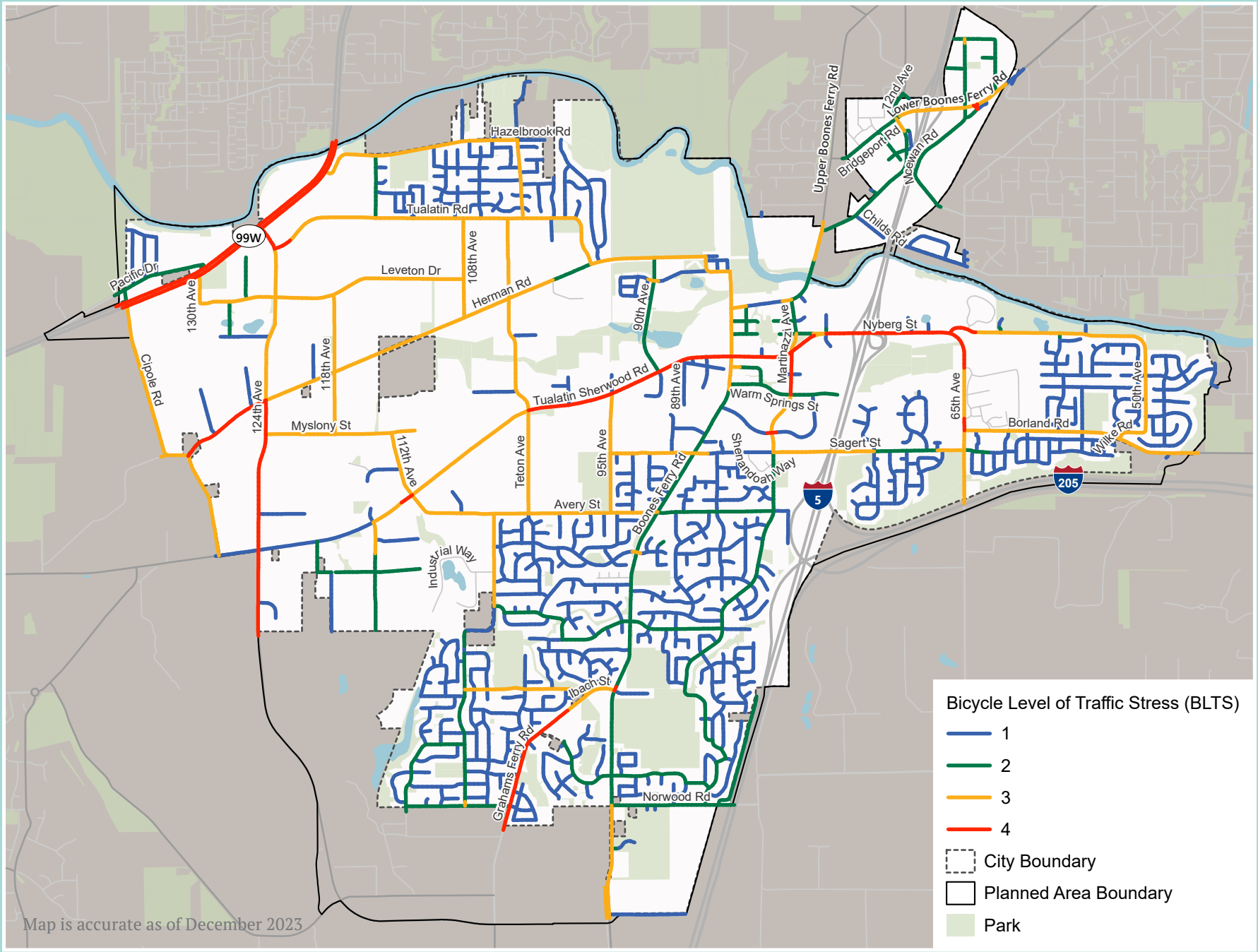
Measuring the Existing Bicycle Network

Similar to Pedestrian LTS (level of traffic stress), Bicycle LTS is a tool for evaluating how comfortable a person feels biking along a street. The tool classifies a roadway on a scale from 1 (least stressful) to 4 (most stressful). The classification, which factors information like roadway speeds, number of lanes, and the level of separation a bike lane offers, provides a useful indicator for identifying areas within the bicycle network that may require additional investment.

Locations with LTS 1 are typically low-speed residential streets or bike facilities that are physically separated from motor vehicle traffic (i.e. multi-use paths or protected bike lanes). LTS 4 represents the highest level of stress and will only be suitable for confident cyclists. These roads typically have high speeds and two or more traffic lanes in each direction.

Figure 11 shows Bicycle LTS across Tualatin, showcasing that while most collector and arterial streets in Tualatin include bike lanes of some kind, they remain stressful for most riders at Bicycle LTS between 3 and 4. This is especially true on roadways surrounding downtown Tualatin, such as Tualatin-Sherwood Road and Nyberg Street. These multilane streets with bicycle LTS scores of 3 and 4 are barriers between neighborhoods. Most neighborhood streets are rated LTS 1, illustrating that they are already comfortable for people of all ages and abilities to be able to bicycle. Boones Ferry Road, south of Tualatin-Sherwood Road is rated LTS 2, illustrating the safety and comfort benefits of the recent installment of buffered bikes lanes on this arterial roadway.

FIGURE 11 . BICYCLE LEVEL OF TRAFFIC STRESS



PLANNING FOR THE FUTURE OF BIKING IN TUALATIN

The TSP bike projects build on the existing bicycle network, which comprises primarily striped bike lanes on arterial and collector routes and some off-street trails with limited connectivity to major destinations. Today, streets in most residential areas offer low-traffic areas for riding, but are hemmed in by larger arterials, making neighborhoods such as those near Highway 99W and the Bridgeport Village area less bike-friendly. The full bicycle network will support bicyclists' safety, ease of access, and ability to reach destinations throughout Tualatin.

To create a network that is accessible for riders of all ages and abilities, safe crossings of major streets is a priority. Low-traffic neighborhood streets will be enhanced for people biking, by designating key routes as bicycle boulevards or neighborhood greenways. Finally, these projects fill the remaining gaps within the on-street bicycle network and identify places to provide more separation from traffic with protected bike lanes and two-stage turn boxes (reducing the need to merge across lanes to turn left).

City of Tualatin Bicycle Network Policies and Minimum Facilities

Responding to these needs, Tualatin's bicycle system is planned to provide safe and comfortable routes for people of all ages and riding abilities through the projects outlined in this TSP. The bicycle system is intended to serve people riding bicycles and other vehicles that operate at a similar speed and scale to people riding bicycles, such as electric bicycles, kick-style and electric scooters, and skateboards. Motorcycles, however, are not included.

A connected bicycle network provides safe and comfortable facilities so most people within the community can choose to travel by bicycle. As outlined in Chapter 2, many community members would like to be able to bicycle more easily and safely to get where they need to go and for recreation. One important element of the connected network is comfortable and convenient crossings of streets with high volumes of traffic or high-speed traffic. Tualatin's planned bicycle network features various interconnected bicycle facilities, such as separated and protected bicycle facilities, bicycle boulevards, multiuse paths, bicycle paths, and crossings that support direct routes to key destinations.

The continuous, direct bikeways that will serve Tualatin span multiple functional classifications and streets of varying widths. The specific project required to make each segment safe and comfortable for people of all ages and abilities will depend on the context. The planned Tualatin bike network includes three types of bikeways:

Cross-town connectors	Routes that provide direct access across the city, connecting a string of segments to allow people to bike between neighborhoods and to destinations. Strategic investments to unlock these routes will address barriers by adding wayfinding and providing separation from traffic.
Low-traffic streets	Routes within neighborhoods or quadrants of the city will provide local connectivity. Frequently these will require more minimal investments, such as wayfinding signage and enhanced crossings of roadways.
Trails	Also referred to as shared-use paths, trails are paved and typically 10 to 15 feet wide. The TSP includes recommendations to complete many planned trails to provide facilities for people walking, biking, and rolling.

MINIMUM BICYCLE FACILITIES

The City is adopting the following Bicycle Level of Service standards for new facilities:

- LTS 3 or better on Collectors and Neighborhood Routes
- LTS 2 or better on Local Roads

The projects on the project list address the gaps in the current system and aim to bring all facilities in the City up to this standard.

Planning and design for bicycle facilities considers the context of adjacent motor vehicle facilities and land uses. Facility design will provide higher levels of separation or protection along streets that have higher volumes or speeds of traffic, as outlined in Table 7. Enhanced crossings are planned at bikeway intersections with collectors and arterials.

TABLE 7. PREFERRED BIKEWAY DESIGN

POSTED MOTOR VEHICLE SPEED	CURRENT DAILY VEHICLE VOLUME	IN CLIMATE-FRIENDLY AREA, OR SCHOOL ZONE	ALL OTHER AREAS
< 25 mph	< 1,500	Bicycle boulevard, shared lane	Bicycle boulevard, shared lane
25-30 mph	< 3,000	Conventional bike lanes	Bicycle boulevard, shared lane
25-30 mph	< 3,000-6,000	Buffered bike lanes	Buffered bike lanes
> 30 mph	> 6,000	Separated bike lanes, multiuse path	Separated bike lanes, multiuse path

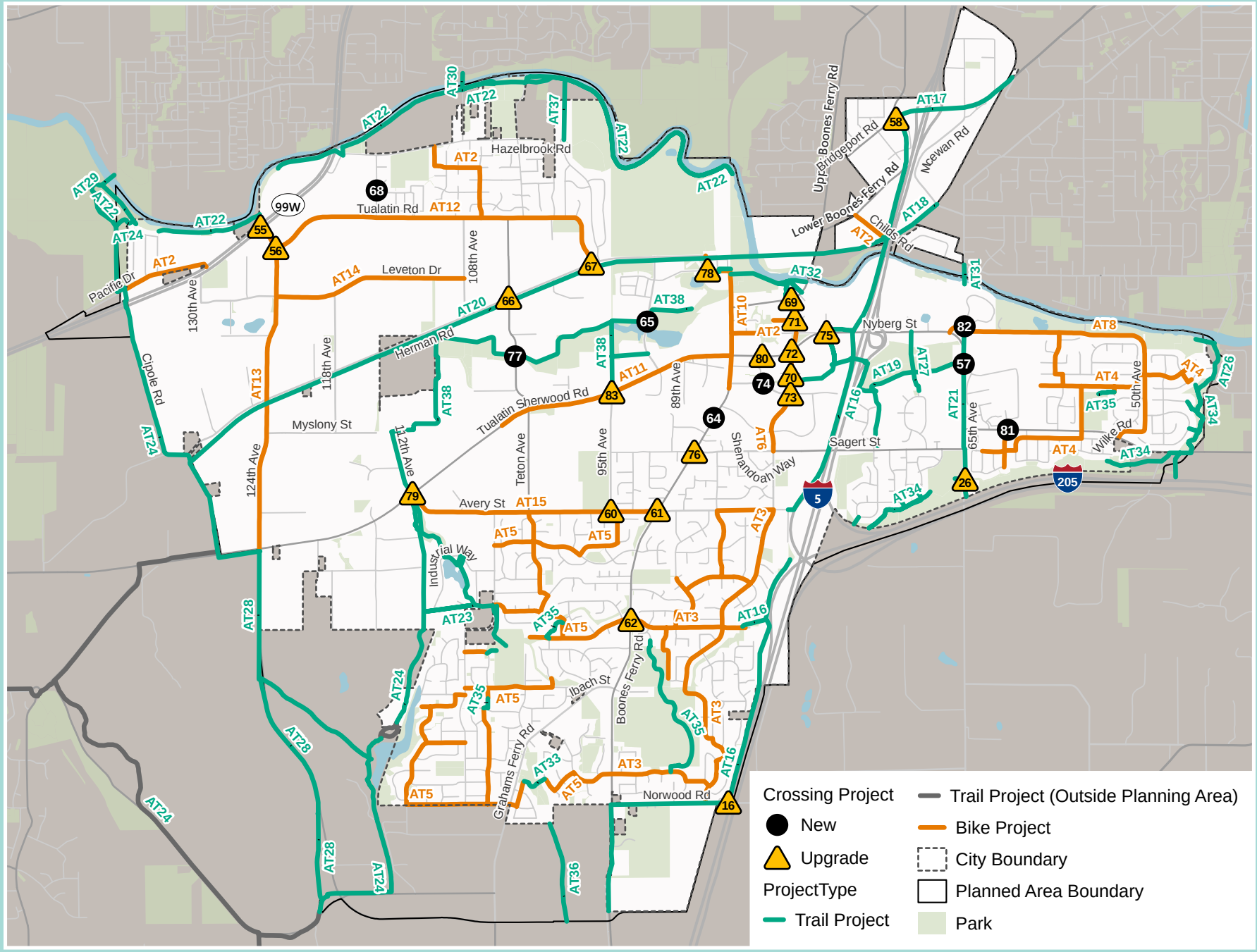
This table is adapted from the National Association of City Transportation Officials' Urban Bikeway Design Guide's Contextual Guidance for Selecting all Ages and Abilities Bikeways. The guide includes more nuanced information to use during project development. Tualatin's standards for bicycle system planning and facilities will result in a safe, low-stress, and comfortable experience for people of all ages and abilities, as outlined in the Urban Bikeway Design Guide and Oregon Department of Transportation's Blueprint for Urban Design.

PLANNED BICYCLE FACILITIES

The planned future bicycle system in Tualatin will be a connected network of safe, low-stress, direct, and comfortable facilities for people of all ages and abilities to bike to their destinations. This system covers the city and includes off-street trails and shared-use paths, low-traffic streets, and bike lanes. The projects outlined in Figure 12 and Table 12 in Chapter 6 are critical to building out Tualatin's bicycle system because they close gaps in the existing bicycle network, enhance existing bikeways, and create new connections to where people live, work, shop, and play. They have been vetted by the Community Advisory Committee and have the support of the broader Tualatin community as a part of a complete transportation system.

The TSP aims to capture all future bike projects, from those whose extents and costs are well-defined and known, to those that are still conceptual (many trails fall into this category). Projects whose funding has been identified are placed on the constrained project list. This list reflects the projects that are feasible with anticipated funding. By contrast, the unconstrained project list includes all desired projects, regardless of funding availability, serving as a broader vision for the future network.

FIGURE 12 . PLANNED BICYCLE PROJECTS (CONSTRAINED)



Some top priority bicycle projects, based on community feedback and the project prioritization process, include:

- DOWNTOWN BOONES FERRY ROAD BIKEWAY- Upgrade the existing bike facilities on Boones Ferry Rd and Tualatin Rd between Warm Springs St and Chinook St to facilities with more cyclist separation from traffic. Include intersection treatments.
- TUALATIN SHERWOOD ROAD BIKEWAY- Upgrade the existing bike facilities on Tualatin Sherwood Rd between Boones Ferry Rd and West of Teton Ave, connecting to the existing shared-use path on the south side of Tualatin Sherwood Rd to facilities with more cyclist separation from traffic.
- NEIGHBORHOOD LOW TRAFFIC BIKING STREETS- Designate mapped street(s) as Low Traffic Biking Streets with slower traffic speeds and elements facilitating cycling by neighborhood or quadrant of the City for implementation.
- NYBERG CREEK TRAIL EXTENSION- Construct a new shared-use path under I-5, connecting 65th Ave in the east to Martinazzi Ave in the west with a spur on the west side of I-5 connecting north to Nyberg St.

TRANSIT PLAN

Transit service is an important part of a balanced transportation system, providing an alternative to private automobile travel for distances too far to walk or bike. TriMet is the primary transit service provider in the City of Tualatin, providing service through Tualatin and connecting with the Metro region, although the City is also served by South Metro Area Regional Transit (SMART). Transit trips within Tualatin are also provided by Ride Connection. The City's partnerships with TriMet and Ride Connection are essential to developing a more comprehensive transit system. Tualatin can also play a direct role in improving transit service by providing facilities that support transit use, such as transit stop amenities, transit supportive roadway treatment such as queue jumps and dedicated transit-only lanes, and strong pedestrian connections. Additionally, the City may choose to seek alternative services to provide local and on demand micro-transit options for Tualatin residents.

Supporting an environment in which transit is a preferred travel option for the Tualatin community requires more than direct investments in transit service. Land use, connectivity, and streetscape features have a major influence on the effectiveness of transit service and will help the Tualatin community get more out of its available transit investments. For this reason, potential local strategies to improve transit service include planning for land uses that are transit supportive, in addition to providing appropriate facilities and connections to transit.

WHERE WE RIDE TODAY: THE EXISTING TRANSIT NETWORK

Regionally, Tualatin is served by TriMet, the state's largest transit agency that provides bus, light rail, and commuter rail service. TriMet has six bus routes – five of which are standard service while one is frequent service - and the WES commuter rail service that provides inner-city and intercity travel in and around portions of Tualatin. Frequent service is defined by TriMet as routes that run every 15 minutes or less most of the day, every day. There are also four TriMet Park & Ride locations in Tualatin. Another regional transit service is provided by SMART, which is operated by the City of Wilsonville and services Wilsonville with connections to the Bridgeport Park & Ride in Tualatin.

Ride Connection's dial-a-ride program serves people in Washington County with weekday door to door rides. Ride Connection operates two local shuttles in Tualatin that circulate on a regular schedule and that are free and open to everyone: the Red Line and Blue Line.

Within Tualatin, bus service is located primarily on roadways that connect users to retail and employment centers in the

City or to destinations outside Tualatin. WES (Westside Express Service), which is also operated by TriMet, is a commuter rail line serving Beaverton, Tigard, Tualatin and Wilsonville. The service operates on weekdays during commute hours with trains every 45 minutes and is intended to connect users to employment centers and MAX service in Beaverton.

In spring 2023, TriMet reports of on-boardings and alightings—that is, stops where people boarded and disembarked—showed that Tualatin had 682 on-boardings and 681 alightings on weekdays. In spring 2019, on-boardings and alightings for weekdays were 1,267 and 1,253, respectively, showing that today's ridership is approximately half of pre-pandemic levels.

TriMet has one frequent service line in Tualatin, Line 76. It runs between the Beaverton Transit Center and Legacy Meridian Park Hospital with connections at the Tigard Transit Center, Washington Square shopping mall, and Tualatin Park & Rides. Standard service lines run along Boones Ferry Road, Tualatin Sherwood Road, 99W, and Lower Boones Ferry Road. However, the City still retains several transit gaps for key destinations within City limits and surrounding communities. The existing transit system is shown in Figure 13.

PLANNING FOR THE FUTURE OF TRANSIT IN TUALATIN

When identifying transit needs for Tualatin's future, the improvements were categorized as:

- Increasing the frequency or the coverage of existing service,
- Improving the reliability of service,
- Maximizing rider comfort while waiting at a transit stop,
- Increasing access to transit stops and first/last mile considerations, and
- Implementing land use strategies to support Transit-Oriented Development (TOD)

These needs lead to the identification of key projects discussed in Chapter 6.

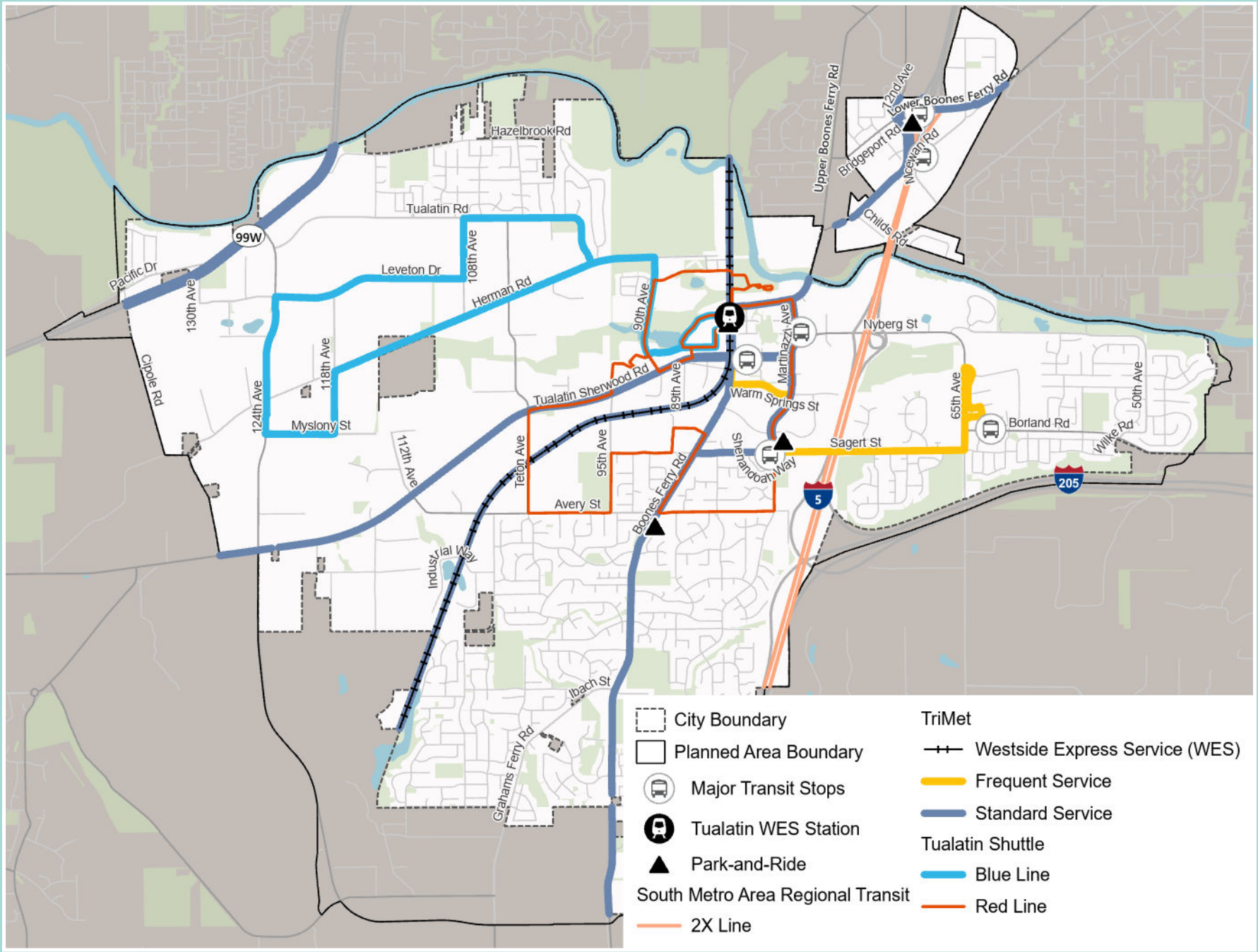
Changes to Transit Service

While Tualatin does not run the transit service, it can work with transit providers to identify areas of the city that may benefit from new or improved fixed route service. Some areas of Tualatin may not have the density or potential ridership needed to support a fixed route bus service. In these areas, alternative transit services such as on-demand service organized through an app or small circulator shuttles that pick up and drop off at key destinations can fill the gap in transit service. There may be opportunities to pilot new and expanded alternative transit services for the general population with providers such as Ride Connection.

Current service needs include:

- Currently, Boones Ferry Road is served by standard (less frequent) bus service. To encourage more transit ridership along this corridor and alleviate vehicle demand, this corridor would benefit from more frequent (at least every 15 minutes during peak times)service.
- Limited transit options to key destinations and employment centers in Tualatin, the surrounding areas, and communities across the northern Willamette Valley.
- Today, the two Ride Connection shuttles in the City operate in a one way loop, which forces some riders to ride the entire circuit to access the stop they need. To improve local shuttle service, shuttles should run in both directions.
- The northeastern portion is the most well served by transit, including Tualatin-Sherwood Road and Boones Ferry Road. However, the western and southern sides of the city, including the new Basalt Creek area, could use more transit service, especially with planned expansion of residential and employment areas.

FIGURE 13 . EXISTING TRANSIT SYSTEM



Transit Bottleneck Improvements

Roadway congestion and delay impact transit reliability and transit riders along with people traveling in personal vehicles. Currently, the corridors with the highest transit ridership are also some of the most congested roadways, which can impact overall ridership. These include Tualatin-Sherwood Road and Boones Ferry Road.

Tualatin owns and maintains many of the roadways in the City and could explore improvements such as transit signal priority or bus queue jumps to decrease those bottlenecks. For ODOT or county-owned roadways such as Highway 99W or Tualatin-Sherwood Road, Tualatin can partner with these agencies to promote congestion relief projects on transit routes. Projects were identified on the TSP project list that decrease delays and help to relieve congestion for all vehicles on priority transit corridors, which makes transit a more reliable and feasible travel option for potential riders.

Transit Amenities

Many of the transit stops in the City could benefit from new or improved amenities such as benches, shelters, real time arrival information, and lighting. Improving these amenities can increase rider comfort while waiting for the bus, potentially increasing ridership. Updating amenities is also an opportunity for Tualatin to partner with TriMet, as TriMet routes are usually located in the City's right-of-way and funding could be split between the agencies if appropriate.

Access to Transit and First/Last Mile Connections

Increasing access to transit involves building out the pedestrian and bicycle networks, including sidewalks, bike facilities, and crossings, to provide complete and safe infrastructure for all residents, regardless of age or ability, to get to transit stops. Often these access improvements are focused on the areas directly around transit stops to provide safe and comfortable connections from a traveler's starting point to their boarding transit stop, and from their alighting transit stop to their destination. These first/last mile connection improvements remove barriers that could prevent travelers from taking transit. Gaps and needs for these connections are discussed in the Pedestrian Plan.

Transit Oriented Development

Transit Oriented Development (TOD) is a set of land use strategies to support transit use and access, especially around major stations or transit centers. These strategies support planning and design decisions by TriMet, private development, and the City to create the conditions around each station that will allow TOD to thrive and enable the city to achieve its land use vision. Some example TOD strategies include encouraging more dense retail and residential development around a transit station, smaller block sizes, including provisions like density or height bonuses for affordable housing, and building infrastructure to encourage non-auto travel modes. Of course, Transit Oriented Development works best when transit service is frequent, efficient, and connects to desired destinations.

PLANNED TRANSIT NETWORK

While the City of Tualatin does not operate the fixed route transit system and thus cannot directly control the fixed route bus and rail operations, the City has the ability to support transit service on its streets and advocate for community transit needs with TriMet, SMART, Ride Connection, and other potential providers. Figure 14 shows the transit network proposed for the 2045 TSP. Key elements of this network include:

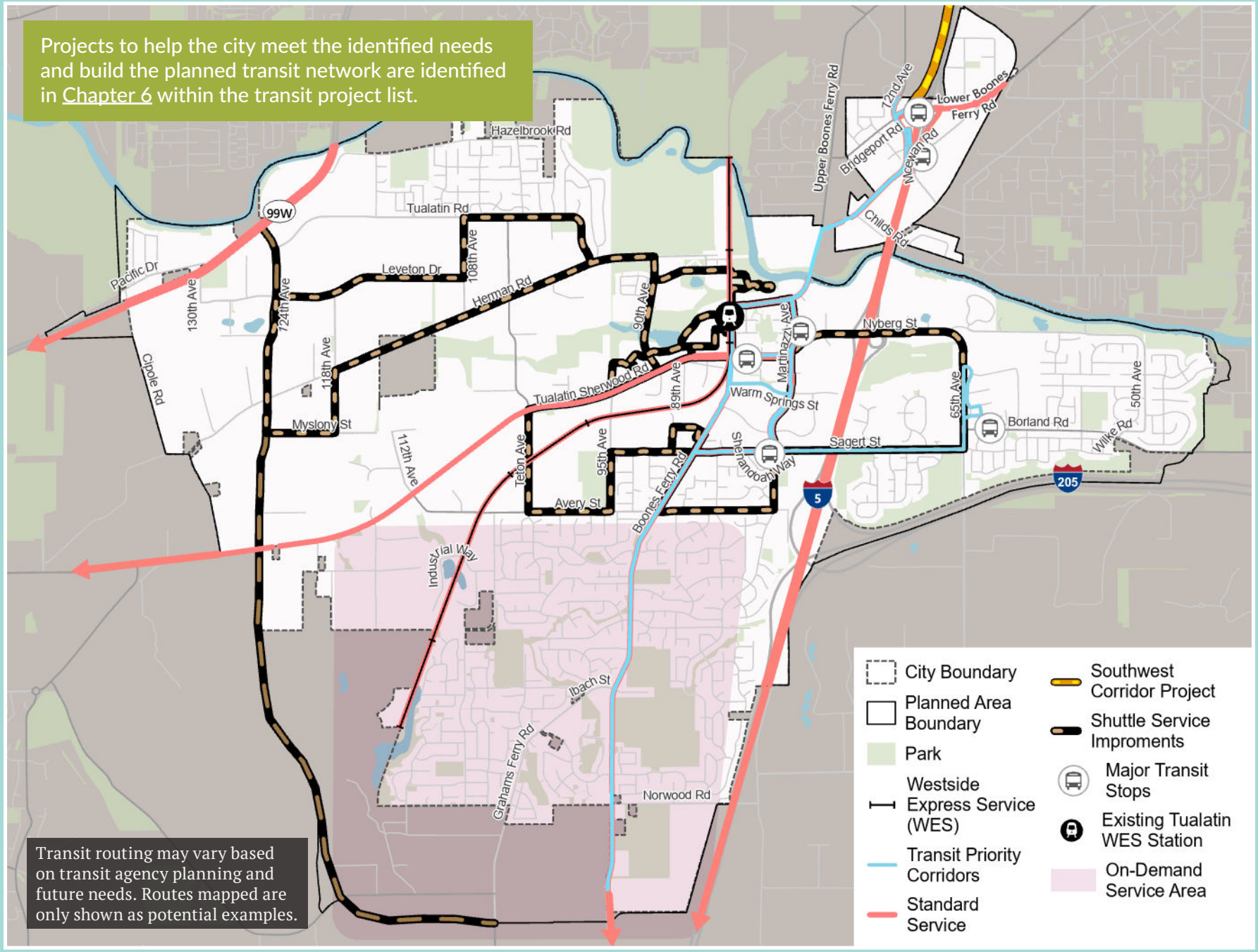
- TRANSIT PRIORITY CORRIDORS: These are routes that will accommodate high frequency transit, including both bus and rail.
- STANDARD TRANSIT SERVICE CORRIDORS: These are streets where the City would like to see transit offered throughout the day, but there may not be demand for frequent service. These may be existing or new fixed routes or shuttles.
- FLEXIBLE SERVICE AREAS: These are areas of the City that do not have the land use to support traditional fixed route service, but where provision of flexible services such as neighborhood shuttles would help community needs, particularly those with fewer mobility options.
- NEW/ENHANCED INTER-CITY TRANSIT SERVICE: These are directions from which Tualatin sees significant travel demand and thus opportunity to efficiently serve longer inter-city trips.

TABLE 8. PLANNED TRANSIT NETWORK STRATEGIES

POLICY	PERFORMANCE MEASURE	POTENTIAL PROJECTS/ACTIONS
TIER 1: TRANSIT PRIORITY CORRIDORS		
Support frequent and reliable service.	Strive for higher average travel speed along key transit routes.	▪ Speed and reliability treatments, such as transit signal priority and queue jumps ▪ Advocate for increased service/reduced headways
Maximize rider comfort.	Stop amenities	Investments in comfort/amenities at major stops; e.g., lighting; seating; comfortable shelters; real time transit information
Expand rider access.	Number of people that can access stops on a low stress network.	▪ Sidewalks/trails connecting to stops ▪ Enhanced street crossings ▪ Bike parking ▪ Curb space management considerations
TIER 2: STANDARD TRANSIT SERVICE		
Support regular service.	Strive for regular service, based on hours/day and days/week	Advocate for regular service and minimum headways
Maximize rider comfort.	Stop amenities	Shared investments in comfort/amenities at stops e.g., lighting; seating; comfortable shelters
Expand rider access.	Number of people that can access stops on a low stress network	▪ Sidewalks/trails connecting to stops ▪ Enhanced street crossings
TIER 3: FLEXIBLE SERVICE NEEDS		
Support flexible services	Percent of the city with access to flexible, on-demand, or shuttle service.	▪ Advocate for flexible service that meets community needs ▪ Support flexible service that is equitable (well publicized, accessible to people of all ages/all abilities) ▪ Partner to support affordable service

Strategies for Tualatin to improve reliability, amenities, and access for each of these components of the transit network are summarized in Table 8.

FIGURE 14 . FUTURE TRANSIT NETWORK



VEHICLE PLAN

The street network serves as the backbone of Tualatin's multi-modal transportation system. These facilities must accommodate many travel modes within their rights of way, with users' experience also shaped by the surrounding land use. Overall, the roadway network is intended to serve auto, freight, and transit needs, as well as people walking and riding bicycles.

WHERE WE DRIVE TODAY: THE EXISTING VEHICLE NETWORK

Streets in Tualatin are owned and maintained by ODOT, Washington County, Clackamas County, and the City. They are designed to fit their classification and purpose, from longer distance mobility to neighborhood circulation to direct access. Their characteristics, including functional class, speed, number of lanes, and intersection treatments, should match the intended use of the facility.

Functional Class

Functional classification is used to sort roadways into classes based on how a roadway is intended to function and who it is intended to serve. Arterials are generally intended to prioritize moving vehicles through an area and connecting them to regional destinations. Primary arterials in Tualatin include 99W, Tualatin-Sherwood Road, and Boones Ferry Road. Collectors are designed to connect users to local destinations, including retail and residential areas. Commercial Industrial connectors provide direct truck, public transit, and vehicular access to commercial and industrial land uses, while Downtown Core connectors are designed to enhance the pedestrian environment in the city's core.

Table 9 includes descriptions and images for each roadway functional classification.

TABLE 9. ROADWAY FUNCTIONAL CLASSIFICATIONS AND DESCRIPTIONS

TYPE	DESCRIPTION	EXAMPLE	PHOTO
Freeway	Freeways primarily serve long distance travel between cities and carry high volumes. They provide only limited access via grade separation and access ramps.	I-5, I-205	
Primary Arterial	Major Arterials are roadways that provide a high degree of vehicular mobility with limited driveway access and have regional significance as major vehicular and transit travel routes that connect between cities within a metropolitan area. They generally have sidewalks on both sides of the roadway, and some have dedicated bicycle facilities.	124th Avenue Tualatin-Sherwood Rd Boones Ferry Rd	
Arterial	Arterials are generally designed to provide a high degree of intra-community connections and are less significant from a perspective of regional mobility, but many also provide transit service. They generally have sidewalks on at least one side of the roadway, and some have dedicated bicycle facilities.	Teton Ave, Herman Rd	
Collector	Collectors assemble traffic from the interior of an area/community and deliver it to the network of Arterials. Collectors provide for both mobility and access to property and are designed to fulfill both functions. Some Collectors provide transit service, sidewalks, and bicycle facilities, but there are gaps.	108th Avenue, Ibach St, 50th Ave	
Neighborhood Route	Neighborhood Routes are typically roads providing access to residential neighborhoods, accommodate more traffic than a local road, and may have restricted or direct access to adjacent properties. They are typically designed with sidewalks for pedestrians, but assume cyclists would ride in the travel or parking lanes.	Siletz Dr, 57th Ave, Iowa St	
Local	Local roadways provide local access, accommodate short trips, and connect traffic to larger roadways for longer trips. They generally do not have transit service or bicycle facilities. Pedestrians are typically accommodated on sidewalks.	SW Iroquois St, Saum Cir, Kiowa Dr, Siuslaw Dr, Arapaho St, Makah Ct	

Roadway Design Standards

The design standards and preferred street and pedestrian elements included for each roadway classification are documented in the city's development code. As the city plans for future roadway projects, these standards clarify the details of the engineering design for the roadway, bike facilities, and sidewalks that match the function of the roadway and support the city's goals for a more safe and walkable environment.

Driveway Access Standards

The Oregon Transportation Planning Rule (TPR) defines "Access Management" as "…measures regulating access to streets, roads and highways from public roads and private driveways." A requirement of the TPR is that new connections to both arterials and state highways must follow designated access management categories. Typically, existing accesses can remain as long as the land use does not change.

In Tualatin, driveway access standards are based on use. In general, as the number of units or parking spaces increases, the number of and approach width for driveways increases. The city must weigh the trade-offs between increased access and slowing traffic due to vehicles turning into and out of a driveway when they set their standards. More information on driveway access standards are available in the Tualatin Development Code (TDC). ODOT and County roadways have their own driveway access standards.

Traffic Operations

The evaluation of existing traffic conditions focused on afternoon peak-hour operations at 21 intersections in the City. Outside of I-5 and Highway 99W, Boones Ferry Road, Nyberg Street, and Tualatin Sherwood Road carry the highest volumes in Tualatin. These and other similar high-volume streets are designated as arterials , indicating that they are built to accommodate the traffic volumes they carry.

One of the standard ways to categorize delay at an intersection is a Level of Service (LOS) analysis. For signalized and all-way stop controlled (AWSC) intersections, the LOS is based on the average delay for all approaches. For two-way stop controlled (TWSC) intersections, the movement with the highest delay is used. The traffic operations for 21 intersections in the City were analyzed using Synchro 11 software and SimTraffic in cases with higher likelihood of congested conditions. The City's current LOS threshold is D and E for signalized and unsignalized intersections respectively.

Of the 21 intersections studied, one study intersection has an LOS below the City's LOS threshold, indicating high amounts of delay. This intersection is at SW 65th Ave & SW Borland Rd and is currently undergoing planning to develop a project to reduce operational issues.

While LOS is the City's standard, it does not capture the entirety of roadway network traffic operations because of its narrow focus on measuring intersection delay. Congestion and long traffic queues are also frequently observed at other intersections, such as Boones Ferry Rd and Martinazzi Ave, but likely do not reflect in a reduced LOS due to Synchro's limitations in showing delay that results from nearby intersections. Long vehicle queues leading to the intersections of arterial corridors, such as Tualatin-Sherwood Road and Boones Ferry Road, can contribute to residents' feelings of congestion, lead to increased rear-end collisions, and increase cut-through traffic into local roads. This cut-through traffic effect is also observed along Boones Ferry Road, 65th Avenue, Borland Road, and other Tualatin roads that are used to get around congestion problems on Interstates 5 and 205, with detrimental safety, livability, and walkability impacts on the Tualatin community.

Freight

Tualatin's local freight network plays an important role in connecting trucks to industrial areas located in the west part of the city, supporting the local and regional economy. Within Tualatin arterials provide the primary connection for freight traffic from state highways to industrial areas. Understanding which routes are designated for freight travel will play an important role in improving travel for pedestrians and bicyclists within Tualatin, as roads with high volumes of large trucks can be some of the most stressful for these users. Figure 15 shows the City's designated freight network.

Safety

In evaluating the performance of Tualatin's street network, it is important to consider this performance from a safety perspective. Collision data for 2017-2021 was analyzed to understand geographic trends, crash risk factors, and the details of severe collisions and/or those involving a pedestrian. Around 80% of collisions in Tualatin occurred on arterials, with many of these collisions occurring on SW Tualatin-Sherwood Road. Of all collisions analyzed, 57% were rear-ends, 17% were due to turning movements, and 11% were due to overtaking. There were no fatal collisions in Tualatin in this timeframe. The most common cause of bicycle-involved collisions was from vehicles making turning movements. From 2017-2021, there were a total of 23 bicyclist involved collisions and 21 pedestrian-involved collisions (1.9% of total collisions). Comparatively in Washington County, there were 388 bicyclist involved collisions, 579 pedestrian-involved collisions, and 123 fatal collisions; in the state of Oregon, there were 3277 bicyclist involved collisions, 4624 pedestrian-involved collisions, and 2541 fatal collisions. More details about collisions in Tualatin can be found in the Technical Appendix.

PLANNING FOR THE FUTURE OF DRIVING IN TUALATIN

As Tualatin aims to upgrade its transportation system, key challenges on its roadway system were identified during the initial analysis of existing and future conditions. Tualatin's future roadway network will aim to improve connectivity, traffic flow, and safety for all users.

Overall, the City looks to maintain its level of service standardsof intersection LOS D or better for all signalized intersections, roundabouts, and all-way stop-controlled intersections, and LOS E or better for two-way stop-controlled intersections. For all unsignalized intersection types, the LOS movement approach standards have also been updated to ensure no movement approaches at unsignalized intersections reach LOS F.

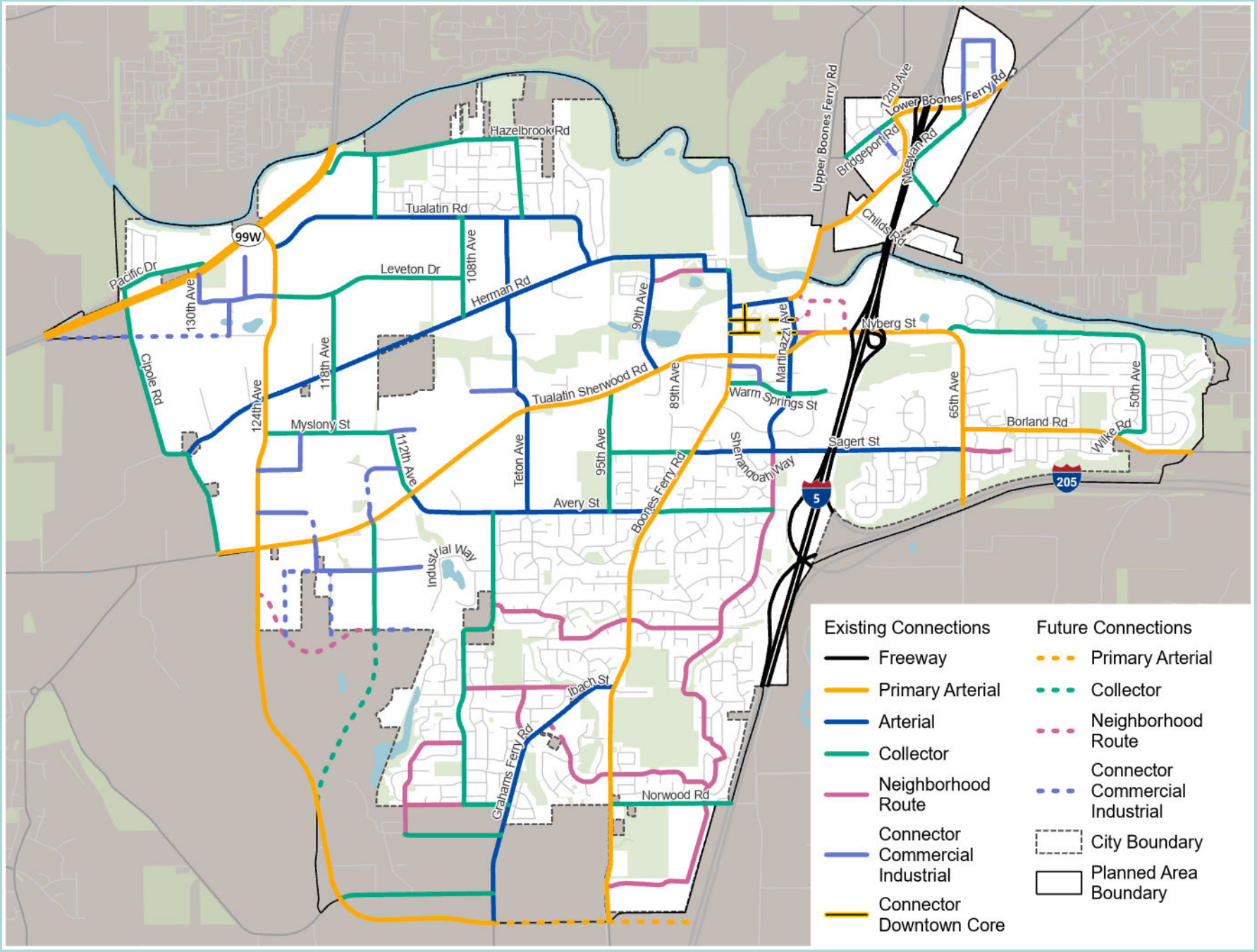
Future Traffic Operations

By 2045, it is expected that seven of the twenty-one study intersections will have an LOS that does not meet the City of Tualatin's standards.

- SW 90th Ave & SW Tualatin-Sherwood Rd
- SW Boones Ferry Rd & SW Tualatin-Sherwood Rd
- SW 65th Ave & SW Borland Rd
- SW 65th Ave & SW Sagert St
- SW Martinazzi Ave & SW Boones Ferry Rd
- SW Bridgeport Rd & SW Lower Boones Ferry Rd
- SW Tonquin Rd & SW Grahams Ferry Rd

These intersections were evaluated for potential mitigations to address the congestion at these locations. These projects are included on the TSP Complete Streets project list in Chapter 6. More details on the future network analysis can be found in the Technical Appendix. At some locations, capacity improvements were not programmed because they were judged to be too impactful to the surrounding area, such as SW Boones Ferry Rd at SW Martinazzi Ave in Downtown Tualatin, or because they would result in roadways larger than the community's vision for them, such as at the intersection of SW Bridgeport Road with SW Lower Boones Ferry Rd and SW 72nd Ave. Where there are known operational issues at other locations not included in the analysis due to ongoing construction – such as Tualatin-Sherwood Road and Teton Avenue - these are still areas of potential improvement.

FIGURE 15 . ROADWAY FUNCTIONAL CLASS AND PLANNED CONNECTIONS



Complete Streets and an Integrated Transportation Network

'Complete Streets' provide adequate facilities for all modes of travel – such as good sidewalks for pedestrians, bike lanes for cyclists, comfortable transit stops, and travel lanes with adequate capacity for vehicles, along with landscaping and other features to make them aesthetically pleasing. The development of a Complete Streets policy was a major action item identified as part of the City's Climate Action plan. As part of this 2045 TSP, a goal of the City is to create a more complete, integrated transportation network across Tualatin. Various gaps in the roadway network were identified as potential areas of improvement to achieve complete street goals. Collision crash risk factors were also used to identify potential improvements for the project list. Ultimately, designing roadways as complete streets ensures that they are able to offer safe and accessible travel to people of all ages and abilities. Within the constrained project list, several projects are categorized as "Complete Streets" projects which include projects that enhance existing roadways to consider multi-modal users, create new signals and roundabouts, improve intersections, update signal timings, and improve overall safety.

Functional Classifications, Roadway Policies and Upgrades

Analysis for the TSP identified potential upgrades to road classifications. Roadway functional classes were evaluated to determine if their current classification was still appropriate for the usage, traffic volumes, and traffic speeds of that roadway. After this evaluation, a new classification was created for neighborhood routes and several roadways received a functional class update. Figure 16 shows these updated functional classes within the planning area.

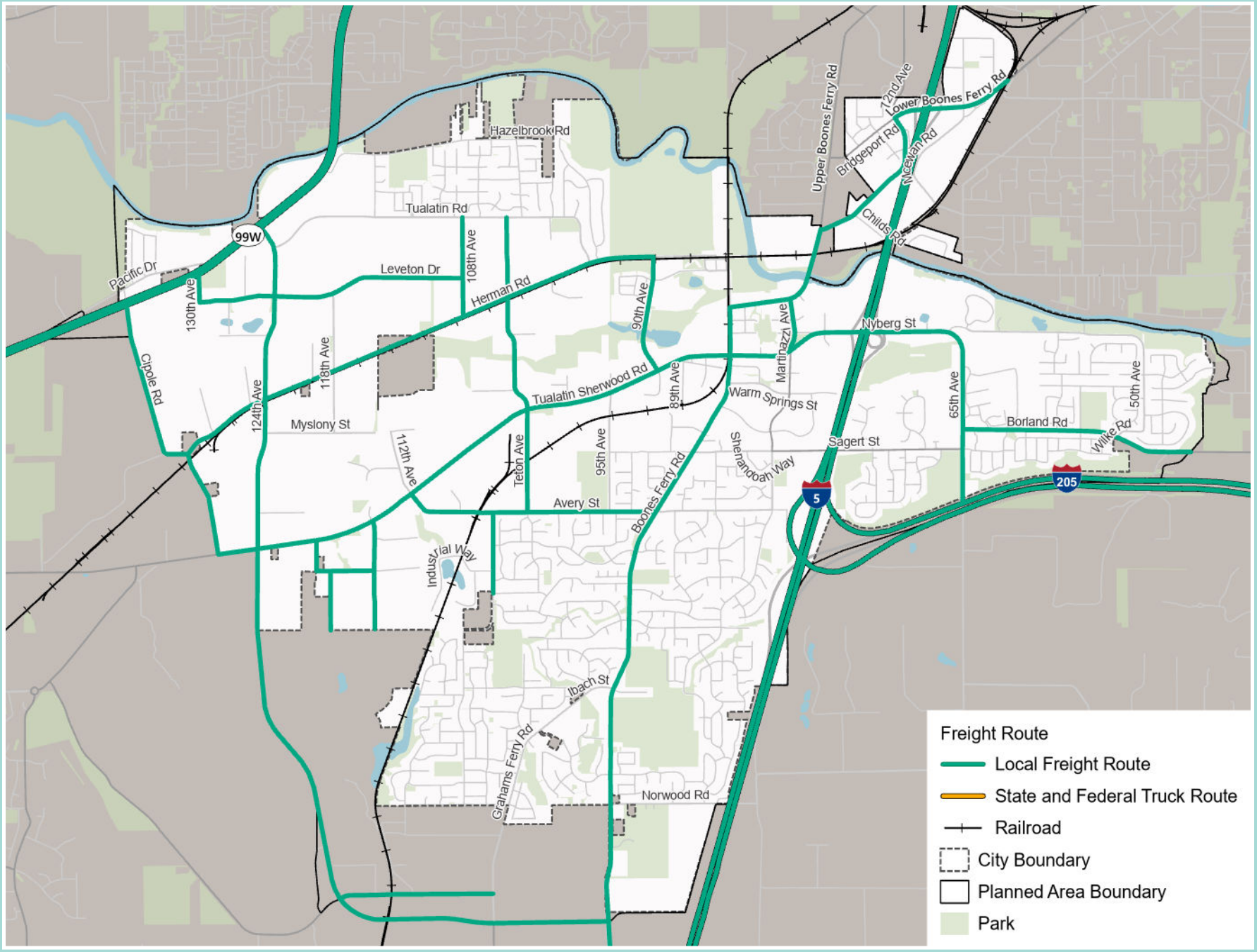
Local Street Connectivity Improvements

Ensuring local street connectivity provides transportation users with a well-connected network that helps reduce traffic volumes, delays, and improve safety and route options. The Oregon Transportation Planning Rules provide additional guidance to supplement the City's approach to local street connectivity improvements by requiring that cities set block length and block perimeter standards at distances that allow for pedestrian network connectivity. Proposed new street connections are shown in the functional class map in Figure 16.

Good connectivity in a street network enhances travel options. It is important that, as areas develop around the city, they include a street network that provides connectivity in multiple directions. In many locations existing streets have been built with a 'stub' connection – stopping at the edge of existing development – and to provide connectivity these streets need to be extended through new development when it occurs. This TSP includes several Complete Streets projects, which include intersection enhancements, roadway upgrades, and signalization improvements. While there is only one project on the constrained project list which specifically provides a new roadway connection – a new roadway crossing across I-5 near the Bridgeport Interchange – other projects are also positioned to improve local street connectivity, especially to the new Basalt Creek Development Area.

Two projects in the TSP constrained project list overlap with projects highlighted in the Basalt Creek Transportation Refinement Plan, which focused on providing transportation network recommendations across the Basalt Creek Area. These two projects are along Tonquin Road and Boones Ferry Road, respectively, and aim to improve connectivity through roadway upgrades, such as enhanced sidewalks, multimodal paths, and signalization improvements. These two projects are mapped as part of the TSP's planned Complete Streets projects in Figure 17.

FIGURE 16 . FREIGHT NETWORK



Freight Policies and Network Changes

Tualatin's freight network is intended to guide roadway planning and direct heavy vehicles along specific roadways in the City. For freight, this means ensuring major and minor arterials can act as the main backbone for trucks to move into, within, and out of the city. In reviewing the current freight network alongside future growth projections, the City updated the freight network to better meet its future needs, which is mapped in Figure 15.

PLANNED VEHICLE NETWORK

Upgrades to Tualatin's vehicle network will ensure the City's ability to meet Complete Streets goals and ensure a reliable and safe transportation network. Several projects on Tualatin's TSP Constrained Project list aim to make improvements to this network in various ways across the city. Figure 17 shows the complete streets network proposed for the 2045 TSP, including new street connections.

Improvements to the roadway network can be categorized across the following:

- Intersection Modifications
- Safety Improvements
- New signals/signal timings
- Upgrades
- Widening
- Adaptive Signal System Implementation

TRANSPORTATION OPTIONS PLAN

Transportation Demand Management (TDM) aims to reduce the usage of single-occupancy vehicles and promote shared and active modes of transportation. TDM projects are often employer-based and can include incentives, such as free transit passes, rewards for reducing single-vehicle occupancy use, employee education programs, or new infrastructure for bicycles. While TDM can often focus on employment and peak commute travel, a Transportation Options Plan looks to provide more transportation options throughout the day and in all communities.

In accordance with Oregon's Transportation Planning Rule (TPR) and Tualatin's Climate Action Plan, Tualatin is taking steps to reduce single-occupancy vehicle use. TDM measures can help to accomplish these goals. Metro recently completed a TDM Inventory that assessed the needs and opportunities for TDM programs throughout the Metro region.

There are currently several existing TDM and transportation programs that connect Tualatin to other cities within Washington County and the surrounding metropolitan area, and Tualatin supports and appreciates the work of these programs. Additionally, Tualatin is included within the Portland Air Quality Maintenance Area, meaning that the Department of Environmental Quality's Employee Commute Options rules apply to employers within Tualatin that have more than 100 employees at a single work site. These employers must provide commute options to employees to reduce the number of cars drive to work.

In Tualatin, there are around 4,000 employees that are eligible for the Department of Environmental Quality's Employee Commute Options (ECO) program . Currently, there are 109 incentives under the ECO program that commuting employees can use, including bike lockers, showers, subsidized TriMet passes, and more.

Westside Transportation Alliance program

The Westside Transportation Alliance program is a Transportation management Association that serves Washington County, including Tualatin, Tigard, Wilsonville, Beaverton, Hillsboro, Forest Grove, and more. They offer workplace services and programs to encourage employees to commute by transit, carpool, vanpool, bicycling, teleworking, and walking. Various programs they host across the county include the Active Transportation Challenge, the Transportation Incentives Program, carpool matching, and e-bike loans. They also frequently collaborate with Get There Oregon, TriMet, local businesses, and equity work groups. WTA currently has some of the major employers in Tualatin in their membership but also work with non-members to develop TDM strategies.

Transit Programs

The Ride Connection program provides community shuttles in rural Washington County, Forest Grove, Tualatin, King City, and North Hillsboro. These shuttles are open to the public and connect to grocery stores, community hubs, and transportation stations. Within Tualatin, this program operates the Tualatin shuttle, which includes two shuttle lines that provide transportation to and from the Tualatin Park and Ride and the Tualatin WES Commuter Rail Station.

Both TriMet and SMART Transit support transportation option goals by operating various park and rides, providing vanpool and carpool support, and operating the Emergency Ride Home program, which supports carpool and transit commuters by providing emergency rides home per year.

Metro's Regional Travel Options Program

METRO is the regional governmental agency that encompasses various cities, including Tualatin, within Clackamas, Multnomah, and Washington counties and surrounding areas. METRO provides a Regional Travel Options program, which offers funding and support for travel demand management across the region, including support for policy development, outreach, education, direct services and resources, collaboration, research, and evaluation.

Safe Routes to School Program

The Tigard-Tualatin School District is a participant in the Safe Routes to School Program, in conjunction with support from METRO and the Federal Transit Administration. The program offers incentives, funding, education, and infrastructure improvements to bring together teachers, school administrators, parents, and city officials to encourage active transportation options to and from schools throughout the district. All public schools within Tualatin have a Safe Routes to School program and dedicated regional coordinator.

The METRO Regional Safe Routes to School program provides additional resources, funding, and education to support Safe Routes to School programs and infrastructure. METRO also provides an interactive map tool showing school demographics, safety data, and status information on each school's Safe Routes to School program.

FUTURE TRANSPORTATION DEMAND MANAGEMENT NEEDS EXPAND PERFORMANCE TARGETS

The population within Tualatin and the surrounding regions continues to grow, which will put increasing pressure on the transportation system. Of the total population that live or work in Tualatin, only 5% both live and work in the City.

Most live outside of Tualatin and come into the city for work, many of whom commute from outside the Metro region. These employment trends showcase the importance of collaborations with regional TDM organizations like Metro and WTA, local TDM programs like SMART in Wilsonville, and the need for flexible commute options across various geographies.

A strong TDM strategy will need to consider the geography of Tualatin and its connections to the surrounding region to properly identify impactful transportation options resources, particularly for historically marginalized and underserved communities. Areas to keep in mind are:

- The areas around the I-5 interchanges, with a greater portion of Tualatin's population that identifies as Non-White and Hispanic or Latino and where the highway acts as a divider for east-west active transportation trips.
- The areas between 124th Ave and Cipole Road; between 65th Ave and the eastern Tualatin limits; and between the railroad track, Boones Ferry Road, and Avery Street, where the number of households with no vehicles in Tualatin is highest.
- A large percentage of people who work in Tualatin live outside the Metro area, sometimes commuting longer distances, and could benefit from transit service and/or carpooling, vanpooling, incentives, and other TDM measures to reduce their vehicle-miles traveled.

Currently, 4,000 employees are eligible for the Employee Commute Options (ECO) program within Tualatin. Continued encouragement for employers to participate in TDM programs, such as ECO, and an expansion of similar TDM programs provides mutual benefits to all members of the community. Potential programs can include an expansion of WTA's e-bike loan program into Tualatin, the creation of vanpool subsidies, and new commute incentives. Other actions the City can take include increasing transit options, exploring new park and ride locations, and educating commuters about current carpool and vanpool options.

Investment into TDM programs benefit all members of the community – from employers who can attract and retain employees to employees who can reduce their commute costs. Ultimately, the entire community can also reap the benefits of reduced congestion and improved air quality.

RAIL, WATER, AIR, AND PIPELINE PLAN

There are several other transportation modes that are present in and around Tualatin. The City has rail lines and pipelines that pass through it, access to waterways such as the Tualatin River, and an airport within driving distance.

Rail

Tualatin has two rail operators, one commuter and one freight line. The commuter line, WES, carries transit passengers while freight rail is operated by Portland & Western (PNWR). There are multiple at-grade crossings throughout Tualatin, including at the Tualatin-Sherwood Road and Boones Ferry Road intersection, a key intersection for vehicle travel in Tualatin. This was identified as a potential operational issue for vehicle movement at the intersection and addressed as part of the vehicle plan. Long trains or blockages of the at-grade crossings in Tualatin, particularly Tualatin-Sherwood Road, have significant impacts on travel in and around Tualatin and the Downtown Tualatin area.

During the TSP process the only rail need identified was the potential for an additional WES station in the Basalt Creek area of southwest Tualatin. This project was included on the Transit project list in Chapter 6. Conversion of at-grade crossings to grade-separated crossings could improve safety and reduce the effects of long trains and/or operational issues on the Tualatin community.

Water

Many companies in Tualatin produce goods that are transported by ship, or receive goods transported by ship. The viability of marine transport to and from the Portland area affects businesses in Tualatin. The closest major marine ports are the Port of Portland and Port of Vancouver, both approximately 22 miles north of Tualatin.

Within Tualatin, marine travel is limited to the Tualatin River which has recreational (non-motorized) boat ramps and launch platforms at the following parks:

- Jurgens Park
- Tualatin Community Park
- Browns Ferry Park

An additional non-motorized launch point in the downtown area has been identified through parks planning as a desirable amenity for the Downtown Tualatin area.

Air

While there are no airports in Tualatin, residents have access to five nearby airports. Portland International Airport (PDX) is the main international connection, located 16 miles north of Tualatin. The continued viability of air travel, with frequent and efficient routes to many destinations, is important to Tualatin residents.

Pipeline

There is a natural gas pipeline, operated by Northwest Natural Gas Company, which runs north to south from Bridgeport Village through Lower Boones Ferry Road and then through Boones Ferry Road. T he pipeline has terminals in Durham, Oregon, and Wilsonville, Oregon.

No planned changes or new issues with pipelines were identified in the TSP process.

5. TRANSPORTATION FUNDING

The TSP lays out a framework and project list to support the City's goals to improve multimodal safety, address traffic challenges, and maintain the existing roadway network over the next two decades. The constrained project list described in Chapter 6 primarily consists of projects under the jurisdiction of the City of Tualatin, but will require funding from a combination of sources, including state, regional, and local funds as well as contributions by private entities. This chapter summarizes how Tualatin's transportation system is funded today and outlines strategies for funding the priorities laid out in the TSP in the coming decades.

SUMMARY OF EXISTING TRANSPORTATION FUNDING PROGRAMS

Transportation expenses in Tualatin are distributed across several key funds to ensure effective management and financing of its transportation projects:

- Road Utility Fee Fund: Primarily supports Tualatin's ongoing pavement maintenance, sidewalk, and street tree programs through fees charged to property owners.
- Road Operating Fund: Covers daily operational costs, including maintenance, minor repairs, and administrative costs. A small portion is allocated to capital projects but has been decreasing as more funds are spent on increasing regular maintenance costs.
- Transportation Development Tax Fund: A restricted revenue source coming from development fees intended to fund transportation infrastructure improvements required due to growth and new developments in the City.

From 2013 to 2024, total transportation expenditures have significantly increased, reaching nearly $14 million in 2024 compared to around $2 million in 2013. The Road Utility Fee Fund has seen consistent growth, reflecting the increasing focus on road-maintenance and utility-based funding. Funding for major infrastructure projects has also increased over the last ten years, showing a growing focus on one-time major capital improvement projects within the transportation network, which may lead to more day-to-day operational costs and maintenance expenditures in the future.

SUMMARY OF EXISTING FUNDING SOURCES

Tualatin's transportation funding comes from various federal, state, and local sources, including:

- **State Highway Fund (SHF)**: A state funding program composed of State Motor Vehicle Registration and Title Fees, Driver License Fees, State Motor Vehicle Fuel Taxes, and Weight-Mile Tax. SHF funding is distributed among three jurisdictional levels: the State (50%), Counties (30%), and Cities (20%). Tualatin receives a share of the 20% City allocation.
- **Transportation Development Tax:** Collected when new developments, and occasionally redevelopments, occur within the City to fund growth-related improvements on the City's project list. Funding from this source includes both direct payments to the city as well as credits towards the charge issued by the City.
- **Road Utility Fee Revenue:** Generated from fees paid by residents and businesses for local road maintenance. In Tualatin, this fee is used exclusively for street maintenance, landscape enhancements along the right-of-way, street tree replacement, and street lighting.
- **Sidewalk/Tree Program:** Collects fees and other tax sources and directs revenue towards sidewalk repair/ replacement and managing urban trees.
- **Washington County Gas Tax:** Washington County has its own gas tax, which supplements the state gas tax collected for the State Highway Fund. This revenue supports transportation projects, such as maintenance and improvements.
- **Vehicle Registration Fee:** Washington and Clackamas counties both collect a vehicle registration fee when residents register or renew their vehicle licenses. Tualatin's portion of the fee supplements funding for local road improvements and supports the Pavement Maintenance Program.
- **Fee in Lieu:** Charged to developers opting out of direct transportation improvements in new developments. This is generally eligible for credit towards the TDT.
- **Urban Renewal:** Diverts property tax revenues for eligible capital projects within urban renewal areas (URA). Eligible projects for funding must be located within the URA or support other general improvements within the URA.
- **Interest on Investments:** Earnings generated from investing into transportation-related funds providing a small, but stable revenue source.
- **Grants:** The City of Tualatin applies for and can receive grant funding to support a transportation capital project. This type of funding is uncertain to predict.
- **Development Mitigation:** While not a direct funding source, development mitigation provides a way for the City to achieve transportation improvements by incentivizing developers to construct transportation infrastructure aligning with the city's goals and the development project. The City may incentivize this by offering developers credits against their Transportation Development Tax obligations.
- **Parks System Development Fees:** The funding plan also includes allocations from the city's Park System Development Charges as part of the capital funding mix, though their contribution is limited and gradually increases at a very slow rate over the forecast period. This reflects the targeted role of parks-related funding in supporting transportation infrastructure where park projects intersect with transportation needs such as regional trails facilities.

Over the period from 2013 to 2024, total revenues for transportation in Tualatin have steadily increased from $3 million per year to nearly $8 million. The largest revenue source throughout this time is the State Gas Tax, which has remained stable overall at approximately $2 million per year.

The Tualatin Moving Forward bond measure created a limited duration fund that funded the completion of 36 projects improving traffic flow, neighborhood safety, and access to schools and parks. While this funding source is not projected as part of future revenue, it serves as an example of a very successful mechanism to implement transportation projects throughout the city.

FUTURE TRANSPORTATION FUNDING

Oregon mandates that TSPs identify potential future funding sources to ensure long-term viability and support for their outlined transportation needs and project lists. This includes assessing existing revenue streams, like the existing funding sources summarized above, and exploring alternative funding sources. The City's most recent forecast includes an analysis of current and projected revenues from various sources, such as local taxes, state and federal funding, development fees, and other potential financial mechanisms.

Tualatin's financial forecast anticipates an increase in both capital and operations & maintenance funding from 2024 to 2045, projecting total funding to rise from approximately $8 million per year in 2025 to nearly $17 million by 2045. Table 10 shows projected capital and operation & maintenance funding for Tualatin's transportation system from 2024 to 2045.

The total projected funding over the entire period is $151.53 million for capital and $88.78 million for operations.

CAPITAL FUNDING FORECAST

Capital funding is expected to grow steadily with significant contributions from the Transportation System Development Tax and consistent revenue streams from the SHF Apportionment. Additional funding will come from Vehicle Registration Fees, County Fuel Tax, Park System Development Charges, House Bill (HB) 2017, Urban Renewal District contributions, and Parks Bond Proceeds. It is likely that Park System Development Charges contributions and Park Bonds Proceeds will remain limited, and future funding may not be available for transportation funding, depending on the level of new development and interaction between park projects and transportation needs.

The City should continue to actively pursue federal and state grants to diversify funding sources and increase financial flexibility.

TABLE 10. SUMMARY OF TRANSPORTATION FUNDING

TIMEFRAME	CAPITAL FUNDING	OPERATION & MAINTENANCE FUNDING
2024-2030	$35,410,000	$21,570,000
2031-2045	$116,110,000	$67,210,000
Total Funding	$151,530,000	$88,780,000
Average Annual Amount	$7,215,714.29	$4,227,619.05

Note: the summaries of local city funding do not include federal highway passthrough funding administered by the MPO.

While grant funding can provide an additional financial resource, grant funding is competitive and may not be guaranteed.

HB 2017 provides an increasing revenue source within Oregon as part of the Keep Oregon Moving legislation, which provides funding for road maintenance, highway improvements, public transit, pedestrian and bicycle infrastructure, and congestion relief projects. This bill will continue providing financial resources for local jurisdictions like Tualatin well into the future.

OPERATIONS AND MAINTENANCE FUNDING

As the City continues to grow and invest in new capital projects, maintenance and operations expenses will also continue to grow. Identifying potential funding sources is vital for the City to keep up with its future operations and maintenance needs. While projections indicate steady growth in key funding sources (including the State Highway Fund, County Fuel Tax, Vehicle Registration Fee, and Road Utility Fee) over the planning horizon, this growth may be insufficient to meet the rising demand from 2024 to 2045. Overall, the State Highway Fund Apportionment is expected to provide the largest share of operations and maintenance funding, with consistent growth year after year. Meanwhile, the Road Utility Fee acts as the city's largest local funding source with projected increasing revenue to match the increasing maintenance demands of the transportation network.

6. RECOMMENDED INVESTMENTS

Building upon the understanding of existing and future network gaps, feedback from the community, and the funding outlook for Tualatin over the next 20 years, the City created a financially constrained project list that would support their vision for the transportation network.

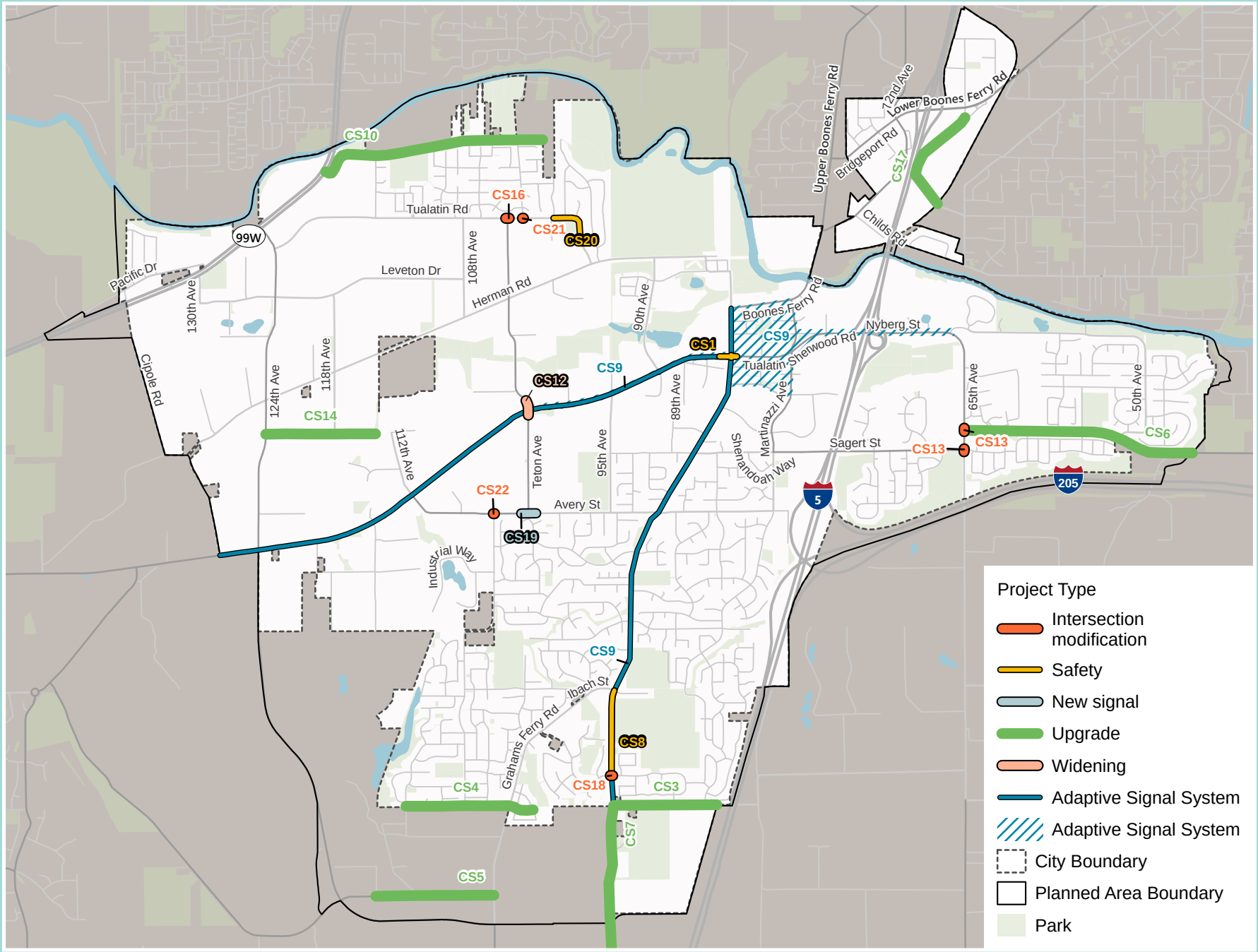
The City identified 113 projects that are grouped into three different categories:

- COMPLETE STREETS PROJECTS: projects that enhance intersections, build roadway capacity to address bottlenecks, address safety concerns, or bring roadways to city standards to improve the function and flow on streets within the City. These may incorporate bicycle and pedestrian improvements to address locations that accommodate all modes of travel.
- ACTIVE TRANSPORTATION PROJECTS: infrastructure such as sidewalks, bike facilities, crossings, and trails that will improve the environment for people walking and rolling.
- TRANSIT PROJECTS: transit supportive amenities and planned new or enhanced service to connect people within Tualatin to key destinations both within and outside of the City.

The TSP started with a large list of potential projects gathered from the analysis and public feedback. These were prioritized based on state TPR prioritization criteria and how well the project met the City's transportation goals. Per the TPR, the financially constrained project list can total up to 125% of projected revenues for transportation. With an estimated $151.53 million in estimated revenue over the planning horizon, the list can total no more than $189.41 million. The financially constrained project list contains $71 million in Complete Streets projects, $106.8 million in Active Transportation projects, and $500,000 in Transit projects for a total projected costs of $179 million. Cost estimates in the project tables are noted on a scale of $-$$$$$ to indicate relative cost, and detailed estimates are included in the Technical Appendix.

In addition to the financially constrained project list, the City has identified a number of regional projects that are not a part of the City's list but that Tualatin supports to enhance livability throughout the region. These projects would be funded and managed by various other agencies, such as Washington County, Clackamas County, ODOT, and other local and regional government organizations. Many of the ideas identified throughout this planning process were not only capital improvements but also maintenance, education, and programmatic opportunities to enhance the transportation system. These programs are identified for ongoing implementation.

FIGURE 17 . FUTURE COMPLETE STREETS PROJECTS



COMPLETE STREETS PROJECTS

TABLE 11. COMPLETE STREETS PROJECT LIST

PROJECT NUMBER	PROJECT TITLE	PROJECT DESCRIPTION	COST ESTIMATE	FUNDING SOURCE	CURRENT ROAD AUTHORITY
CS1	Tualatin-Sherwood Road and Boones Ferry Road and Portland & Western Railroad	[Bigger Project] Grade-Separate Tualatin-Sherwood Road from the railroad and/or Boones Ferry Road to eliminate the at-grade rail crossing and improve traffic flow, safety, and walking and cycling in this area. This would include one road and/or the railroad bridging over or tunneling under the other road and/or railroad. This could be revised to [Smaller Project] additional turn lanes and/or through lanes and improvements for walking and cycling to improve flow and safety at this intersection.	$$$-$$$$$	State Highway Fund (SHF)	Tualatin, Washington County
CS2	New roadway connection across I-5 near the Bridgeport Interchange	Create a new two-lane (with sidewalks and bike lanes) bridge crossing Interstate 5 in the Bridgeport interchange area.	$$$$$	SHF	ODOT
CS3	Norwood Rd	Upgrade SW Norwood Road to urban roadway standards, including multi-use path and/or sidewalk and bike lanes,enhanced crosswalks, and signal or roundabout at Norwood/Boones Ferry intersection.	$$$$	SHF	Washington County
CS4	Helenius Rd	Upgrade SW Helenius Road to urban roadway standards, including sidewalk and bike facilities.	$$$	SHF	Tualatin
CS5	Tonquin Rd	Upgrade SW Tonquin Road between SW Waldo Way and SW Grahams Ferry Road and add sidewalks and bike lanes. Includes signal or roundabout at Tonquin Rd/Grahams Ferry Rd.	$$$	SHF	Tualatin
CS6	Borland Rd from 65th Ave to Tualatin city limits	Upgrade SW Borland Road to urban roadway standards, includes new pedestrian crossing at Saum Creek Greenway Trail, sidewalks, and upgrade existing bike facilities along these extents to facilities with more cyclist separation from traffic. No new vehicle lanes are anticipated.	$$$	SHF	Tualatin
CS7	Boones Ferry Rd Upgrade (Norwood to Future City Limits)	Upgrade to urban standards and add multi-use paths on both sides or sidewalks plus additional separation for cyclists. No new vehicle lanes are anticipated.	$$$	SHF	Tualatin
CS8	Boones-Ferry Road & Tualatin High School Area	Improvements for traffic safety and flow in the Boones Ferry Road / Tualatin High School area, including intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$$$	SHF	Tualatin
CS9	Adaptive Signal System Update and Possible Expansion	Update or replace the existing SCATS adaptive traffic signal control system in Tualatin. Includes costs for a consultant to develop new timing/coordination plans for each signal in the updated system. Possible expansion to additional signals along Boones Ferry or Elsewhere.	$$$	SHF	Tualatin

PROJECT NUMBER	PROJECT TITLE	PROJECT DESCRIPTION	COST ESTIMATE	FUNDING SOURCE	CURRENT ROAD AUTHORITY
CS10	Hazelbrook Rd	Upgrade SW Hazelbrook Road to urban roadway standards, includes a bike lane, sidewalk, and crossing improvements.	$$$	SHF	Tualatin
CS11	Bridgeport Transportation Subarea Management Plan	Develop subarea management plans for Bridgeport and Nyberg subareas establishing lists of improvements to be made to accommodate development and how proportional share contributions are collected from developers and used to make improvements.	$$$	SHF	Tualatin, Washington County, and/or ODOT
CS12	Teton Ave and SW Tualatin-Sherwood Rd	Intersection improvements such as additional turn lanes (such as adding a right and second left turn lane for southbound traffic and a westbound right) and improvements for cyclists and pedestrians.	$$$	SHF	Tualatin
CS13	65th and Sagert/65th and Borland	Implement the outcomes of the conceptual design which will likely include additional turn lanes and/or access changes to improve traffic flow and safety.	$$$	SHF	Tualatin
CS14	Myslony Street	Upgrade SW Myslony Street to roadway standards, including bike lane and sidewalks.	$$$$	SHF	Tualatin
CS16	Tualatin Rd and SW Teton Ave	Intersection Improvement (such as a traffic signal or roundabout).	$$	SHF	Tualatin
CS17	McEwan Road	Upgrade to urban standards, including walking and cycling improvements and intersection improvements (including bike/ped) at Lower Boones Ferry Road.	$$$$	SHF	Tualatin
CS18	Boones Ferry Rd and Iowa Dr	Intersection Improvements, including a possible signal or roundabout and elements to facilitate bicycle and pedestrian crossings.	$$	SHF	Tualatin
CS19	Teton Ave and Avery St	Add a signal or roundabout at SW Avery Street and SW Teton Avenue.	$$	SHF	Tualatin
CS20	Tualatin Community Park entrance / Tualatin Road	Improve safety and access for all modes.	$$$	SHF	Tualatin
CS21	Tualatin Rd and SW Jurgens Ave	Intersection Improvement (such as a traffic signal or roundabout).	$$	SHF	Tualatin
CS22	Avery St and 105th Ave	Intersection improvements including a traffic signal or roundabout and treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	SHF	Tualatin

FIGURE 18 . FUTURE ACTIVE TRANSPORTATION PROJECTS - PEDESTRIAN

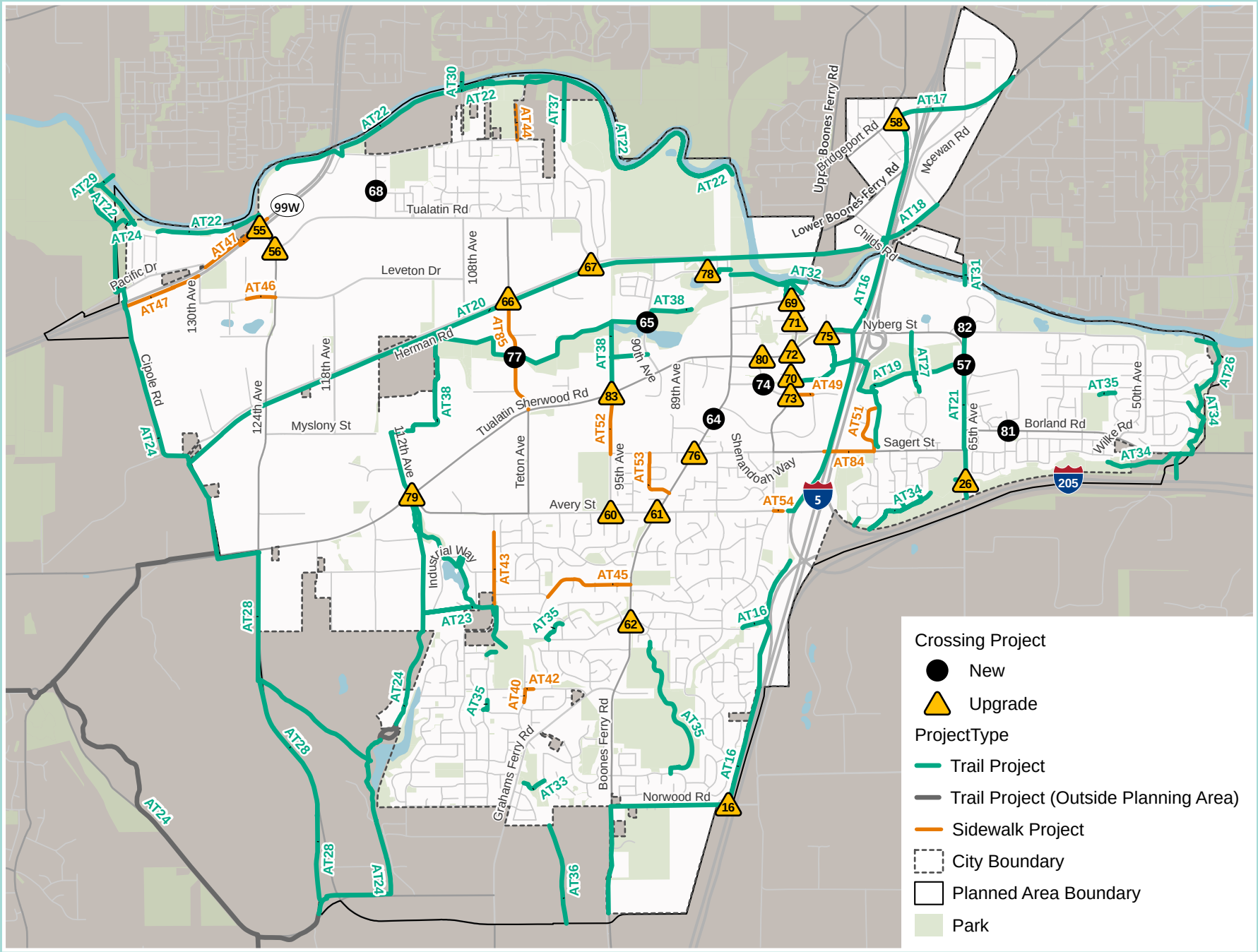
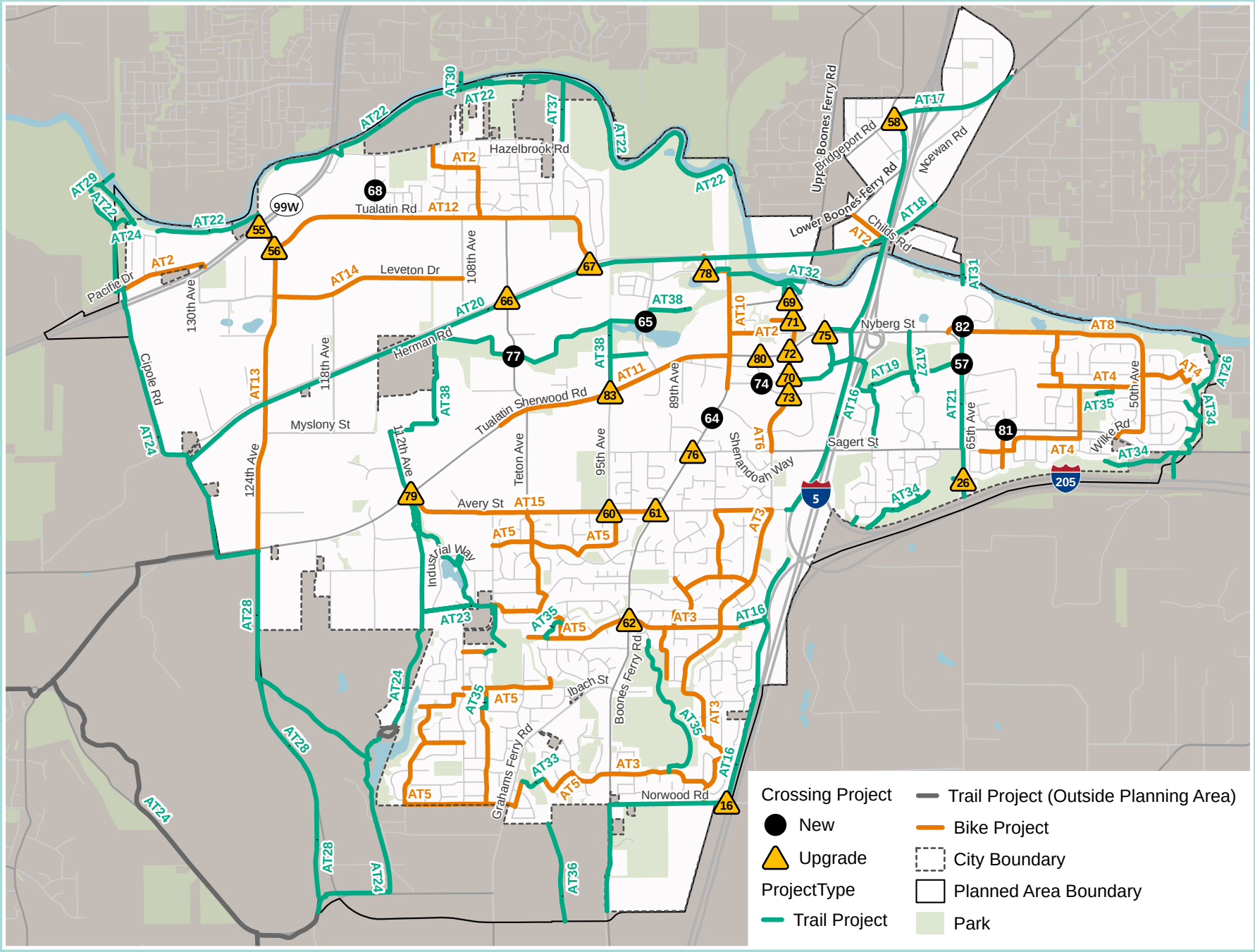


FIGURE 19 . FUTURE ACTIVE TRANSPORTATION PROJECTS - BICYCLE



ACTIVE TRANSPORTATION PROJECTS

TABLE 12. ACTIVE TRANSPORTATION PROJECT LIST

PROJECT NUMBER	PROJECT TITLE	PROJECT MODE	PROJECT DESCRIPTION	COST ESTIMATE	FUNDING SOURCE	CURRENT ROAD AUTHORITY
AT40	103rd Ave Sidewalk Project	Sidewalk	Install 6 ft sidewalks to infill 293 ft of sidewalk gaps along 103rd Ave between Ibach St and Taylors Dr.	$	Road Utility Fee, SHF	Tualatin
AT42	Ibach St Sidewalk Project	Sidewalk	Install 6 ft sidewalks to infill 190 ft of sidewalk gaps along Ibach St between 103rd St and Hedges Dr.	$	Road Utility Fee, SHF	Tualatin
AT43	105th Ave Sidewalk Project	Sidewalk	Install 6 ft sidewalks to infill 1660 ft of sidewalk gaps along 105th Ave between Siletz Dr and Paulina Dr.	$$	Road Utility Fee, SHF	Tualatin
AT44	Jurgens Ln Sidewalk Project	Sidewalk	Install 6 ft sidewalks along Jurgens Ln between Hazelbrook Rd and Jurgens Park.	$	Road Utility Fee, SHF	Tualatin
AT45	Killarney Ln Sidewalk Project	Sidewalk	Install 6 ft sidewalks along Killarney Ln between Moratoc Dr and Boones Ferry Rd.	$$$	Road Utility Fee, SHF	Tualatin
AT46	Leveton Dr Sidewalk Project	Sidewalk	Install 6 ft sidewalks to infill 654 ft of sidewalk gaps along Leveton Dr between 124th Ave and 126th Ave.	$	Road Utility Fee, SHF	Tualatin
AT47	Pacific Hwy Sidewalk Project	Sidewalk	Install 8 ft sidewalks along Pacific Hwy between Cipole Rd and Pacific Dr.	$$	Road Utility Fee, SHF	ODOT
AT49	Warm Springs St Sidewalk Project	Sidewalk	Install 8 ft sidewalks to infill sidewalk gaps along Warm Springs St between Martinazzi Ave and Mohawk St.	$$	Road Utility Fee, SHF	Tualatin
AT51	72nd Ave Sidewalk Project	Sidewalk	Install 6 ft sidewalks along 72nd Ave between Wasco Ct and Sagert St.	$$	Road Utility Fee, SHF	Tualatin
AT52	95th Ave Sidewalk Project	Sidewalk	Install 6 ft sidewalks to infill 1050 ft of sidewalk gaps and add bike facilities along 95th Ave between Tualatin-Sherwood Rd and Sagert St.	$$	Road Utility Fee, SHF	Tualatin
AT53	Apache Dr Sidewalk Project	Sidewalk	Install 6 ft sidewalks along Apache Dr between Sagert St and Boones Ferry Rd.	$	Road Utility Fee, SHF	Tualatin

PROJECT NUMBER	PROJECT TITLE	PROJECT MODE	PROJECT DESCRIPTION	COST ESTIMATE	FUNDING SOURCE	CURRENT ROAD AUTHORITY
AT54	Avery St Sidewalk Project	Sidewalk	Install 6 ft sidewalks along Avery St between Martinazzi Ave and the 80th Ave trail.	$	Road Utility Fee, SHF	Tualatin
AT55	124th Ave and Pacific Hwy	Crossing	Upgrade existing crossings with intersection treatments to facilitate bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT56	124th Ave and Tualatin Rd	Crossing	Upgrade existing crossings with intersection treatments to facilitate bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT57	65th Ave and Nyberg Creek Trail	Crossing	Install new crossing with intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Washington County, Clackamas County
AT58	72nd Ave and Lower Boones Ferry Rd	Crossing	Upgrade existing crossings with intersection treatments to facilitate bicycle crossings and turning movements.	$	Road Utility Fee	Washington County
AT60	Avery St and 95th Ave	Crossing	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT61	Avery St and Boones Ferry Rd	Crossing	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT62	Boones Ferry and Blake St / Alsea Dr	Crossing	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT64	Boones Ferry Rd between Mohawk St and Nasoma Ln	Crossing	Install new crossing and/or intersection treatments to facilitate pedestrian crossings and turning movements.	$	Road Utility Fee	Tualatin
AT65	Hedges Creek Trail and 90th Ave	Crossing	Install new crossing and/or treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT66	Herman Rd and Teton Ave	Crossing	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin

PROJECT NUMBER	PROJECT TITLE	PROJECT MODE	PROJECT DESCRIPTION	COST ESTIMATE	FUNDING SOURCE	CURRENT ROAD AUTHORITY
AT67	Herman Rd and Tualatin Rd	Crossing	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT68	Kalispell St and 115th Ave	Crossing	Install new crossing and/or intersection treatments to facilitate pedestrian crossings and turning movements.	$	Road Utility Fee	Tualatin
AT69	Martinazzi Ave and Boones Ferry Rd	Crossing	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT70	Martinazzi Ave and Nyberg Creek Trail	Crossing	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT71	Martinazzi Ave and Seneca St	Crossing	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT72	Martinazzi Ave and Tualatin Sherwood Rd	Crossing	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT73	Martinazzi Ave and Warm Springs St	Crossing	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT74	Nyberg Creek Trail and Warm Springs St	Crossing	Crossing and/or treatments to facilitate pedestrian crossings and turning movements.	$	Road Utility Fee	Tualatin
AT75	Nyberg St and Tualatin Sherwood Rd	Crossing	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT76	Sagert St and Boones Ferry Rd	Crossing	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT77	Teton Ave and Hedges Creek Trail	Crossing	Treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT78	Tualatin Rd and Sweek Dr	Crossing	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin

PROJECT NUMBER	PROJECT TITLE	PROJECT MODE	PROJECT DESCRIPTION	COST ESTIMATE	FUNDING SOURCE	CURRENT ROAD AUTHORITY
AT79	Tualatin Sherwood Rd and Avery St	Crossing	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Washington County
AT80	Tualatin Sherwood Rd at South Access to Lake at the Commons	Crossing	Treatments to facilitate pedestrian crossings and turning movements.	$	Road Utility Fee	Washington County
AT81	61st Ter and Borland Rd	Crossing	Treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT82	Nyberg Ln and 65th Ave Trail	Crossing	Install new crossing with treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT83	95th Ave and Tualatin Sherwood Rd	Crossing	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$$	Road Utility Fee	Washington County
AT84	Sagert St Sidewalk Project 11	Sidewalk	Construct pedestrian cyclist bridge along existing bridge to infill 1626 ft of sidewalk gaps along Sagert St between Martinazzi Ave and 72nd Ave.	$$$	Road Utility Fee, SHF	Tualatin
AT85	Southwest Tualatin Low Traffic-Biking Streets	Sidewalk	Widen sidewalks into multi-use paths along SW Teton Avenue between Tualatin-Sherwood Road and Herman Rd	$$$	Road Utility Fee, SHF	Tualatin
AT2	North Tualatin Low Traffic Biking Streets	Bicycle	Designate mapped street(s) as a Low Traffic Biking Streets and provide elements facilitating cycling (extents shown on project map)	$	SHF	Tualatin
AT3	Southeast Tualatin Low Traffic Biking Streets	Bicycle	Designate mapped street(s) as a Low Traffic Biking Streets and provide elements facilitating cycling (extents shown on project map)	$	SHF	Tualatin
AT4	East Tualatin Low Traffic Biking Streets	Bicycle	Designate mapped street(s) as a Low Traffic Biking Streets and provide elements facilitating cycling (extents shown on project map)	$	SHF	Tualatin

PROJECT NUMBER	PROJECT TITLE	PROJECT MODE	PROJECT DESCRIPTION	COST ESTIMATE	FUNDING SOURCE	CURRENT ROAD AUTHORITY
AT5	Southwest Tualatin Low Traffic Biking Streets	Bicycle	Designate mapped street(s) as a Low Traffic Biking Streets and provide elements facilitating cycling (extents shown on project map)	$$	SHF	Tualatin
AT6	Martinazzi Bikeway	Bicycle	Construct continuous bike facilities with more separation from traffic along Martinazzi Ave from Sagert St to Nyberg St.	$$$	SHF	Tualatin
AT7	Sagert St Bikeway and Sidewalk	Bicycle	Upgrade the existing bike facilities on Sagert St between 95th Ave and 86th Ave. Install 6 ft sidewalks to infill 882 ft of sidewalk gaps, and improve crossing at 86th Ave for pedestrians and bicyclists	$$	SHF	Tualatin
AT8	Nyberg-50th Bikeway	Bicycle	Upgrade existing bike facilities along Nyberg Ln, 50th Ave, and Wilke Rd to facilities with more cyclist separation from traffic.	$$$	SHF	Tualatin
AT10	Downtown Boones Ferry Road Bikeway	Bicycle	Upgrade the existing bike facilities on Boones Ferry Rd and Tualatin Rd between Warm Springs St and Chinook St to facilities with more cyclist separation from traffic. Include intersection treatments.	$$$	SHF	Tualatin
AT11	Tualatin Sherwood Road Bikeway	Bicycle	Upgrade the existing bike facilities on Tualatin Sherwood Rd between Boones Ferry Rd and West of Teton Ave, connecting to the shared-use path being constructed along Tualatin Sherwood Rd, to facilities with more cyclist separation from traffic.	$$$	SHF	Washington County
AT12	Tualatin Road Bikeway	Bicycle	Upgrade the existing bike facilities on Tualatin Rd between 124th Ave and Herman Rd to facilities with more cyclist separation from traffic.	$$$	SHF	Tualatin
AT13	124th Ave Bikeway	Bicycle	Construct Multi-Use paths along both sides of 124th Ave between Pacific Hwy and the southern Tualatin City Limits	$$$	SHF	Tualatin
AT14	Leveton Bikeway	Bicycle	Upgrade the existing bike facilities on Leveton Dr between 124th Ave and 108th Ave to facilities with more cyclist separation from traffic.	$$	SHF	Tualatin
AT15	Avery St Bikeway	Bicycle	Upgrade the existing bike facilities on Avery St between Tualatin Sherwood Rd and Boones Ferry Road to facilities with more cyclist separation from traffic. Include crossing treatments at the intersection of Tualatin Sherwood Road and Avery Street to facilitate pedestrian and bicycle crossings and turning movements.	$$$	SHF	Tualatin
AT16	I-5 Trail	Trail	Construct a new shared-use path on the west side of I-5 from Norwood Rd to Lower Boones Ferry Rd at SW Hazel Fern Rd. Include connections to the Shaniko Greenway and SW 80th Ave, as well as a spur to connect to the Chieftan/Dakota Greenway Trailhead. Construct new roadway crossings for trail users at Norwood Rd, Sagert St, and Nyberg St. Ensure the path connects with the Nyberg Creek Trail (#3).	$$	Park SDCs and Park Bonds	Tualatin

PROJECT NUMBER	PROJECT TITLE	PROJECT MODE	PROJECT DESCRIPTION	COST ESTIMATE	FUNDING SOURCE	CURRENT ROAD AUTHORITY
AT17	Bridgeport to Milwaukie Trail	Trail	Construct a new shared-use path connecting the I-5 Trail to city limits following the Bridgeport to Milwaukie conceptual trail alignment via Lower Boones Ferry Rd.	$$	Park SDCs and Park Bonds	Tualatin
AT18	Dundee-Tualatin Regional Trail Extension	Trail	Construct a new shared-use path and bridge connecting McEwan Rd on the east side of I-5 to the Dundee - Tualatin Regional Trail and SW Childs Rd on the west side of I-5. Could be coordinated with the new I-5 crossing in the Bridgeport area.	$$$$	Park SDCs and Park Bonds	Tualatin
AT19	Nyberg Creek Trail	Trail	Construct a new shared-use path under I-5, connecting 65th Ave in the east to Martinazzi Ave in the west with a spur on the west side of I-5 connecting north to Nyberg St. Include a crossing at 65th Ave.	$$$$	Park SDCs and Park Bonds	Tualatin
AT20	Dundee - Tualatin Regional Trail	Trail	Construct a new shared-use path from I-5 to Cipole Rd following the Dundee - Tualatin Regional Trail alignment.	$$$$	Park SDCs and Park Bonds	Tualatin
AT21	65th Ave Trail	Trail	Construct a new shared-use path along the east side of 65th Ave from Nyberg Ln to I-205	$$$	Park SDCs and Park Bonds	Washington County, Clackamas County
AT22	Tualatin River Greenway Trail	Trail	Construct a new shared-use path along the south side of the Tualatin River through the north end of Jurgens Park, from the proposed West Side Trail bridge to the west to the Ki-A-Kuts Bicycle and Pedestrian Bridge to the east.	$$$$	Park SDCs and Park Bonds	Tualatin
AT23	Helenius Greenway - Hedges Creek Trail Extension	Trail	Construct a new shared-use path from Tualatin-Sherwood Rd to 105th Ave and to Ibach Park to the south. Include an east-west spur at Blake St over the railroad tracks connecting Blake St to the Hedges Creek Greenway Trail.	$$	Park SDCs and Park Bonds	Tualatin
AT24	Ice Age Tonquin Trail	Trail	Construct a new shared-use path from the Tualatin River Greenway to Tualatin Sherwood by way of Cipole Rd following the Ice Age Tonquin regional trail alignment.	$$$$	Park SDCs and Park Bonds	Tualatin
AT26	Saum Creek Greenway Trail	Trail	Construct a new shared-use path extension of the Saum Creek Greenway Trail from Atfalati Park to the I-205 Trail. Include a new crossing at 65th Ave. Construct a spur to the west connecting to the existing Saum Creek Greenway Trails.	$$$	Park SDCs and Park Bonds	Tualatin

PROJECT NUMBER	PROJECT TITLE	PROJECT MODE	PROJECT DESCRIPTION	COST ESTIMATE	FUNDING SOURCE	CURRENT ROAD AUTHORITY
AT27	Nyberg Creek Trail Extension	Trail	Construct a new shared-use path from Las Casitas Park northward to the Nyberg Creek Greenway and to Nyberg St.	$$	Park SDCs and Park Bonds	Tualatin
AT28	Southwest Plan Area Trails	Trail	Construct a new shared-use path in the Southwest Plan Area, connecting Tualatin-Sherwood Rd to the north to the Ice Age Tonquin Trail to the south. Include a spur to the east connecting to Johnnie and William Koller Wetland Park.	$$$	Park SDCs and Park Bonds	Tualatin
AT29	Westside Trail	Trail	Construct a new bicycle and pedestrian bridge across the Tualatin River as part of the Westside regional trail alignment, connecting to the Tualatin River Greenway on the north and south side of the river, and the Ice Age Tonquin Trail on the south side of the river.	$$$$	Park SDCs and Park Bonds	Tualatin
AT30	108th Ave/ Jurgens Park Area Bridge	Trail	Construct a new bicycle and pedestrian bridge across the Tualatin River in the 108th Ave / Jurgens Park area, connecting the Tualatin River Greenway on the north and south sides of the river.	$$$	Park SDCs and Park Bonds	Tualatin
AT31	65th Ave Pedestrian and Bicycle Bridge	Trail	Construct a new bicycle and pedestrian bridge across the Tualatin River at 65th Ave, connecting the Tualatin River Greenway on both sides of the river. And connecting to 65th Ave and Childs Rd on the north side of the river.	$$$	Park SDCs and Park Bonds	Tualatin
AT32	Tualatin River Greenway Trail to Hedges Creek Trail East-West Connection	Trail	Construct new shared-use path connections along the Tualatin River Trail alignment from the Tualatin River Trail across or under Martinazzi and/or Boones Ferry Rd across existing and new park property to theTualatin River Trail north and west of the Juanita Pohl Center.	$$	Park SDCs and Park Bonds	Tualatin
AT33	Victoria Woods Trail	Trail	Upgrade the Victoria Woods Trail to a paved shared-use path connecting SW 104th Terrace to SW Miami Dr (includes stairs).	$	Park SDCs and Park Bonds	Tualatin
AT34	East Side Trail Connections	Bicycle or Trail	Construct new shared-use path connections between neighborhoods and the I-205 Path and Saum Creek Greenway at Delaware Cir, SW 69th St, SW Saum Way, and SW Chunut Ct.	$$	Park SDCs and Park Bonds, Road Utility Fee, SHF	Tualatin

PROJECT NUMBER	PROJECT TITLE	PROJECT MODE	PROJECT DESCRIPTION	COST ESTIMATE	FUNDING SOURCE	CURRENT ROAD AUTHORITY
AT35	Upgrade to Trail Connections	Trail	Upgrade the following locations to shared-use bicycle and pedestrian path connections by ensuring curb access is provided on both ends of the connection, widening the connection to a minimum of 10ft (if possible, though in most cases the ROW is too narrow) and adding signage to encourage slower riding speeds (<5mph) or dismounting in the narrow through way: Ibach Park Trail,106th - Meier Connector, Tualatin High School Trail, Bridgeport Elementary School Trail, Bryon Elementary School Trail, Indian Meadows Greenway Trail	$$	Park SDCs and Park Bonds	Tualatin
AT36	Basalt Creek Trail	Trail	Construct a new shared-use path connection in conjunction with Basalt Creek residential development.	$	Park SDCs and Park Bonds	Tualatin
AT37	Cheyenne Way-Tualatin River Greenway Trail	Trail	Construct a new shared-use path connection between Cheyenne Way and the Jurgens Ln-Tualatin River Greenway spur (45).	$	Park SDCs and Park Bonds	Tualatin
AT38	Hedges Creek Trail	Trail	Construct a new shared-use path from Sweek Dr to the Ice-Age Tonquin Trail following the planned Hedges Creek regional trail alignment. Includes crossings of 90th Ave and Teton Ave. Include an eastward spur connecting to 90th Ave. Include a spur connecting to Herman Rd where the trail alignment is closest to Herman Road.	$$$$	Park SDCs and Park Bonds	Tualatin

FIGURE 20 . FUTURE TRANSIT PROJECTS

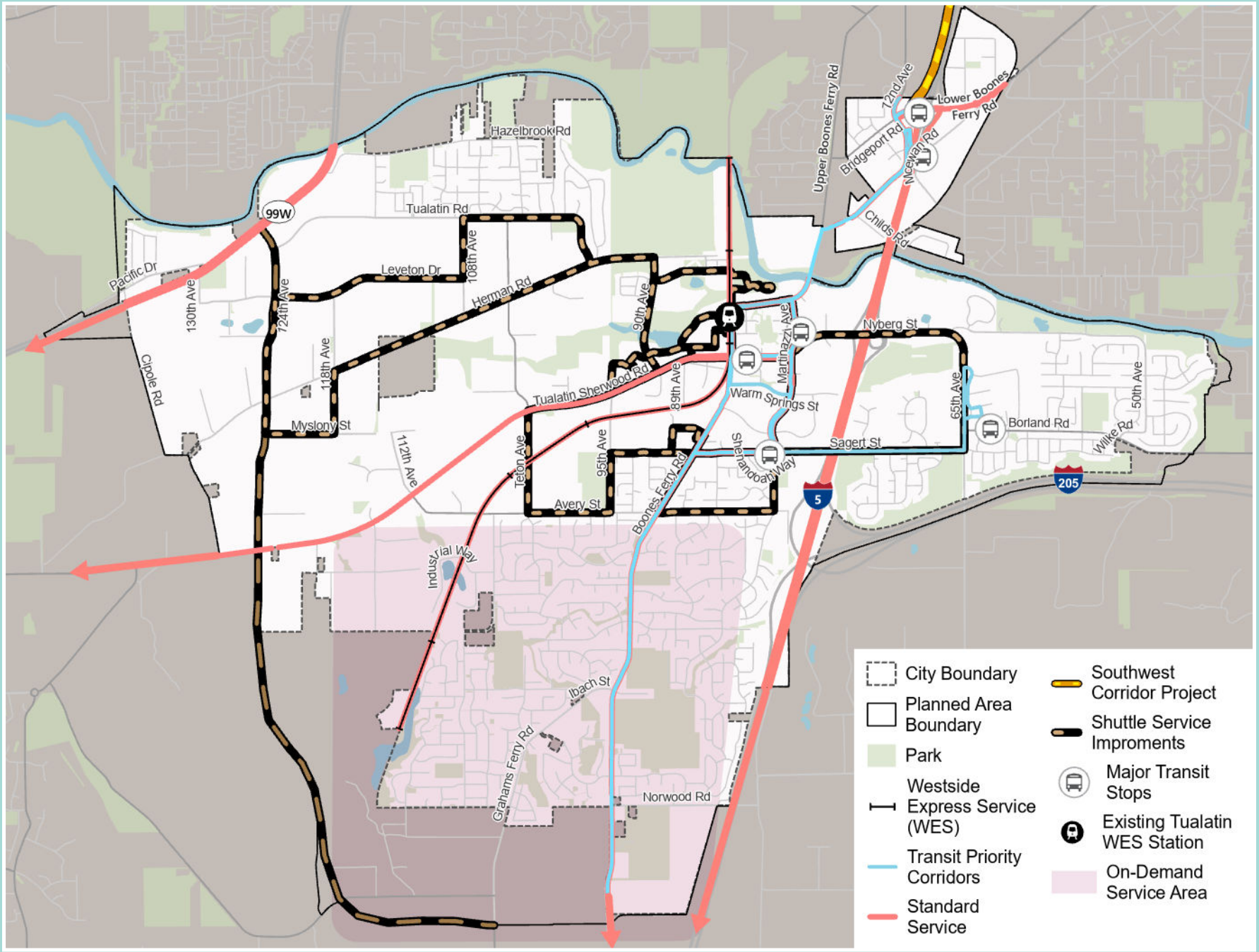


TABLE 13. TRANSIT PROJECT LIST

PROJECT NUMBER	PROJECT TITLE	PROJECT DESCRIPTION	COST ESTIMATE	FUNDING SOURCE	CURRENT TRANSIT AUTHORITY
T1	WES Station	Add a new WES station in the Basalt Creek area	-	TriMet, ODOT, STIF	TriMet
T2	Boones Ferry Rd	Increase service on Boones Ferry to frequent service	-	TriMet, STIF	TriMet
T3	Bridgeport Park and Ride	Coordinate with TriMet regarding SW corridor planning around Bridgeport Park and Ride	-	TriMet, STIF	TriMet
T4	Basalt Creek	Identify transit service to connect Basalt Creek new development to nearby frequent transit routes	-	TriMet, STIF	TriMet
T5	High-use bus stops	Identify high-use bus stops and provide additional amenities, such as benches, shelters, and improved lighting at them	-	TriMet, STIF	TriMet
T6	Two-way service on shuttles	Work with Ride Connection to provide a two-way service on the shuttles and/or adjust routes to improve frequency and travel efficiency	-	RideConnection, STIF	RideConnection
T7	HCT: Southwest Corridor Engineering, ROW, and Project Development	Support Project Development, Engineering, and Right of Way for High Capacity Transit project between Portland and Tualatin.	-	TriMet, STIF, FTA	TriMet
T8	New Transit Service to Hillsboro	Transit service from Tualatin via Sherwood then express to Hillsboro	-	TriMet, STIF	TriMet
T9	New Transit service to Yamhill County	Transit Service from Tualatin via Sherwood to Newberg, Dundee, Lafayette, McMinnville, and surrounding areas	-	Yamhill County Transit, STIF	Yamhill County Transit
T10	Leveton Expansion Area	Expand transit to the Leveton employer area	-	TriMet, RideConnection, STIF	TriMet, RideConnection
T11	Increased Transit Service to Wilsonville	Increased transit service routes to Wilsonville from central locations in Tualatin and via Wilsonville to other communities	-	STIF, SMART	SMART

PROJECT NUMBER	PROJECT TITLE	PROJECT DESCRIPTION	COST ESTIMATE	FUNDING SOURCE	CURRENT TRANSIT AUTHORITY
T12	Southwest Tualatin	Identify local transit connections in SW Tualatin to connect people to more frequent service on Tualatin-Sherwood Rd and Boones Ferry	-	TriMet, RideConnection, STIF	TriMet, RideConnection
T13	Tualatin – King City – Aloha - Hillsboro	New Transit service from southern Tualatin (or Wilsonville) via a route such as Boones Ferry – Avery – Teton – Herman – Leveton then through King City and Aloha to Hillsboro	-	TriMet, STIF	TriMet
T14	New Transit service to Salem region	Transit Service from Tualatin to Woodburn, Keizer, Salem, and surrounding areas	-	SAMTD, STIF	SAMTD
T15	New Transit service to Canby region	Transit Service from Tualatin to Canby, Molalla, and surrounding areas	-	Canby Area Transit, STIF	Canby Area Transit
T16	124th Avenue	Add on-demand service line to Basalt Creek area	-	RideConnection, STIF	RideConnection

REGIONAL PROJECTS

Tualatin does not own or manage all of the streets within its City boundary, and projects outside of the City can still provide key connections to Tualatin residents, employees, and visitors. The following projects are not a part of the City's project list but are important improvements that the City would like to see implemented by its regional partners. These would require additional review, and some may need enhanced analysis to determine their feasibility. This list is not a commitment for any other agency to implement or fund the following project ideas, only a statement of support by Tualatin.

TABLE 14. REGIONAL PROJECTS SUPPORTED BY TUALATIN

PROJECT TITLE	PROJECT DESCRIPTION	CURRENT ROAD AUTHORITY
Grahams Ferry Rd	Upgrade Grahams Ferry Road to urban roadway standards, assumes new signals at Grahams Ferry intersections with Helenius and Tonquin, bike lanes, new crossing at Luster Ct, enhanced sidewalks, planter strip/street trees and lighting/landscaping	Washington County
Borland Rd: Tualatin to Stafford Rd	Add paved shoulders and turn lanes at major intersections. The project or a portion of the project is outside the designated urban growth boundary	Clackamas County
SW Cipole Rd	Upgrade SW Cipole Road to urban roadway standards, include filling sidewalk gaps	Washington County
Basalt Creek Parkway Extension (Grahams Ferry to Boones Ferry)	Right-of-way,final design, and construction of new 5-lane roadway, with multi-use paths and/or bike lanes and sidewalks.	Washington County
Nyberg St and I-5 interchange E-W bicycle and ped ramp and intersection crossings	Intersection treatments to facilitate bicycle crossings and turning movements, particularly along North side of Nyberg St.	ODOT
Lower Boones Ferry Rd Sidewalk Project	Install 8 ft sidewalks to infill 616 ft of sidewalk gaps along Lower Boones Ferry Rd between 65th Ave and Railroad Crossing at City Limits	Clackamas County
Boones Ferry Rd between Tualatin River and Lower Boones Ferry Rd	Install new crossing and/or intersection treatments to facilitate pedestrian crossings and turning movements.	ODOT

PROJECT TITLE	PROJECT DESCRIPTION	CURRENT ROAD AUTHORITY
Pacific Hwy Bridge over Tualatin River	Construct a new shared-use pedestrian and bicycle facility across the Tualatin River at or near the Pacific Highway Bridge, connecting the Tualatin River Greenway on the south side of the river to the Tualatin River Greenway on the north side of the river.	ODOT
Pacific Dr Sidewalk Project	Install 6 ft sidewalks to infill 1952 ft of sidewalk gaps along Pacific Dr between Cipole Rd and Hwy 99.	Washington County
I-205 Trail / Nyberg Creek Greenway (South)	Construct a new shared-use path on the north side of I-205 from the Nyberg Creek Greenway to Stafford Rd following the conceptual I-205 regional trail alignment.	Clackamas County
Cipole Rd and Pacific Hwy	Treatments to facilitate bicycle crossings and turning movements.	ODOT, Washington County
Nyberg St Bikeway	Upgrade the existing bike facilities along Nyberg St between the 65th Ave Trail and Martinazzi to facilities with more cyclist separation from traffic.	ODOT
Lower Boones Ferry Rd and I-5 Interchange	Treatments to facilitate pedestrian and bicycle crossings and turning movements.	ODOT
Upper Boones Ferry Rd and Lower Boones Ferry Rd	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	Washington County
Johnnie and William Koller Wetland Park Trails	New trail connection from SW Gram St and/or SW 111th Ave across the railroad to the Ice Age Tonquin Trail	Tualatin Parks Department
Upper Boones Ferry Rd Bikeway across Tualatin River	Upgrade the existing bike facilities on Boones Ferry Rd from the south side of the Tualatin River Bridge to Lower Boones Ferry Rd to facilities with more cyclist separation from traffic.	ODOT
ODOT I-5 NB /I-205 braided ramps	Reconfiguring the ramps from I-205 westbound to I-5 northbound to increase efficiency and reduce congestion.	ODOT
ODOT I-5 NB auxiliary lane extensions	Extend the auxiliary lanes on I-5 NB north of the Nyberg Street interchange to reduce freeway merging and congestion that causes traffic diversion onto City Streets.	ODOT
ODOT I-5 SB auxiliary lane extension	Study the need to extend the auxiliary lanes on I-5 SB South of the I-205 merge to the Boone Bridge to reduce freeway merging and congestion that causes traffic diversion onto City Streets.	ODOT

PROJECT TITLE	PROJECT DESCRIPTION	CURRENT ROAD AUTHORITY
I-5 Elligsen Road/Boones Ferry Road interchange	Improvements to address traffic congestion and safety	ODOT
Basalt Creek I-5 overpass	Extend Basalt Creek parkway across I-5.	ODOT
I-5 SB off ramp at Nyberg Interchange	Safety Improvements	ODOT
I-5 NB on ramp at Nyberg Interchange	Northbound I-5 on-ramp: reduce pedestrian island, add an additional lane	ODOT
ODOT I-5 Boone Bridge Replacement	This project will provide congestion relief along southbound I-5 by providing an auxiliary lane between the Wilsonville Road exit (Exist 283) and the Canby-Hubbard exit (Exit 282A), addressing many of the congestion issues raised by Tualatin through inclusion of the ODOT I-5 Southbound Auxiliary Lane Extension project.	ODOT

CITYWIDE PROGRAMS

While a large portion of the TSP provides guidance on citywide infrastructure and capital improvement projects, there are various other programs and investments the City uses to complement these projects and provide additional improvements for residents, businesses, and visitors. These programs provide a variety of opportunities for Tualatin to complement its transportation network and increase quality of life, expand transportation opportunities, and advance safety, climate, and health goals.

WAYFINDING ELEMENT UPGRADES

The City hosts several trails, multi-use paths, and roadways which provide access to various landmarks and districts. With new multimodal paths and updates to existing paths on the City's upcoming project list, it is important for the City to update wayfinding elements. Wayfinding provides people with a way to orient themselves, navigate to new areas, and connect to the history and themes of an area.

The Tualatin River Greenway, for example, currently offers several strong wayfinding elements including clear signage at various entrances to the trail with maps and other information signs. Additionally, the trail has various elements that provide a narrative thread for visitors to follow that represent the Tualatin River through different eras, such as the start of the ice age floods.

In addition to updating existing wayfinding elements and making sure to incorporate wayfinding at new trail/path projects, the City should invest in larger scale wayfinding programs to set up informational and navigational signage throughout Tualatin pointing to key districts, routes, and attractions, and prepare and distribute maps of trails and other facilities and destinations.

STREET LIGHTING CONSTRUCTION PROGRAM

Lighting is a fundamental part of a street's design, and can influence safety, comfort, and visibility. While the City of Tualatin is completing work on its LED Streetlight Conversion Program to upgrade the City's streetlights to more energy-efficient, dark sky friendly lights, the City should consider a new program to construct new streetlights across Tualatin. Areas of focus for this program can include locations where there are higher rates of collisions, safety concerns, or a general lack of lighting and visibility.

DOWNTOWN PLACEMAKING INITIATIVES

The Tualatin Commons functions as a core element of Tualatin's Downtown area – providing recreation, commerce, public space, residences, retail, and other professional services to Tualatin residents and visitors. The City should consider coordinating the various amenities within Downtown Tualatin and the existing community events under a strong Placemaking Initiative to help boost public awareness about the strength and character of Downtown Tualatin. Actions under a placemaking initiative could include updating the Tualatin website, coordinating new marketing with the Tualatin Chamber of Commerce to generate profiles and guides to Downtown Tualatin, and promoting existing community events,art, and other attractions. Highlighting Downtown Tualatin as a unique district within Tualatin would help increase clarity on the area, and what it offers.

Several existing amenities in Downtown Tualatin can be leveraged to highlight existing placemaking. Current events held at the Tualatin Commons include Concerts on the Commons, the West Coast Giant Pumpkin Regatta , and a summer splash pad. Meanwhile, existing attractions such as the Tualatin Art Walk and the Tualatin Ice Age trail, which both feature various sites across Downtown Tualatin, can be promoted, and potentially extended.

TRAVEL DEMAND MANAGEMENT FOR EMPLOYERS

The Westside Transportation Alliance (WTA) program is a Transportation management Association that serves Washington County. They offer workplace services and programs to encourage employees to commute by transit, carpool, vanpool, bicycling, teleworking, and walking. Additional collaborations with the Westside Transportation Alliance, such as a new commuter program, could benefit City residents and workers. A Tualatin-specific commuter incentive program could also be developed via funding opportunities provided by Metro.

SAFETY COMMUNICATIONS CAMPAIGN

The City could create a new safety communications campaign to accompany new multimodal routes. This campaign can include discussions about transportation safety with the public, such as watching for pedestrians while driving, proper use of bike lanes, and where to use electric scooters. Communication to the public can include a brief series of public meetings, as well as new signage, guides, and website materials.

SAFE ROUTES TO SCHOOL PROGRAM

While Tualatin has an existing Safe Routes to School (SRTS) program within the Tigard-Tualatin School District, the City could further expand the program. One potential area of improvement for the SRTS program within Tualatin can include the creation of "Safe Walking and Biking Routes" maps for the City's elementary and middle schools.

NEIGHBORHOOD TRANSPORTATION SAFETY PROGRAM

The City currently has a Neighborhood Transportation Safety program implementing small scale infrastructure investments based on suggestions received from the community. This program targets smaller scale projects that may not be on the City's constrained project list. This project could leverage larger scale funding provided at the regional level, and invites project suggestions from students, staff, and parents. It is recommended that this program continue at its current or increased funding level.

TRANSIT PROMOTION AND EDUCATION

Public transit provides a transportation option that connects areas of the community, eases traffic congestion, and reduces air pollution – ultimately improving quality of life within Tualatin. Tualatin is currently served by three TriMet bus lines, the WES commuter rail line, and the Tualatin shuttle. Many Tualatin residents and workers are not aware of the transit options in Tualatin or how transit could be viable for them.

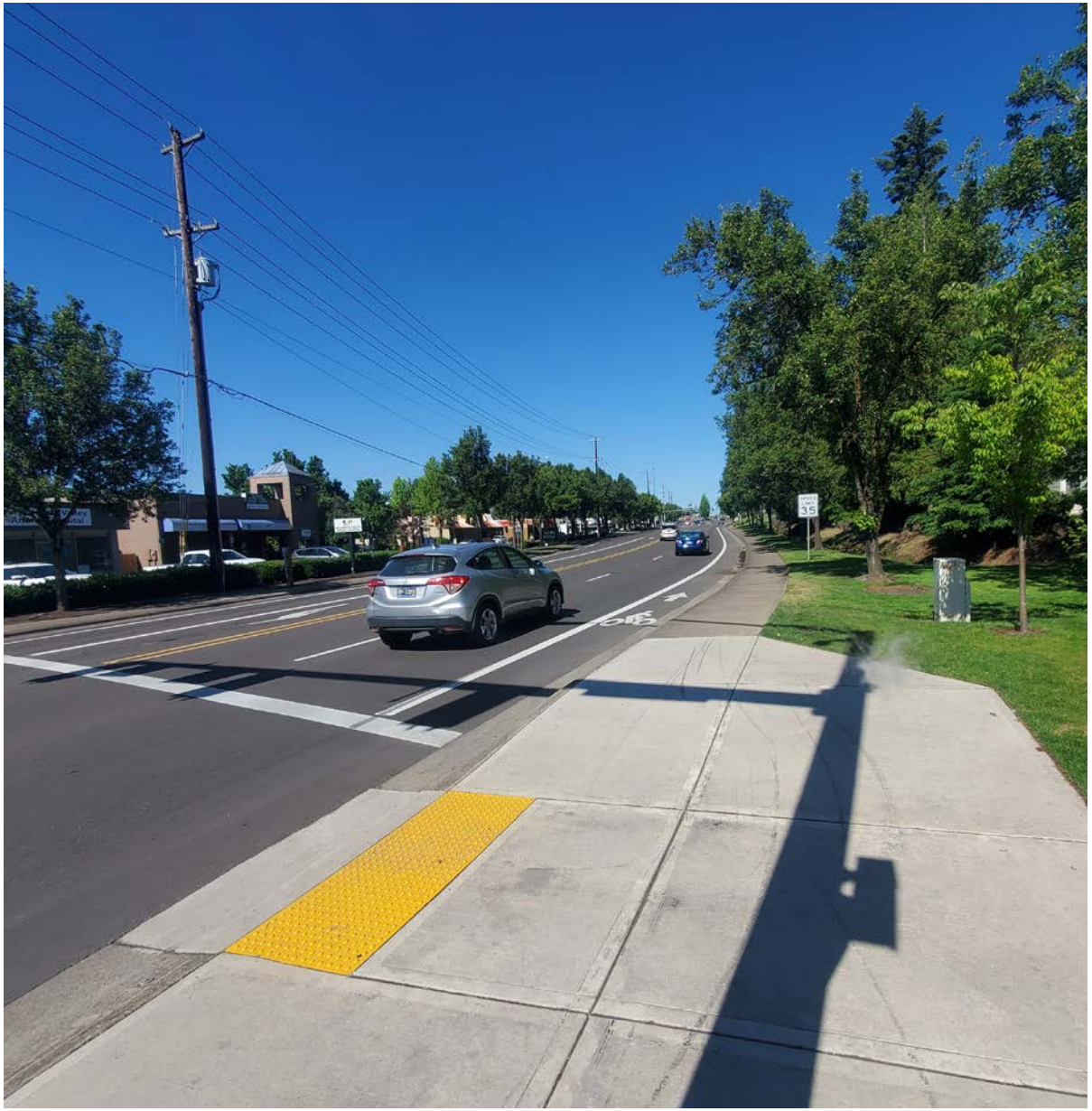
An approach to improve promotion and general education about the transit services offered by the City could be conducting a new marketing program focused on target populations at events and locations across Tualatin to promote transit options. This can be done through the City, or through collaborations with the WTA and TriMet. The City can consider creating their own Tualatin Transportation Management Association, which would be an entity that could specifically focus on addressing transportation problems and can collaborate with WTA. With the potential to update the City's transportation options and travel demand programs, the City can unroll specific programming to provide education and updates to commuters on their transit options.

ADA PLAN EVALUATION AND UPDATES

The City of Tualatin adopted its ADA Transition Plan in 2018, which identifies barriers to access in the City's facilities, programs, and services. This plan acted as a 15-year strategy for removing barriers at City facilities and the public right-of-way, with inclusions for flexibility in the process. The City has addressed many of the identified issues through the Tualatin Moving Forward Program, Parks and Trails Bond Program, ADA Ramp retrofits with its Pavement Management Program, and City facilities updates. This work is anticipated to continue and will need continued funding.

PAVEMENT MANAGEMENT PROGRAM

The City currently has an ongoing Pavement Maintenance program which supports the maintenance of its roads through overlay, slurry seal, or crack seal treatment during the summer months. This is primarily funded by Tualatin's Road Utility Fund. Tualatin can potentially expand this program by setting aside additional dedicated pockets of funding for pavement maintenance.



7. IMPLEMENTATION PLAN

Tualatin's 2045 TSP provides a roadmap for the City to pursue a more walkable, healthy, and sustainable future. To support regionwide sustainability goals in the transportation sector, Tualatin has identified metrics to track over time to evaluate progress in meeting its five transportation goals with the additional impact of also supporting other statewide and regional goals.

Ultimately, this implementation plan supports the City in achieving Oregon's Transportation Planning Rule (TPR) Goal 12 to "promote the development of safe, convenient and economic transportation systems."

PERFORMANCE MEASURES

The Metro Climate Smart Strategy, adopted in 2014, provides the Portland region with a set of goals related to reducing per capita greenhouse gas emissions from cars and light trucks. Each goal has its own set of related performance measures and performance monitoring targets. The Climate Smart Strategy provides a baseline for the year 2010 and a monitoring target for the year (2035) within the Metro region. Metro's Regional Transportation Plan (2023 RTP) also provides similar reporting for its base year, 2020, and for its RTP23 + State Transportation Strategy Scenario which forecasts out to 2045.

The 2023 RTP aligns with the Climate Smart Strategy to achieve a 2045 greenhouse gas (GHG) emissions target of a 30% reduction in GHG emissions relative to a 2005 base year based on per capita emissions, in compliance with Oregon Administrative Rule (OAR) 660-044-0020.

While Metro provides a larger set of metrics, under OAR 660-012-0910 Metro is required to set local performance measures that include methods, baseline current data, target goals, and a brief equity analysis. Metro does the reporting for all communities in the region, including Tualatin. By following these strategies and meeting performance metric goals, Tualatin can support the Metro region's goals to reduce long-term greenhouse gas emissions, while also benefitting from the other positive externalities from this shift, such as cleaner air, healthier and more equitable communities, and continued economic growth. Performance metrics to showcase existing conditions and future conditions under the project list for the City of Tualatin and Equity Focused Areas within the City are available in Table 5. More details on methods for aggregating data for metrics shown in Table 15 are available in the Technical Appendix.

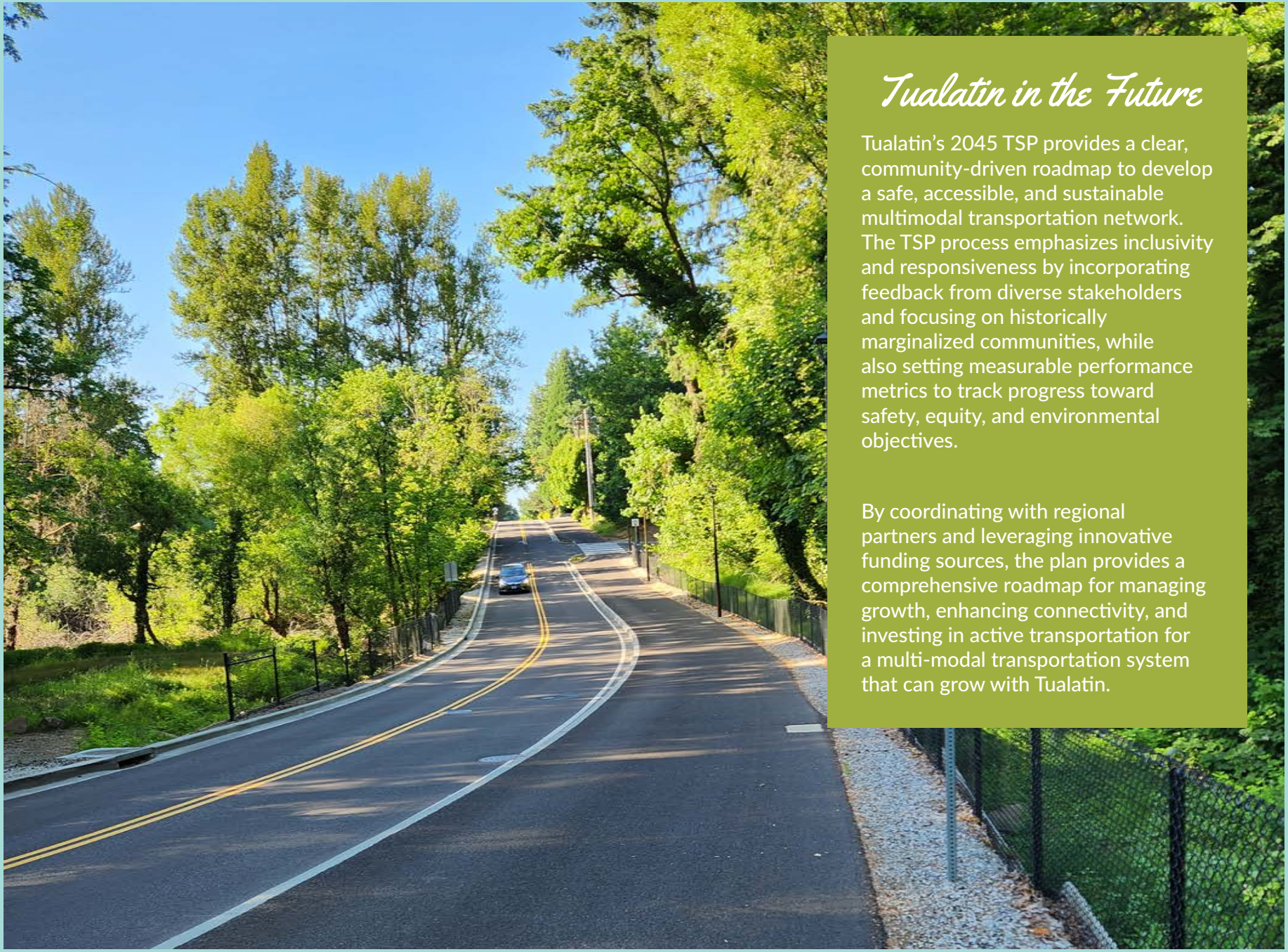
TABLE 15. TUALATIN'S IMPLEMENTATION AND PERFORMANCE MONITORING

CLIMATE SMART STRATEGY GOAL	PERFORMANCE METRIC	TUALATIN BASE YEAR (2023)	TUALATIN EQUITY FOCUS AREAS BASE YEAR (2023)	TUALATIN CONSTRAINED PROJECT LIST (2045) + BASE YEAR	TUALATIN CONSTRAINED PROJECT LIST (2045) IN EQUITY FOCUS AREAS	TUALATIN 2045 TARGET
1. Implement the 2040 Growth Concept and local adopted land use and transportation plans	New residential units built on vacant land in the UGB	73%	N/A	N/A	N/A	25%
2. Make transit convenient, frequent, accessible and affordable	Daily transit service revenue hours	57	N/A	142	N/A	76
3. Make biking and walking safe and convenient	Miles of bikeways	29	17	51.5	21.7	35.1
	Miles of sidewalks	150	19.4	155.9	20.1	155.9
	Miles of regional trails	6.7[I]	11.2[II]	39.7[III]	20.9[III]	8.9
4. Make streets and highways safe and reliable	Fatal and severe injury crashes - motor vehicles	22	13	No forecast data	No forecast data	0
	Fatal and severe injuries – pedestrians	1	1	No forecast data	No forecast data	0
	Fatal and severe injuries - bicyclists	1	0	No forecast data	No forecast data	0
5. Use technology to actively manage the transportation system	Share of regional transportation system covered with system management/TSMO	11%	28%	27%	41%	23%
6. Provide information and incentives to expand the use of travel options	Workforce participating in commuter programs	4,013	N/A	No forecast data	N/A	N/A

[I]Regional trails only
[II]All types of trails within Tualatin
[III]Existing (regional) trails added to all proposed trail types within the constrained project list

CLIMATE SMART STRATEGY GOAL	PERFORMANCE METRIC	TUALATIN BASE YEAR (2023)	TUALATIN EQUITY FOCUS AREAS BASE YEAR (2023)	TUALATIN CONSTRAINED PROJECT LIST (2045) + BASE YEAR	TUALATIN CONSTRAINED PROJECT LIST (2045) IN EQUITY FOCUS AREAS	TUALATIN 2045 TARGET
7. Manage parking to make efficient use of vehicle parking and land dedicated to parking	Share of work trips occurring in areas with actively managed parking	0%	0%	0%	0%	0%
	Share of non-work trips occurring in areas with actively managed parking	0%	0%	0%	0%	0%
8. Support transition to cleaner low carbon fuels, efficient fuels and pay-as-you-go insurance	Share of registered passenger cars that are electric or plug-in hybrid electric	1.98%[IV]	N/A	No forecast data	N/A	35%
9. Secure adequate funding for transportation investments	Address local, regional, and state transportation funding gap	N/A	N/A	N/A	N/A	Not evaluated
10. Demonstrate leadership on climate change	Region-wide annual tons per capita greenhouse gas emissions (MTCO2e) from household light-duty vehicles within the Target Rule area	2.2	N/A	1.52[V]	N/A	1.52
11. New metrics	Current / new lane miles	105.8	42.9	106.3	43.4	121
	% of workers who telework	15%	N/A	Not forecasted	N/A	15%

[IV] EVs registered in 2023 within Washington County divided by total vehicle registrations in Washington County. Total EVs registered in Tualatin zip code, 2023: 765
[V] Greenhouse has emissions are listed annually, thus this number is the project annual tons per capita GHG emissions for 2045 and is not added to the base year



Tualatin in the Future

Tualatin's 2045 TSP provides a clear, community-driven roadmap to develop a safe, accessible, and sustainable multimodal transportation network. The TSP process emphasizes inclusivity and responsiveness by incorporating feedback from diverse stakeholders and focusing on historically marginalized communities, while also setting measurable performance metrics to track progress toward safety, equity, and environmental objectives.

By coordinating with regional partners and leveraging innovative funding sources, the plan provides a comprehensive roadmap for managing growth, enhancing connectivity, and investing in active transportation for a multi-modal transportation system that can grow with Tualatin.

CITY of TUALATIN

Tualatin TRANSPORTATION SYSTEM PLAN TSP

JUNE 2025

2040 TSP Appendix

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Goals

Memorandum

Date: 2/9/2024

To: Tualatin project management team

From: Jai Daniels, Briana Calhoun, Kara Hall, and Kendra Breiland, Fehr & Peers

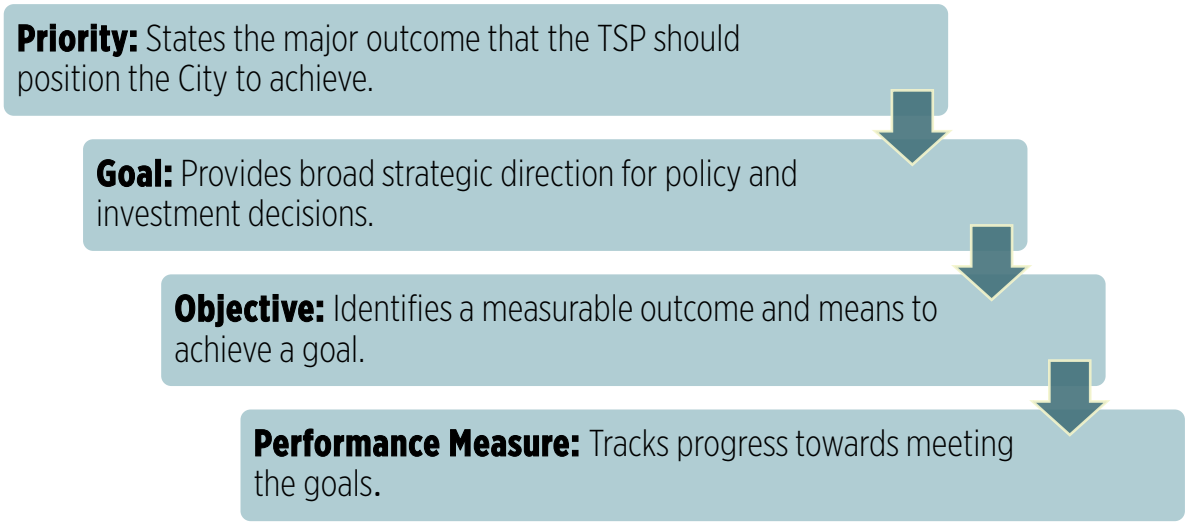
Subject: Transportation System Plan Goals

Why are we updating the Transportation System Plan?

A transportation system plan (TSP) brings together community members, City staff, and the City Council to establish a shared understanding of how the transportation system operates today, identifies needed improvements, and creates a vision for enhancing community mobility. This plan will build a shared vision for transportation in Tualatin that has community and City Council support. The plan will give the City tools for coordination with regional agencies, can be leveraged for external funding, and is rooted in a realistic understanding of what can be implemented and funded over the next twenty years.

The following five priority statements and goals were created from the feedback we heard during two project workshops with City staff and refined through staff comments, and a priorities discussion with Tualatin's City Council. After conducting outreach with the public to hear their top priorities for transportation and input from the Community Advisory Committee and City Council, these goals were further refined and finalized. The bullet points under each goal are draft objectives that would support the goal. Figure 1 describes the difference between the priority statements, goals, and objectives shown below.

Figure 1. Goal Elements



Advance Our Land Use Vision

Create a transportation system that enhances Tualatin's growing economy and future land use vision.

- Proactively plan the transportation system to support the needs of future community members and businesses.
- Advance the City's vision for the urban renewal areas, knowing that transportation can lay the groundwork for future land use and development changes.
- Connect jobs, housing, and services, especially for low-income residents and workers, through a range of safe, reliable, and connected transportation options
- Thoughtfully plan for freight access and circulation, in collaboration with partner agencies and the business community, to minimize safety concerns and support local business needs.
- Advocate for regional investments that catalyze smart growth in Tualatin

Provide a High Quality of Life

Safely and efficiently move people and goods to provide a high quality of life for people who live, work, learn, and play in Tualatin.

- Address vehicular bottlenecks on the highest use corridors.
- Create a connected street grid that provides alternative routes during traffic congestion or unexpected events.
- Address safety concerns for all modes of travel, and reduce the number of people injured or killed while using the transportation system.

- Reduce the effects of vehicular travel on neighborhood livability, walkability, and safety.
- Work with County, Regional, State, and National partners to maintain and improve the efficiency and safety of roadway connections to and from Tualatin.
- Work with partner agencies to manage traffic diverting off regional throughways onto Tualatin streets.
- Build, improve upon, and maintain safe access to schools and parks.
- Improve street lighting on key corridors to increase safety and comfort for travelers at night.

Expand Opportunities for Safe Multi-Modal Transportation

Expand travel options for users of all ages, abilities, and backgrounds by improving options for walking, rolling, cycling, and accessing transit.

- Align the Transportation System Plan with the Park and Recreation Master Plan to ensure that trails and parks are a part of the planned all ages and abilities transportation network.
- Expand the city's greenway system as Tualatin grows.
- Work with transit providers to advocate for expanded local and commuter transit service so that Tualatin residents, employees, and visitors can get where they want to go when they need it using transit.
- Enhance existing transit service and reliability in Tualatin and increase transit amenities in the City's right-of-way.
- Build a connected network of low-stress bicycle facilities that connect people to local destinations and the larger regional bike network.
- Fill sidewalk and bicycle facility gaps to establish a well-connected network that all community members feel safe using and that connects to schools, parks, trails, stores, and other key destinations.

Advance Climate and Health Goals

Reduce greenhouse gas emissions from the transportation system and support the City's climate and health goals.

- Support vehicle electrification.
- Increase the share of trips made without a car.
- Support transportation choices, such as walking and biking, that can increase physical activity and improve public health.
- Align the Transportation System Plan with the Climate Action Plan to ensure that both plans complement each other in achieving the City's goal of net zero emissions by 2050.

- Reduce emissions in areas that are disproportionately affected by pollution and historically underserved.
- Provide equitable modal choices that promote community health, especially for those that have historically lacked access to a variety of transportation options.
- Support transportation demand management strategies that reduce single-occupancy-vehicle use.

Invest Wisely

Maximize transportation funding by effectively maintaining the transportation assets we have, finding creative maintenance solutions that can help improve the transportation system, and leveraging outside funding opportunities.

- Identify high-impact transportation solutions, prioritizing those projects that are low-cost or require less maintenance over time.
- Invest in transportation demand management and systems management solutions to more efficiently use the transportation network that we have.
- Coordinate investments with regional agencies to promote strong regional transportation connectivity that helps people travel seamlessly from Tualatin to neighboring communities.
- Position the City for grant funding.
- Coordinate with regional and state agencies to fund improvements to roadways located in Tualatin but not owned by the City.

2040 TSP Appendix

Plans and Policy Review

Memorandum

Date: August 18, 2023

To: City of Tualatin Project Management Team

From: Briana Calhoun and Jai Daniels, Fehr & Peers

Subject: Tualatin TSP Update: Task 2.2 Plan and Policy Review

As one of the early steps supporting development of the Goals and Objectives for Tualatin's Transportation System Plan (TSP) update, this memorandum documents the review of existing local, regional, and state plans whose regulations and policies may affect transportation planning in Tualatin. Before finalizing new Goals and Objectives for Tualatin's TSP, which serves as a long-range plan to guide transportation policies and investments at the local, regional, and state levels, it is important to understand existing goals and polices and where there may be conflict between existing plans that set policy at any jurisdictional level.

The plans included in this review and their relevance to the TSP are presented in **Table 1** below. This is followed by a detailed description of each document, its relevance to the TSP update, and any goals and policies that are related to transportation.

Table 1: Plan and Policy Review and Issues Summary

Planning Document	Relationship
State Plans	
Statewide Planning Goals	TSPs must be consistent with the Statewide Planning Goals, particularly Goal 12: Transportation, which sets requirements for multi-modal plans.
Transportation Planning Rule (TPR), OAR 660-012	The TPR implements Statewide Planning Goal 12. The purpose of the TPR is to provide and encourage a safe, convenient, and economical transportation system. The Rule also implements provisions of other Statewide Planning Goals in order to plan and develop transportation facilities and services in close coordination with urban and rural development. The TPR directs TSPs to integrate comprehensive land use planning with transportation needs and to promote multi-modal systems that make it more convenient for people to walk, bicycle, use transit and drive less.
ODOT TSP Guidelines	The TSP Guidelines serve as a reference to ensure that required plan elements and methodology are employed in the development of the local TSP.
Oregon Transportation Plan (OTP)	The OTP's policies and strategies will guide the TSP, specifically in the areas of safety, equity, greenhouse gas emissions, sustainable and reliable transportation funding, and maintenance of the existing system and completion of critical connections.

Planning Document	Relationship
Statewide Transportation Improvement Program (STIP)	An expected outcome of this planning process is proposed recommendations that may eventually amend the STIP to include projects from the TSP.
Oregon Highway Plan (OHP)	The OHP will guide the TSP's management of the State highways within Tualatin's jurisdiction.
Oregon Bicycle and Pedestrian Plan (OBPP)	Tualatin's TSP should be consistent with the goals and guidelines for bicycle and pedestrian systems as described in the OBPP.
Oregon Public Transportation Plan (OPTP)	Tualatin's TSP should be consistent with the goals and guidelines for public transportation systems as described in the OPTP.
Oregon Freight Plan (OFP)	Tualatin's TSP should be consistent with the goals and guidelines for freight systems as described in the OFP.
Oregon State Rail Plan (OSRP)	Tualatin's TSP should be consistent with the goals and guidelines for rail systems as described in the OSRP.
Oregon Transportation Safety Action Plan (TSAP)	The TSAP will help the development of safety priorities for the Tualatin TSP in order to contribute to Oregon's vision of zero deaths and life-changing injuries by 2035.
Oregon Resilience Plan	The Oregon Resilience Plan provides guidance and priorities to maintain the seismic integrity of Oregon's multi-modal transportation system. Policies and standards adopted by Tualatin should consider additional guidance, concepts, and strategies for design related to facility resiliency in the event of seismic activity.

Planning Document	Relationship
Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reduction, and Greenhouse Gas Emissions Reduction Toolkit (STS)	The TSP should consider strategies identified in the STS and the Greenhouse Gas Emissions Reduction Toolkit to reflect Tualatin's commitment to reducing GHG emissions.
ODOT Highway Design Manual	The Highway Design Manual will guide the construction or major reconstruction of any State highways included within the TSP.
Regional Plans	
Washington County Transportation System Plan	Tualatin's TSP should be consistent with the policies, programs, and projects in the Washington County TSP. Any facilities in Tualatin that are owned or maintained by Washington County should meet Washington County standards.
Clackamas County Transportation System Plan	Tualatin's TSP should be consistent with the policies, programs, and projects in the Clackamas County TSP. Any facilities in Tualatin that are owned or maintained by Clackamas County should meet Clackamas County standards.
Metro 2040 Growth Concept	The Tualatin TSP should promote a balanced transportation system to move people and goods. The 2040 Design Types from the Growth Concept are the basis for regional land use and transportation policies and implementation. As an example, mobility targets – adopted both by Metro and the Oregon Transportation Commission – hinge on 2040 Design Type, as further discussed in the Oregon Highway Plan and Regional Transportation Plan reviews in this report.
Regional Transportation Plan (RTP)	Tualatin's TSP should be consistent with system classifications, performance targets, and projects for each transportation mode outlined in the RTP.

Planning Document	Relationship
Regional Transportation Functional Plan	This plan implements the RTP. Tualatin's TSP should be consistent with the performance measures and inventories required in the Regional Transportation Functional Plan.
Regional Active Transportation Plan (ATP)	Similar to the RTP, ensure consistency of the active transportation modal maps in the updated TSP with the classifications in the ATP network maps.
Regional Trails System Plan	The map includes existing trails and proposed trails in the Tualatin area, including the Ice Age Tonquin Trail and the Tualatin River Trail (also known as the Tualatin River Greenway) that should be included in TSP project development.
Tri-County Public Transportation Improvement Plan (PTIP) (FY2021-FY2023)	The PTIP assesses public transportation needs across the region and identifies proposed service and capital improvements. Its goals are based on goals from other plans, including but not limited to, the Oregon Public Transportation Plan, the Washington County TSP, and the TriMet Coordinated Transportation Plan.
Metro Climate Smart Strategy	The TSP update should consider policy areas and actions from the Climate Smart Strategy toolbox for integration into the updated TSP's policies, transportation design standards, programs, and project selection.
Local Plans	
Tualatin Transportation System Plan	Tualatin's current TSP should serve as a starting point for the TSP update. The TSP should meet the Transportation Planning Rule requirements and should be updated to reflect changing community and council priorities for the transportation system.

Planning Document	Relationship
Tualatin Comprehensive Plan 2040	The TSP is the transportation component of the Comprehensive Plan. The Comprehensive Plan will need to be updated to reflect the transportation goals and policies in Tualatin's TSP. The TSP should also not be in conflict with the goals in other sections of the Comprehensive Plan. New goals developed as part of the TSP process should not conflict with existing goals in the Comprehensive Plan.
Tualatin Parks & Recreation Master Plan	The TSP should consider any facilities and plan recommendations outlined in the Parks & Recreation Master Plan and how people will need to access those facilities, as well as any pedestrian or bicycle facilities that are recommended in the Plan. The TSP should not conflict with any of the policies in the Master Plan.
City of Tualatin Capital Improvement Plan (CIP)	The CIP is a source for planned projects and infrastructure and facility needs. Future CIPs are anticipated to include projects drawn from the TSP.
Tualatin, OR Development Code	All streets must be designed and constructed according to the City's preferred standard. The TSP may recommend changes to Street Standards and other aspects of the Tualatin Development Code.
The Core Opportunity Reinvestment Area Plan	This plan outlines a land use and transportation vision for downtown Tualatin. The TSP should be consistent with the specialized planning effort in this area and any proposed transportation facilities and goals, which may be incorporated into the TSP.

Planning Document	Relationship
Southwest and Basalt Creek Development Area Plan	This plan outlines a land use and transportation vision for the Southwest and Basalt Creek subareas in Tualatin. The TSP should be consistent with the specialized planning effort in these areas and any proposed transportation facilities, which may be incorporated into the TSP.
Central Urban Renewal Plan	The plan may outline urban renewal projects that may require construction of transportation facilities.
Climate Action Plan	Tualatin's TSP should be consistent with the transportation-related policies and recommendations in the Climate Action Plan.

Statewide Plans

Statewide Planning Goals

The foundation of Oregon's statewide land use planning program is a set of 19 Statewide Planning Goals. The goals express the state's policies on land use and other related topics, such as citizen involvement, housing, and natural resources. Oregon's statewide goals are achieved through local comprehensive planning, including the development and implementation of TSPs.

All of the Statewide Planning Goals have an influence on transportation planning, either directly or indirectly. However, only certain Goals directly apply to transportation planning at a local level.

Project Relevance

TSPs must be consistent with the Statewide Planning Goals, particularly Goal 12: Transportation, which sets requirements for multi-modal plans, including TSPs.

Key Goals and Policy Areas

The Goals listed in **Table 2** are most relevant to the Tualatin TSP process.

Table 2: Statewide Planning Goals

Statewide Planning Goal	Relevancy to the TSP Process
Goal 1: Citizen Involvement	Establishes citizen involvement as the primary goal of the land use planning process in Oregon.
Goal 2: Land Use Planning	Establishes a process and policy framework for all decisions and actions related to uses of land; ensures that such decisions and actions are premised on an adequate factual base. Existing and future transportation needs will be based on inventories of existing conditions, including existing and planned land uses, as well as improving efficient multi-modal connections to housing, public services, employment areas, and recreational opportunities.
Goal 5: Natural Resources, Scenic and Historic Areas, and Open Spaces	Existing natural resources and environmental features influence the siting, construction, and cost of transportation improvements. The TSP will provide inventories of these resources and illustrate and describe areas within the cities that may pose barriers to providing transportation access or improvements.

Statewide Planning Goal	Relevancy to the TSP Process
Goal 7: Natural Hazards	The risk of natural hazards affects site selection and alignment decisions and facility design standards. Transportation improvement projects in the city should avoid natural hazard areas, such as floodplains, to the extent feasible.
Goal 9: Economic Development	Addresses the need for a variety of economic opportunities in support of the health, welfare, and prosperity of Oregon's citizens. The TSP process should be coordinated with current and planned economic development activities.
Goal 10: Housing	Cities are required to anticipate ongoing needs for housing, and to provide adequate infrastructure to serve residential uses. Transportation facilities and project prioritization will be based, in part, on the demands generated by current and projected housing needs.
Goal 11: Public Facilities and Services	Local governments are required to provide adequate public facilities, including transportation facilities, in a timely and efficient manner. The TSP project update project will coordinate with or consider the provision of other public facilities consistent with adopted plans.
Goal 12: Transportation	Requires multi-modal transportation plans that: • Are based on factual inventories, • Minimize adverse social, environmental, economic, and energy impacts, • Meet the needs of the transportation disadvantaged, • Facilitate the flow of goods and services, and • Are consistent with related local and regional plans. Goal 12 is implemented through the Transportation Planning Rule (OAR 660, Division 12).
Goal 13: Energy Conservation	Land uses must be managed and controlled to maximize the conservation of all forms of energy based upon sound economic principles. In transportation planning, this includes consideration of travel distances and mode share.
Goal 14: Urbanization	Requires land within the Urban Growth Boundary to "provide an orderly and efficient transition from rural to urban land use." Findings of feasibility regarding providing adequate transportation and other public facilities is required for expansion of UGB's.

Transportation Planning Rule, OAR 660-012

The TPR implements Goal 12 of the Statewide Planning Goals and requires the State to prepare a TSP (the OTP and mode and topic plans); Metropolitan Planning Organizations (MPO) to prepare a Regional Transportation Plan (RTP) consistent with the state best practices; and counties and cities to prepare local TSPs that are consistent with the OTP and RTP.

Goal 12 states that "[a] transportation plan shall (1) consider all modes of transportation including mass transit, air, water, pipeline, rail, highway, bicycle and pedestrian; (2) be based upon an inventory of local, regional and state transportation needs; (3) consider the differences in social consequences that would result from utilizing differing combinations of transportation modes; (4) avoid principal reliance upon any one mode of transportation; (5) minimize adverse social, economic and environmental impacts and costs; (6) conserve energy; (7) meet the needs of the transportation disadvantaged by improving transportation services; (8) facilitate the flow of goods and services so as to strengthen the local and regional economy; and (9) conform with local and regional comprehensive land use plans. Each plan shall include a provision for transportation as a key facility" (OAR 660-015-0000(12).

Rules to implement the Climate-Friendly and Equitable Communities (CFEC) program were adopted in July 2022. The CFEC program sets forth requirements to reduce climate pollution for regions with populations over 50,000 people and made significant updates to the TPR which affects the analysis for the TSP. The Land Conservation and Development Commission adopted temporary rules amending the program in April 2023 and concluded this in November 2023.

Project Relevance

The TPR implements Statewide Planning Goal 12. The purpose of the TPR is to provide and encourage a safe, convenient, and economical transportation system. The Rule also implements provisions of other Statewide Planning Goals in order to plan and develop transportation facilities and services in close coordination with urban and rural development. The TPR directs TSPs to integrate comprehensive land use planning with transportation needs and to promote multi-modal systems that make it more convenient for people to walk, bicycle, use transit and drive less.

Key Goals and Policy Areas

As previously mentioned, Goal 12 outlines requirements for transportation plans:

- Are based on factual inventories,
- Minimize adverse social, environmental, economic, and energy impacts,
- Meet the needs of the transportation disadvantaged,
- Facilitate the flow of goods and services, and
- Are consistent with related local and regional plans.

ODOT TSP Guidelines

The TSP Guidelines are intended to assist local jurisdictions in the preparation and update of city and county TSPs. The guidelines help jurisdictions develop plans that meet local needs and comply with state regulation and policy direction, including applicable elements of the TPR, as well as the OTP and associated mode and topic plans. The TSP Guidelines answer the "What, Why and When" questions surrounding TSP projects and provide detailed direction on scoping, developing, and administering TSPs. The planning guidance is best accessed via a web-based platform[1] and includes helpful information and examples for both citizens and practitioners.

Project Relevance

The TSP Guidelines serve as a reference to ensure that required plan elements and methodology are employed in the development of the local TSP.

Oregon Transportation Plan (2006, updated 2023)

The OTP (2023) is a comprehensive plan that addresses future state transportation needs through 2050. The primary function of the plan is to establish goals, policies, strategies, and initiatives that are translated into a series of modal and topic plans. Broadly, the OTP emphasizes maintenance and optimization of existing assets before considering larger and costlier additions to the system.

The OTP's vision is:

- Oregon's transportation system supports all Oregonians by connecting people and goods to places in the most climate-friendly, equitable, and safe way.

The vision emphasizes that transportation decisions be made through the lenses of climate, equity, and safety.

The OTP identifies the need to focus dollars on eliminating fatalities and serious injuries, maintaining lifeline routes and key corridors, sustaining transit service, and adding critical connections for biking, walking, and rolling.

[1] https://www.oregon.gov/odot/planning/tsp-guidelines/pages/default.aspx

Lastly, the OTP outlines implementation and investment strategies that can be used across different regions.

Project Relevance

The OTP's policies and strategies will guide the TSP, specifically in the areas of safety, equity, greenhouse gas emissions, sustainable and reliable transportation funding, and maintenance of the existing system and completion of critical connections.

Key Goals and Policy Areas

The following goals are relevant to the TSP process:

1. **Economic and Community Vitality:** Improve prosperity, opportunity, and livability for all people who live, work, and recreate in Oregon.
2. **Social Equity:** Improve access to safe and affordable transportation for all, recognizing the unmet mobility needs of people who have been systemically excluded and underserved. Create an equitable and transparent engagement and communications decision-making structure that builds public trust.
3. **Mobility:** Create a resilient multimodal transportation system that enables the diverse range of community members and businesses with different needs to get where they need to go safely, reliably, and affordably, and with minimal environmental impact.
4. **Stewardship of Public Resources:** Guided by open, data-driven decision-making processes, secure sufficient and reliable revenue for transportation funding and invest public resources to achieve a resilient and sustainable multimodal transportation system.
5. **Safety:** Enable safe travel for all people, regardless of their age, ability, race, income, or mode of transportation.
6. **Sustainability and Climate Action:** Minimize transportation's negative role in climate change by reducing GHG emissions for all sectors of transportation, while also reducing air toxics, noise and light pollution, water toxics, and habitat loss.

Statewide Transportation Improvement Program

Each state is required under 49 U.S.C. 5304(g) to develop a STIP covering a period of at least four years. The STIP is a staged, multi-year, statewide intermodal program of transportation projects, consistent with the statewide transportation plan and planning processes as well as metropolitan plans, transportation improvement programs (TIPs), and planning processes. The STIP must be developed in cooperation with the MPOs, public transit providers, and any Regional Transportation Planning Organizations (RTPO) in the state, and must be compatible with the TIPs for the state's metropolitan areas.

Project Relevance

An expected outcome of this planning process is proposed recommendations that may eventually amend the STIP to include projects from the TSP.

Oregon Highway Plan (1999, last amended 2018)

The OHP is a modal plan of the OTP that guides Oregon Department of Transportation's (ODOT's) Highway Division in planning, operations, and financing. Policies in the OHP emphasize the efficient management of the highway system to increase safety and to extend highway capacity, partnerships with other agencies and local governments, and the use of new techniques to improve road safety and capacity. These policies also link land use and transportation, set standards for highway performance and access management, and emphasize the relationship between state highways and local road, bicycle, pedestrian, transit, rail, and air systems. The policies included below are relevant to the TSP update process.

Project Relevance

The OHP will guide the TSP's management of the State highways within Tualatin's jurisdiction.

Key Goals and Policy Areas

The following goals are relevant to the TSP:

1. **System Definition:** To maintain and improve the safe and efficient movement of people and goods, and contribute to the health of Oregon's local, regional, and statewide economies and livability of its communities.
2. **System Management:** To work with local jurisdictions and federal agencies to create an increasingly seamless transportation system with respect to the development, operation, and maintenance of the highway and road system that: safeguards the state highway system by maintaining functionality and integrity; ensures that local mobility and accessibility needs are met; and enhances system efficiency and safety.
3. **Access Management:** To employ access management strategies to ensure safe and efficient highways consistent with their determined function, ensure the statewide movement of goods and services, enhance community livability and support planned development patterns, while recognizing the needs of motor vehicles, transit, pedestrians and bicyclists.

4. **Travel Alternatives:** To optimize the overall efficiency and utility of the state highway system through the use of alternative modes and travel demand management strategies.
5. **Environmental and Scenic Resources:** To protect and enhance the natural and built environment throughout the process of constructing, operating, and maintaining the state highway system.
6. **Tolling and Congestion Pricing**

Oregon Bicycle and Pedestrian Plan (2016)

The OBPP is a modal plan that provides policies and implementation strategies intended to move the state toward the following vision: "In Oregon, people of all ages, incomes, and abilities can access destinations in urban and rural areas on comfortable, safe, well-connected biking and walking routes. People can enjoy Oregon's scenic beauty by walking and biking on a transportation system that respects the needs of its users and their sense of safety. Bicycle and pedestrian networks are recognized as integral, interconnected elements of the Oregon transportation system that contribute to our diverse and vibrant communities and the health and quality of life enjoyed by Oregonians."

Project Relevance

Tualatin's TSP should be consistent with the goals and guidelines for bicycle and pedestrian systems as described in the OBPP.

Key Goals and Policy Areas

The OBPP has nine goals that are relevant to the TSP:

1. **Safety:** Eliminate pedestrian and bicyclist fatalities and serious injuries and improve the overall sense of safety of those who bike or walk.
2. **Accessibility and Connectivity:** Provide a complete bicycling and pedestrian network that reliably and easily connects to destinations and other transportation modes.
3. **Mobility and Efficiency:** Improve the mobility and efficiency of the entire transportation system by providing high quality walking and biking options for trips of short and moderate distances. Support the ability of people who bike, walk or use mobility devices to move easily on the system.
4. **Community and Economic Vitality:** Enhance community and economic vitality through walking and biking networks that improve people's ability to access jobs, businesses, and other destinations, and to attract visitors and tourists, new residents, and new business to the state, opening new opportunities for Oregonians.
5. **Equity:** Provide opportunities and choices for people of all ages, abilities, races, ethnicities, and incomes in urban, suburban, and rural areas across the state to bike or walk to reach their destinations and to access transportation options, assuring

transportation disadvantaged communities are served and included in decision making.
6. **Health**: Provide Oregonians opportunities to become more active and healthy by walking and biking to meet their daily needs.
7. **Sustainability:** Help to meet federal, state, and local sustainability and environmental goals by providing zero emission transportation options like walking and biking.
8. **Strategic Investment:** Recognize Oregon's strategic investments in walking and biking as crucial components of the transportation system that provide essential options for travel, and can help reduce system costs, and achieve other important benefits.
9. **Coordination, Cooperation, and Collaboration:** Work actively and collaboratively with federal, state, regional, local, and private partners to provide consistent and seamless walking and biking networks that are integral to the transportation system.

Oregon Public Transportation Plan (2018)

The OPTP is a modal plan that provides a statewide vision for the public transportation system and a policy foundation to assist state, regional, and local transportation agencies in making decisions. Its vision is to establish public transportation as an integral, interconnected component of Oregon's transportation system that makes Oregon's diverse cities, towns, and communities work. This plan considers the benefits of a well-connected, efficient public transportation system and offers a framework to help cities, counties, transit providers, tribes, and the state make smart investment choices.

Project Relevance

Tualatin's TSP should be consistent with the goals and guidelines for public transportation systems as described in the OPTP.

Key Goals and Policy Areas

The OPTP has ten goals that are relevant to the TSP:

1. **Mobility – Public Transportation User Experience:** People of all ages, abilities, and income levels move reliably and conveniently between destinations using an affordable, well-coordinated public transportation system. People in Oregon routinely use public transportation to meet their daily needs.
2. **Accessibility and Connectivity – Getting from Here to There**: Riders experience user-friendly and convenient public transportation connections to and between services and travel modes in urban, suburban, rural, regional, and interstate areas.
3. **Community Livability and Economic Vitality:** Public transportation promotes community livability and economic vitality by efficiently and effectively moving

people of all ages to and from homes, jobs, businesses, schools and colleges, and other destinations in urban, suburban, and rural areas.

4. **Equity**: Public transportation provides affordable, safe, efficient, and equitable transportation to jobs, services, and key destinations, improving quality of life for all Oregonians.
5. **Health**: Public transportation provides affordable, safe, efficient, and equitable transportation to jobs, services, and key destinations, improving quality of life for all Oregonians.
6. **Safety and Security**: Public transportation trips are safe; riders feel safe and secure during their travel. Public transportation contributes to the resilience of Oregon communities.
7. **Environmental Sustainability**: Public transportation contributes to a healthy environment and climate by moving more people with efficient, low-emission vehicles, reducing greenhouse gases and other pollutants.
8. **Land Use**: Public transportation is a tool that supports Oregon's state and local land use goals and policies. Agencies collaborate to ensure public transportation helps shape great Oregon communities providing efficient and effective travel options in urban, suburban, and rural areas.
9. **Funding and Strategic Investment**: Strategic investment in public transportation supports the overall transportation system, the economy, and Oregonians' quality of life. Sustainable and reliable funding enables public transportation services and infrastructure to meet public needs.
10. **Communication, Collaboration, and Coordination**: Public and private transportation providers and all levels of government within the state and across state boundaries work collaboratively and foster partnerships that make public transportation seamless regardless of jurisdiction.

Oregon Freight Plan (2023)

The OFP is a topic plan that implements the state's goals and policies related to the movement of goods and commodities through the identification of issues and strategies. The plan's purpose is "to improve freight connections to local, Native American, state, regional, national and global markets in order to increase trade related jobs and income for workers and businesses." The objectives of the plan include prioritizing and facilitating investments in freight facilities (including rail, marine, highway, air, and pipeline infrastructure) and adopting strategies to maintain and improve the freight transportation system. The OFP defers to the OTP for broad and more conventional policy statements regarding freight (p. 2 and p. 21).

Project Relevance

Tualatin's TSP should be consistent with the goals and guidelines for freight systems as described in the OFP.

Key Goals and Policy Areas

The 2023 OTP identifies six goals that the OFP will implement:

1. **Economic and Community Vitality:** Improve prosperity, opportunity, and livability for all people who live, work, and recreate in Oregon.
2. **Social Equity:** Improve access to safe and affordable transportation for all, recognizing the unmet mobility needs of people who have been systemically excluded and underserved. Create an equitable and transparent engagement and communications decision-making structure that builds public trust.
3. **Mobility:** Create a resilient multimodal transportation system that enables the diverse range of community members and businesses with different needs to get where they need to go safely, reliably, and affordably, and with minimal environmental impact.
4. **Stewardship of Public Resources:** Guided by open, data-driven decision-making processes, secure sufficient and reliable revenue for transportation funding and invest public resources to achieve a resilient and sustainable multimodal transportation system.
5. **Safety:** Enable safe travel for all people, regardless of their age, ability, race, income, or mode of transportation.
6. **Sustainability and Climate Action:** Minimize transportation's negative role in climate change by reducing GHG emissions for all sectors of transportation, while also reducing air toxics, noise and light pollution, water toxics, and habitat loss.

Oregon State Rail Plan (2014)

The OSRP is a modal plan that creates a policy foundation supporting state decision-making for freight and passenger rail investments, strategies, and programs. The plan demonstrates rail's importance to the State, while acknowledging that it is predominantly privately-owned.

Its goals, policies, and strategies are based on the vision that "Oregon will have a safe, efficient, and commercially viable rail system that serves its businesses, travelers and communities through private resources leveraged as needed, by strategic public investments."

The plan categorizes rail as Class I or Non-Class I and accordingly identifies needs related to rail elements including track, signals, weight, clearance, speed, and bridges and tunnels.

Project Relevance

Tualatin's TSP should be consistent with the goals and guidelines for rail systems as described in the OSRP.

Key Goals and Policy Areas

The OSRP has seven goals that are relevant to the TSP:

1. **Partnership, Collaboration and Communication:** Partner, collaborate and communicate with rail system operators and other stakeholders to maximize benefits, align interests, remove barriers, and bring innovative solutions to the rail system; and foster public understanding of rail's importance.
2. **Connected System:** Promote, preserve, and enhance an efficient rail system that is accessible and integrated with Oregon's overall multimodal transportation system.
3. **System Investments and Preservation:** Enhance transportation system reliability, capacity, frequency, and travel times through investments that preserve and improve freight and passenger rail assets and infrastructure.
4. **Funding, Finance, and Investment Principles:** Establish funding that meets the critical needs of the rail system in Oregon and achieves the objectives of this State Rail Plan.
5. **System Safety:** Plan, construct, operate, maintain, and coordinate the rail system in Oregon with safety and security for all users and communities as a top priority.
6. **Preserving and Enhancing Quality of Life:** Increase use and investment in freight and passenger rail systems to conserve and improve Oregon's environment and community cohesion.
7. **Economic Development:** Increase opportunity and investment in freight and passenger rail assets to grow Oregon's economy.

Oregon Transportation Safety Action Plan (2021)

The TSAP is a plan that shows a set of actions that Oregonians have identified as steps to a safer travel environment. The document also serves as the State of Oregon's Strategic Highway Safety Plan, a document required by federal law. The TSAP is a statewide plan that is implemented by multiple state, local, and regional agencies in addition to ODOT. It is a multi-purpose plan that includes both a 20- year policy plan and a 5-year, federally compliant, Strategic Highway Safety Plan. It envisions no deaths or life-changing injuries on Oregon's transportation system by 2035. The long-term goals of the TSAP are to foster a safety culture, develop infrastructure for safety, support healthy communities, leverage technology, and coordinate agencies and stakeholders to work together, and guide strategic safety investments.

The plan bases its 5-year strategic plan on four broad emphasis areas that were identified in the planning process for improving safety: risky behaviors, such as impaired driving, distracted driving, unbelted driving, and speeding; infrastructure such as intersection improvements; protections for vulnerable users, such as pedestrians, bicyclists, and older

road users; and improved systems, including data collection, training, enforcement, licensing, and emergency response.

The TSAP identifies long-term goals, policies, strategies, and short-term actions to improve transportation safety.

Project Relevance

The TSAP will help the development of safety priorities for the Tualatin TSP in order to contribute to Oregon's goals towards reducing deaths and life-changing injuries related to the transportation system.

Key Goals and Policy Areas

1. **Improving Safety Culture:** Transform public attitudes to recognize that all transportation system users have responsibility for other people's safety in addition to their own safety while using the transportation system. Transform organizational transportation safety culture among employees and agency partners (e.g., state agencies, regional planning entities, local agencies (Tribes, counties, cities), other safety stakeholders, employers, and the general public) to integrate safety considerations into all responsibilities.
2. **Improving Infrastructure:** Develop and improve infrastructure to eliminate fatalities and serious injuries for users of all modes.
3. **Facilitating Healthy and Livable Communities:** Plan, design, and implement safe systems; support equitable enforcement and emergency medical services to improve the safety and livability of communities, including health outcomes.
4. **Using Best Available Technologies:** Plan, prepare for, and implement technologies (existing and new) that improve transportation safety for all users, including pilot testing innovative technologies as appropriate.
5. **Communicating and Collaborating:** Create and support a collaborative environment for transportation system providers and public and private stakeholders to work together to eliminate fatalities and serious injuries.
6. **Investing Strategically:** Target safety funding for effective education, enforcement, engineering, and emergency medical services priorities.

Oregon Resilience Plan (2013)

The Oregon Resilience Plan provides policy guidance and recommendations to mitigate risks, accommodate emergency response and recovery, and support the resilience of government and business before, during, and after a Cascadia earthquake and tsunami. The plan includes an assessment of the seismic integrity of Oregon's multimodal transportation system, including bridges and highways, rail, airports, water ports, and public transit systems.

The plan classifies highway lifeline routes as Tier 1, 2, and 3. Tier 1 Routes are those that allow access to all vulnerable regions, major population centers, and areas considered vital for rescue and recovery operations, which is considered to provide the greatest benefits for short-term rescue and longer-term economic recovery. Tier 2 is a larger network that provides access to most urban areas and restores major commercial operations. Tier 3 is a more complete transportation network. Targets for recovery in all mode categories fall into three levels: minimal, operational, and functional.

Project Relevance

The Oregon Resilience Plan provides guidance and priorities to maintain the seismic integrity of Oregon's multi-modal transportation system. Policies and standards adopted by Tualatin should consider additional guidance, concepts, and strategies for design related to facility resiliency in the event of seismic activity.

Key Goals and Policy Areas

The following goals from the Oregon Resilience Plan are relevant to the TSP:

- Facilitate immediate emergency response, including permitting personnel to access critical areas and allowing the delivery of supplies
- Restore general mobility within specified time periods for various areas of the state.

Statewide Transportation Strategy: A 2050 Vision for Greenhouse Gas Emissions Reduction, and Greenhouse Gas Emissions Reduction Toolkit

The STS, is a state-level scenario planning effort that examines all aspects of the transportation system, including the movement of people and goods, and identifies a combination of strategies to reduce greenhouse gas, or GHG, emissions in order to achieve a future with 60% percent fewer GHG emissions (total emissions) than 1990. The STS identifies a variety of effective GHG emissions reduction strategies in transportation systems, vehicle and fuel technologies, and urban land use patterns.

The document is not directive or regulatory. The STS changes regional and local planning work by providing an additional lens and new or enhanced strategies to consider.

The Greenhouse Gas, or GHG, Emissions Reduction Toolkit is a collection of strategy reports and case studies designed to help local jurisdictions identify and explore the kinds of actions and programs they can undertake to reduce vehicle emissions. Additionally, they are designed to meet other community goals, such as spur economic development, increase biking and walking, support downtowns, create healthy livable communities and more.

Project Relevance

The TSP should consider strategies identified in the STS and the Greenhouse Gas Emissions Reduction Toolkit to reflect Tualatin's commitment to reducing GHG emissions.

Key Goals and Policy Areas

The STS seeks to reduce transportation related GHG emissions while also improving the efficiency and effectiveness with which people and goods are moved.

ODOT Highway Design Manual (2023)

The Highway Design Manual provides standards and guidance for the design of all projects, including major construction and reconstruction projects.

Project Relevance

The Highway Design Manual will guide the construction or major reconstruction of any State highway projects included within the TSP.

Regional Plans

Washington County TSP (2019)

The Washington County TSP establishes the policies, projects and programs necessary to achieve Washington County's transportation goals.

The Washington County TSP describes the land use patterns, population and employment trends, travel demand, and existing mode share before discussing the general transportation principles and policies for Washington County. The TSP also discusses transportation modal elements, including freight and active transportation, and the goals, objectives, and strategies for each element related to mobility, accessibility, connectivity, and active transportation. It also discusses funding and implementation.

Project Relevance

Tualatin's TSP should be consistent with the policies, programs, and projects in the Washington County TSP. Any facilities in Tualatin that are owned or maintained by Washington County should meet Washington County standards.

Key Goals and Policy Areas

The Washington County TSP has four goals relevant to the Tualatin TSP:

1. **Safety:** Provide a safe transportation system for all users.
2. **Economic Vitality:** Provide a reliable transportation system that enhances the economic health of Washington County.
3. **Livability:** Preserve and enhance Washington County's quality of life for all residents, workers and visitors.
4. **Natural Environment:** Create and maintain a transportation system that first avoids, then minimizes, then mitigates impacts to the natural environment.

Clackamas County TSP (2013-2033)

The Clackamas County TSP (2013-2033) guides transportation related decisions and identifies the transportation needs and priorities in unincorporated Clackamas County from 2013 to 2033.

The Clackamas County TSP presents policies by major topic or transportation mode, including:

- Land Use and Transportation
- Active Transportation
- Roadways
- Transit
- Freight
- Rail
- Air
- Pipeline and Water Transportation
- Finance and Funding.

The TSP also relates to the 20-year and five-year capital improvement plans as well as identifies Special Transportation Plans that are adopted by reference as refinements of the TSP and plans or studies that need to be completed in the future to support the TSP. It also discusses funding and implementation.

Project Relevance

Tualatin's TSP should be consistent with the policies, programs, and projects in the Clackamas County TSP. Any facilities in Tualatin that are owned or maintained by Clackamas County should meet Clackamas County standards.

Key Goals and Policy Areas

The Clackamas County TSP has six key goals relevant to the Tualatin TSP:

1. Provide a transportation system that optimizes benefits to the environment, the economy and the community.
2. Plan the transportation system to create a prosperous and adaptable economy and further the economic well-being of businesses and residents of the County.
3. Tailor transportation solutions to suit the diversity of local communities.
4. Promote a transportation system that maintains or improves our safety, health, and security.
5. Provide an equitable transportation system.
6. Promote a fiscally responsible approach to protect and improve the existing transportation system and implement a cost-effective system to meet future needs.

Metro 2040 Growth Concept (1995)

The Metro 2040 Growth Concept is a long-range plan adopted in 1995 that encourages sustainable growth through housing, land use, open space protection, and transportation. The plan reflects input from thousands of Oregonians.

Project Relevance

The Tualatin TSP should promote a balanced transportation system to move people and goods. The 2040 Design Types from the Growth Concept are the basis for regional land use and transportation policies and implementation. As an example, mobility targets – adopted both by Metro and the Oregon Transportation Commission – hinge on 2040 Design Type, as further discussed in the Oregon Highway Plan and Regional Transportation Plan reviews in this report.

Regional Transportation Plan (2023)

The RTP is updated every five years with input from community members, business and community leaders, and governments. It guides investments for all forms of travel and the movement of goods and services throughout greater Portland. It identifies urgent and long-term transportation needs, investments to meet those needs, and the funds the region expects to have available over the next 20 years.

The RTP coordinates long-range transportation planning in the Portland metropolitan area. It is required by the State of Oregon and the Federal Government.

The vision of the RTP is: Everyone in the greater Portland region will have safe, reliable, affordable, efficient, and climate-friendly travel options that allow people to drive less and support equitable, resilient, healthy and economically vibrant communities and region.

Project Relevance

Tualatin's TSP should be consistent with system classifications, strategies, and projects for each transportation mode outlined in the RTP.

Key Goals and Policy Areas

The Regional Transportation Plan has five goals relevant to the Tualatin TSP:

1. Mobility Options: People and businesses can reach the jobs, goods, services and opportunities they need by well-connected, low-carbon travel options that are safe, affordable, convenient, reliable, efficient, accessible, and welcoming.
2. Safe System: Traffic deaths and serious crashes are eliminated and all people are safe and secure when traveling in the region.
3. Equitable Transportation: Transportation system disparities experienced by Black, Indigenous and people of color and people with low incomes, are eliminated. The disproportionate barriers people of color, people who speak limited English, people

with low incomes, people with disabilities, older adults, youth and other marginalized communities face in meeting their travel needs are removed.

4. Thriving Economy: Centers, ports, industrial areas, employment areas, and other regional destinations are accessible through a variety of multimodal connections that help people, communities, and businesses thrive and prosper.
5. Climate Action and Resilience: People, communities and ecosystems are protected, healthier and more resilient and carbon emissions and other pollution are substantially reduced as more people travel by transit, walking and bicycling and people travel shorter distances to get where they need to go.

Regional Transportation Functional Plan

The Regional Transportation Functional Plan establishes an outcomes-based framework that is performance-driven and includes policies, objectives, and actions that direct future planning and investment decisions to consider economic, equity, and environmental objectives. More specifically, the Plan is a part of Metro code and contains policies and guidelines to help local jurisdictions implement the policies in the Regional Transportation Plan and its modal plans.

Project Relevance

This plan implements the RTP. Tualatin's TSP should be consistent with the requirements of the Regional Transportation Functional Plan.

Regional Active Transportation Plan

The Regional ATP is a modal plan of the RTP.

The plan establishes 10 guiding principles that shape the recommended bicycle and pedestrian networks, the design guidance, and the recommended Metro policies and implementing actions in the plan.

Its vision is stated as follows:

In 2040, people across the region have been meaningfully involved to create a transportation system that meets their needs. Convenient and safe access to active transportation has helped create and maintain vibrant communities in the region. Connected and safe pedestrian, bicycle and transit networks provide transportation choices throughout the region. People of all ages, abilities, income levels and backgrounds can walk and bike easily and safely for many of their daily needs and the walking and bicycling environment is welcoming to them. A majority of the short trips in the region are made by bicycling and walking. Children enjoy

independence walking and biking to school and seniors can age in place and can get around easily without a car. Active transportation contributes significantly to the region's economic prosperity. Household transportation costs are lowered, roadways are less congested and freight experiences less delay. People enjoy clean air and water and are healthier and happier because they incorporate physical activity into their daily routines.

Project Relevance

Similar to the RTP, ensure consistency of the active transportation modal maps in the updated TSP with the classifications in the ATP network maps.

Key Goals and Policy Areas

The regional ATP has six desired outcomes:

1. People live, work and play in vibrant communities where their everyday needs are easily accessible.
2. Current and future residents benefit from the region's sustained economic competitiveness and prosperity.
3. People have safe and reliable transportation choices that enhance their quality of life.
4. The region is a leader on climate change, on minimizing contributions to global warming.
5. Current and future generations enjoy clean air, clean water and healthy ecosystems.
6. Equity exists relative to the benefits and burdens of growth and change to the region's communities.

Regional Trails System Plan (2022)

The latest edition of the Regional Trail System Plan shows the draft results of a prioritization tool for regional trails based on six factors:

- Neighborhood Demographics
- Access to Nature
- Traffic Safety
- Connectivity to Destinations
- Transportation Potential
- Gap Completion

Project Relevance

The map includes existing trails and proposed trails in the Tualatin area, including the Ice Age Tonquin Trail and the Tualatin River Trail (also known as the Tualatin River Greenway) that should be included in TSP project development.

Tri-County Public Transportation Improvement Plan (FY2021-FY2023)

The Oregon Legislature enacted House Bill 2017 (HB 2017), or the Keep Oregon Moving act, in mid-2017 in order to fund the expansion of public transportation services. This necessitated a need for an improvement plan. The Tri-County PTIP serves as the region's 2020 PTIP update. The PTIP documents the existing public transportation services, current demographics, a needs assessment within the TriMet service district, factors affecting TriMet ridership, and proposed funding levels for TriMet, Clackamas County, Multnomah County, and Washington County. It establishes a five-year roadmap for the provision of future services and programs to improve service in low-income communities as well as provides for planned revenue and service improvements and programs within 2021 and 2023.

Project Relevance

The PTIP assesses public transportation needs across the region and identifies proposed service and capital improvements. Its goals are based on goals from other plans, including but not limited to, the Oregon Public Transportation Plan, the Washington County TSP, and the TriMet Coordinated Transportation Plan.

Key Goals and Policy Areas

The PTIP goals are based on goals from other plans, including but not limited to, the Oregon Public Transportation Plan, the Washington County TSP, and the TriMet Coordinated Transportation Plan.

Metro Climate Smart Strategy (2014)

The Metro Council adopted the Climate Smart Strategy in December 2014 to respond to a state mandate to reduce per capita greenhouse gas emissions from cars and small trucks by 2035. The Climate Smart Strategy is a set of policies, strategies, and near-term actions to guide how the region will reduce greenhouse gas emissions, provide more transportation choices, and build a strong economy and healthy and equitable communities.

Project Relevance

The TSP update should consider policy areas and actions from the Climate Smart Strategy toolbox for integration into the updated TSP's policies, transportation design standards, programs, and project selection.

Key Goals and Policy Areas

The following are relevant Climate Smart Strategy policy areas:

1. Implement adopted local and regional land use plans.
2. Make transit more convenient, frequent, accessible, and affordable.
3. Make biking and walking safe and convenient.
4. Make streets and highways safe, reliable, and connected.
5. Use technology to actively manage the transportation system.
6. Provide information and incentives to expand the use of travel options.
7. Make efficient use of vehicle parking and land dedicated to parking.
8. Support transition to cleaner, low carbon fuels and more fuel-efficient vehicles.
9. Secure adequate funding for transportation investments.

City of Tualatin Plans

Transportation System Plan Update (2014)

The City of Tualatin's TSP was adopted in 2014 and is the most recent TSP update. It establishes the policies, projects, and programs necessary to achieve Tualatin's long-range transportation goals.

The 2014 Tualatin TSP describes modal plans and policies for the Street System; Transit; Pedestrian, Bicycle, and Multi-Use Path; Freight; Rail; Water, Pipeline and Air; Transportation Demand Management; Transportation System Management; and Parking. It establishes a project list and also discusses implementation methods and funding sources.

Project Relevance

Tualatin's current TSP should serve as a starting point for the TSP update. The TSP should meet the Transportation Planning Rule requirements and should be updated to reflect changing community and council priorities for the transportation system.

Key Goals and Policy Areas

The TSP update has the following goals:

1. **Access and Mobility:** Maintain and enhance the transportation system to reduce travel times, provide travel-time reliability, provide a functional and smooth transportation system, and promote access for all users.
2. **Safety:** Improve safety for all users, all modes, all ages, and all abilities within the City of Tualatin.
3. **Vibrant Community:** Allow for a variety of alternative transportation choices for citizens of and visitors to Tualatin to support a high quality of life and community livability. Produce a plan that respects and preserves neighborhood values and identity.
4. **Equity:** Consider the distribution of benefits and impacts from potential transportation options, and work towards fair access to transportation facilities for all users, all ages, and all abilities.
5. **Economy:** Support local employment, local businesses, and a prosperous community while recognizing Tualatin's role in the regional economy.
6. **Health/Environment:** Provide active transportation options to improve the health of citizens in Tualatin. Ensure that transportation does not adversely affect public health or the environment.

7. **Ability to Be Implemented:** Promote potential options that are able to be implemented because they have community and political support and are likely to be funded.

Comprehensive Plan 2040

The City of Tualatin's Comprehensive Plan 2040 outlines goals, policies, significant projects, and plan maps that help guide the future physical development of Tualatin. It is implemented by the zoning code, zoning maps, service coordinator agreements, annexations, Urban Renewal Areas, and development agreements. The Comprehensive Plan is used when making land use decisions, particularly those that include a change or exception to the established development regulations. The Plan discusses goals and policies for different topic areas, including Housing, Parks, and Transportation.

Project Relevance

The TSP is the transportation component of the Comprehensive Plan. The Comprehensive Plan will need to be updated to reflect the transportation goals and policies in Tualatin's TSP. The TSP should also not be in conflict with the goals in other sections of the Comprehensive Plan. New goals developed as part of the TSP process should not conflict with existing goals in the Comprehensive Plan.

Key Goals and Policy Areas

The following goals are relevant to the TSP:

1. **Community Involvement**
    a. Implement community involvement practices in line with Statewide Planning Goal 1.
2. **Housing & Residential Growth**
    a. Encourage the establishment of funding sources to support development of affordable housing and related public infrastructure.
    b. Encourage development and redevelopment in Tualatin that supports all modes of transportation, including walking, biking, and mass transit.
3. **Other Land Uses**
    a. Locate public services and utilities in a manner that minimizes negative impacts and enhances public benefits.
4. **Transportation**

a. **Goal 8.1: Access and Mobility.** Maintain and enhance the transportation system to reduce travel times, provide travel time reliability, provide a functional and smooth transportation system, and promote access for all users.
b. **Goal 8.2: Safety.** Improve safety for all users, all modes, all ages, and all abilities within the City of Tualatin.
c. **Goal 8.3: Vibrant Community**. Allow for a variety of alternative transportation choices for citizens of and visitors to Tualatin to support a high quality of life and community livability.
d. **Goal 8.4: Equity.** Consider the distribution of benefits and impacts from potential transportation options, and work towards fair access to transportation facilities for all users, all ages, and all abilities.
e. **Goal 8.5: Economy.** Support local employment, local businesses, and a prosperous community while recognizing Tualatin's role in the regional economy.
f. **Goal 8.6: Health/Environment.** Provide active transportation options to improve the health of citizens in Tualatin. Ensure that transportation does not adversely affect public health or the environment.
g. **Goal 8.7: Ability to Be Implemented.** Promote potential options that are able to be implemented because they have community and political support and are likely to be funded.

    i. **Policy Area 8.8: Functional Classification Policies.** Functional classification policies support the City's transportation goals and objectives. Policies help provide direction for roadways and roadway classifications.

        A. **Policy 8.8.1.** Major and minor arterials will comprise the main backbone of the freight system, ensuring that freight trucks are able to easily move within, in, and out of the City.
        B. **Policy 8.8.2.** Continue to construct existing and future roadways to standard when possible for the applicable functional classification to serve transportation needs within the City.

    ii. **Policy Area 8.9: Roadway Policies.** The following establishes the City's policies on roadways.

        A. **Policy 8.9.1.** Implement design standards that provide clarity to developers while maintaining flexibility for environmental constraints.
        B. **Policy 8.9.2.** Ensure that street designs accommodate all anticipated users including transit, freight, bicyclists and pedestrians, and those with limited mobility.
        C. **Policy 8.9.3.** Work with Metro and adjacent jurisdictions when extending roads or multi-use paths from Tualatin to a neighboring City.

    iii. **Policy Area 8.10: Access Management Policies.** The following establish the City's policies on access management.

        A. **Policy 8.10.1.** No new driveways or streets on arterial roadways within the City, except where noted in the TDC, usually when no alternative access is available.
        B. **Policy 8.10.2.** Where a property abuts an arterial and another roadway, the access for the property shall be located on the other roadway, not the arterial.

C. **Policy 8.10.3.** Adhere to intersection spacing.
D. **Policy 8.10.4.** Limit driveways to right-in, right-out (where appropriate) through raised medians or other barriers to restrict left turns.
E. **Policy 8.10.5**. Look for opportunities to create joint accesses for multiple properties, where possible, to reduce the number of driveways on arterials.
F. **Policy 8.10.6.** No new single-family home, duplex or triplex driveways on major collector roadways within the City, unless no alternative access is available.
G. **Policy 8.10.7.** On collector roadways, residential, commercial and industrial driveways where the frontage is greater or equal to 70 feet are permitted. Minimum spacing at 100 feet. Uses with less than 50 feet of frontage shall use a common (joint) access where available.

iv. **Policy Area 8.11: Transit Policies.** The following establish the City's policies on public transit:

A. **Policy 8.11.1.** Partner with TriMet to jointly develop and implement a strategy to improve existing transit service in Tualatin.
B. **Policy 8.11.2.** Partner with the Tualatin Chamber of Commerce to support grant requests that would expand the Tualatin Shuttle services.
C. **Policy 8.11.3.** Partner with TriMet, Metro, and neighboring communities to plan the development of high-capacity transit in the Southwest Corridor, as adopted in the Metro High Capacity High-Capacity Plan.
D. **Policy 8.11.4.** Partner with TriMet, Metro, and neighboring communities to plan development of high-capacity transit connecting Tualatin and Oregon City, as adopted in the Metro High Capacity High-Capacity Plan.
E. **Policy 8.11.5.** Coordinate with ODOT and neighboring communities on conversations related to Oregon Passenger Rail between Portland and Eugene.
F. **Policy 8.11.6.** Develop and improve pedestrian and bicycle connections and access to transit stops.
G. **Policy 8.11.7.** Encourage higher-density development near high capacity high-capacity.
H. **Policy 8.11.8.** Metro in the RTP calls for increased WES service frequency. The City will coordinate with TriMet, Metro, and ODOT to explore service frequency improvements and the possible inclusion of a second WES station in south Tualatin.

v. **Policy Area 8.12: Bicycle And Pedestrian Policies.** The following establish the City's policies on bicycle and pedestrian facilities:

A. **Policy 8.12.1.** Support Safe Routes to Schools (SRTS) for all Tualatin schools.
B. **Policy 8.12.2.** Work with partner agencies to support and build trails.
C. **Policy 8.12.3.** Allow wider sidewalks downtown for strolling and outdoor cafes.
D. **Policy 8.12.4.** Add benches along multi-use paths for pedestrians throughout the City (especially in the downtown core).

E. **Policy 8.12.5.** Develop and implement a toolbox, consistent with Washington County, for mid-block pedestrian crossings.
F. **Policy 8.12.6:** Implement bicycle and pedestrian projects to help the City achieve the regional non-single-occupancy vehicle modal targets in Table 11-1.
G. **Policy 8.12.7.** Implement bicycle and pedestrian projects to provide pedestrian and bicycle access to transit and essential destinations for all mobility levels, including direct, comfortable, and safe pedestrian and bicycle routes.
H. **Policy 8.12.8.** Ensure that there are bicycle and pedestrian facilities at transit stations.
I. **Policy 8.12.9.** Create on- and off-street bicycle and pedestrian facilities connecting residential, commercial, industrial, and public facilities such as parks, the library, and schools.
J. **Policy 8.12.10.** Create obvious and easy to use connections between on- and off-street bicycle and pedestrian facilities and integrate off-street paths with on-street facilities.

vi. Policy Area 8.13 Freight Rail Policies. The following establish the City's policies on freight rail:

A. **Policy 8.13.1.** Continue to coordinate with PNWR and TriMet to ensure that railroad crossings are safe and have few noise impacts on adjacent neighborhoods.
B. **Policy 8.13.2.** Look for opportunities to shift goods shipments to rail to help reduce the demand for freight on Tualatin's roads.
C. **Policy 8.13.3.** Look for opportunities to create multi-modal hubs to take advantage of the freight rail lines. Passenger Rail Policies. The City of Tualatin's policies on public transit are described in Policy Area 8.11, as part of the Transit Modal Plan. Those policies that may relate to the existing heavy rail lines in Tualatin include Transit Policies 8.11.3, 8.11.4, 8.11.5, and 8.11.8.

vii. Policy Area 8.14: Transportation Demand Management Policies. The following policies support other modal plans in the TSP and help Tualatin meet its mode-share targets, as required by the RTP and presented in Table 8-1:

A. **Policy 8.14.1.** Support demand reduction strategies, such as ride sharing, preferential parking, and flex-time programs.
B. **Policy 8.14.2.** Partner with the Tualatin Chamber of Commerce, the Westside Transportation Alliance, major employers, and business groups to implement TDM programs.
C. **Policy 8.14.3.** Explore the use of new TDM strategies to realize more efficient use of the City's transportation system.
D. **Policy 8.14.4.** Support Washington County's regional TDM programs and policies to reduce the number of single occupancy vehicle (SOV) trips.
E. **Policy 8.14.5.** Promote the use and expansion of the Tualatin Shuttle program.

Tualatin Parks & Recreation Master Plan (2018)

The Tualatin Parks & Recreation Master Plan (2018) documents the City's vision for the parks and recreation system and describes objectives and recommendations to guide systemwide improvements alongside more specific site recommendations.

Project Relevance

The TSP should consider any facilities and plan recommendations outlined in the Parks & Recreation Master Plan and how people will need to access those facilities, as well as any pedestrian or bicycle facilities that are recommended in the Plan. The TSP should not conflict with any of the policies in the Master Plan.

Key Goals and Policy Areas

Goal 2 of the Plan is as follows:

- Create a walkable, bikeable, and interconnected city by providing a network of regional and local trails.

City of Tualatin Capital Improvement Plan (2023/24 – 2027/28)

The City of Tualatin's CIP establishes, prioritizes, and plans funding for projects to improve existing infrastructure and facilities and develop new infrastructure and facilities. This plan promotes efficient use of the City's limited financial resources, reduces costs, and assists in the coordination of public and private development.

Project Relevance

The CIP is a source for planned projects and infrastructure and facility needs that can influence the TSP Update. Future CIPs will draw transportation projects from the TSP.

Key Goals and Policy Areas

The criteria used in the ranking process include, but are not limited to:

- Addressing health and safety concerns – enhancing, improving, or protecting overall health and safety of the City's residents;
- Supporting Council goals - supporting the goals established by the City Council, meeting city-wide long-term goals, and meeting the Tualatin Community Plan;
- Meeting a regulatory or mandated requirement – proposed projects satisfy regulatory or mandated requirements;
- Considering service delivery needs – the potential for projects to improve service delivery, including coordination with other projects to minimize financial or development impacts to maintain and enhance the efficiency of providing services in Tualatin;
- Including outside funding and partnerships - outside funding has been identified, committed to, or may be obtained through other revenue sources or partnerships;
- Implementing a Master Plan - maintenance and development of existing or new facilities and infrastructure is identified in one of the City's Master Plans, enabling the City to continue to deliver essential services to residents.

Tualatin, OR Development Code

The development code sets standards for various kinds of development, including streets. Street design standards are based on the functional and operational characteristics of streets, such as travel volume, capacity, operating speed, and safety.

Project Relevance

All streets must be designed and constructed according to the City's preferred standard. The Tualatin Development Code will likely be updated based on the new TSP.

The Core Opportunity Reinvestment Area Plan (2022)

The Core Opportunity Reinvestment Plan (2022) is the result of the recognition that Tualatin has limited land supply for residential and employment land development. The City Council directed City staff to conduct two feasibility studies in the areas of Southwest Industrial/Basalt Creek and the Town Core Areas for use as urban renewal areas. A working group was formed to provide feedback on the existing conditions and proposed vision, objectives, boundary, area projects, project direction, and identify. resulting Core Opportunity Reinvestment Area Plan area

Project Relevance

This plan outlines a land use and transportation vision for downtown Tualatin. The TSP should be consistent with the specialized planning effort in this area and any proposed transportation facilities and goals.

Key Goals and Policy Areas

The following goals are relevant to the TSP:

5. **Goal 1: Blight Remediation.** Encourage and facilitate the redevelopment of historically underutilized and vacant parcels and buildings through direct or public-private partnerships.
6. **Goal 2: Enhanced Connectivity.** Provide residents and workers access to a connected and efficient multi-modal system within, and to/from Plan Area.

Southwest and Basalt Creek Development Area Plan (2021)

This plan establishes an urban renewal area as a result of past work in the Southwest Tualatin Concept Plan Area and the Basalt Creek Concept Plan Area. The Southwest and Basalt Creek Development Area Plan Area (Area) consists of approximately 717.3 total acres: 646.51 acres of land in tax lots and 70.79 acres of public rights-of-way. It is anticipated that the Southwest and Basalt Creek Development Area Plan (Plan) will take thirty years of tax increment collections to implement. The maximum amount of indebtedness that may be issued for the Plan is not to exceed $53,200,000.

Project Relevance

This plan outlines a land use and transportation vision for the Southwest and Basalt Creek subareas in Tualatin. The TSP should be consistent with the specialized planning effort in these areas and any proposed transportation facilities.

Key Goals and Policy Areas

The following goals are relevant to the TSP:

1. **Goal 1: Public Involvement.** Implement community involvement practices.
2. **Goal 2: Employment and Land Development.** Encourage land development that provides high density employment opportunities. Encourage land development in ways that strengthen the local tax base and support Tualatin's employment lands as a

major local and regional employment center. Manage land development impacts to the environment and other uses.

3. **Goal 3: Transportation Infrastructure.** Maintain and enhance the transportation system to reduce travel times, provide travel-time reliability, provide a functional and smooth transportation system, and promote access and safety for all users. Allow for a variety of alternative transportation choices for citizens of and visitors to Tualatin to support a high quality of life and community livability. Support local employment, local businesses, and a prosperous community while recognizing Tualatin's role in the regional economy.
4. **Goal 5: Developer Assistance and Incentives.** Facilitate development and redevelopment on sites in the Area, stimulating growth, providing new employment opportunities and an increased tax base in the Area. Assist in the provision of infrastructure to support the development of additional housing options in the Area.

Central Urban Renewal Plan (2009)

The Central Urban Renewal Plan governs the activities of the Tualatin Development Commission (the Urban Renewal Agency of the City of Tualatin) within Tualatin's Central Urban Renewal Area (Area).

The plan describes the history of urban renewal in the Area, the Commission's goals and objectives, anticipated activities within the Area, real property acquisition and disposition authorized within the Area, how land use is regulated within the Area, and how changes to the Plan are to be accomplished.

Project Relevance

The plan may outline urban renewal projects that may require construction of transportation facilities.

Key Goals and Policy Areas

The following goals relate to the TSP:

1. **Goal 5: Transportation.** To provide transportation access and circulation which is supportive of central area development.
2. **Goal 6: Pedestrian and Bikeways.** To develop a pedestrian/bicycle system linking the Urban Renewal Area to residential areas, parks, natural areas, and to link the business district on the south side of SW Boones Ferry Road to the future business district on the north side of SW Boones Ferry Road.
3. **Goal 7: Transit.** To support the development of the metropolitan transportation system (Tri-Met) in order to provide alternative transportation modes for the residential and employment population of the Urban Renewal Area.

4. **Goal 9: Parks.** To provide a high-quality park and recreation system to offset the environmental effect of large areas of commercial and industrial development.

Climate Action Plan

Tualatin's Climate Action Plan will outline actions the City can take to adapt to events resulting from the changing climate, such as wildfires, smoke, and extreme heat, and mitigate climate impacts, such as fossil fuel emissions from the transportation sector.

Project Relevance

Tualatin's TSP should be consistent with the transportation-related policies and recommendations in the Climate Action Plan.

Key Goals and Policy Areas

Pending the finalized Climate Action Plan in late 2023.

2040 TSP Appendix

Engagement Summary

Memorandum

Date: February 25, 2024

To: City of Tualatin

From: Katie Selin and Katie Mangle, Alta Planning + Design

Subject: Phase 2 Tualatin TSP Engagement Summary

Introduction

The Tualatin Transportation System Plan Update provides an opportunity for public comment as required by Oregon Transportation Planning Rule. This memo details the results of the Tualatin Transportation System Plan Update Phase 2 engagement efforts, which are based around the four distinct phases of the project:

1. **Recruit**- Build our project contact list and awareness of the TSP
2. **Listen and Learn**- Broad engagement, focus groups, workshop, awareness campaign, survey
3. **Reflect**- Connect the dots. What did we hear? Share draft project recommendations.
4. **Refine**- Share the draft plan and updated project recommendations. Are we on track? What did we miss?

In addition, the Tualatin Transportation System Plan project seeks to make a special effort to ensure underserved populations, as identified in OAR 660-012-0125, are offered a meaningful opportunity to inform the planning process and project outcomes. This report outlines the activities that took place during the Phase 1-2 Tualatin TSP engagement process and summarizes key takeaways. The following table summarizes the events that took place during the Tualatin TSP engagement process.

	Viva Tualatin	National Night Out	Pumpkin Regatta	TSP Open House	Focus Groups	Project Survey Feedback
Location	*Atfalati Park*	*Stoneridge Park*	*Tualatin Commons*	*Tualatin Library*	*Zoom*	*Online*
Timeframe	*8/22/23*	*8/7/23*	*10/22/23*	*11/1/23*	*11/4, 11/6, 11/9*	*10/9-11/10*
Participants	*Approx 100*	*Approx 50*	*Approx 300*	*Approx40*	*23*	*202*

Project Survey Feedback

The Tualatin TSP Survey was open for public comment between 10/9 and 11/10, through an online portal and in print. Community members learned about the survey through yard signs posted around Tualatin, the City newsletter and email list outreach, an ad in Tualatin Life, a utility bill announcement, a large banner on Tualatin-Sherwood Rd, targeted engagement from community liaisons, and through promotion during the in-person TSP Open House event. Community members shared their current travel modes and weighed in on what their priorities are for the future of transportation in Tualatin through a set of seven questions. At the end of the survey, community members optionally shared demographic information to help the project team better understand the audience of the survey. In total, 202 community members provided their input on the project survey.

Current and Aspirational Mode-Use Frequency

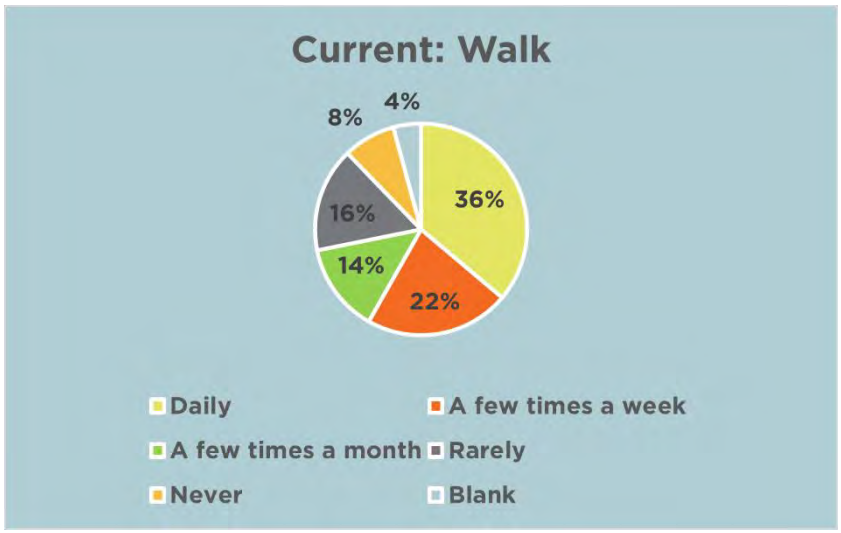
Questions 1 and 2 of the TSP Survey asked community members how frequently they travel to places they need to go or for recreation, using a range of travel modes including:

- Walk
- Roll in a wheelchair or use another assistive device
- Bike/E-bike Scooter/E-Scooter
- Public Transit (TriMet, SMART, school bus, Ride Connection Shuttle)
- Drive my own Car or Truck
- Carpool
- Motorcycle or Motor Scooter
- Taxi, Lyft, or Uber

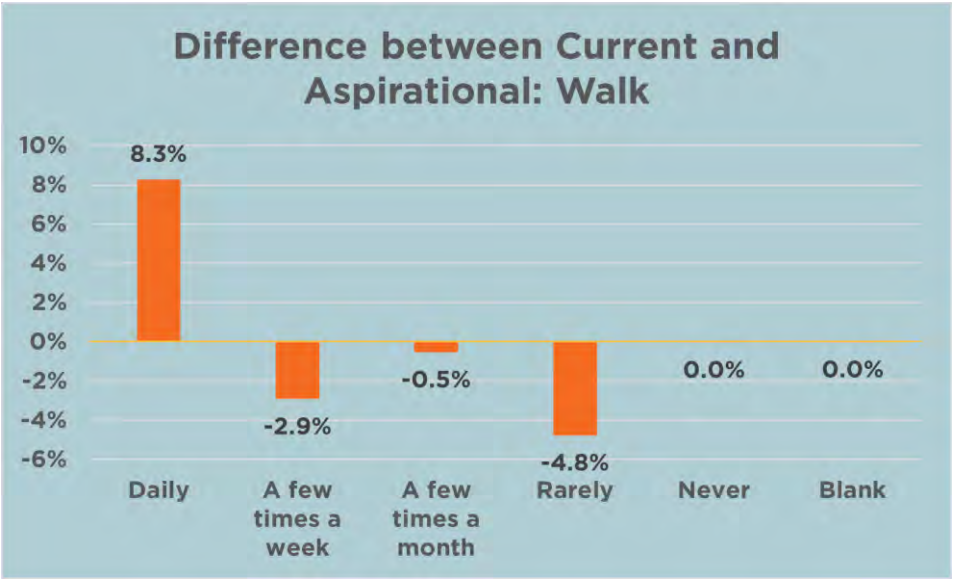
Comparing the modes community members currently use to travel with the modes that they want to use to travel can reveal where mode-specific investments can be made in Tualatin's transportation system. There may be certain transportation modes community members do not use currently that they would prefer to use if given the opportunity. The following sections compare current and aspirational travel frequency by travel mode excluding rolling in a wheelchair or using another assistive device, a comparison that may not be informative for this analysis. Overall, Tualatin residents would like to be able to walk, bike, and take transit more frequently and drive less frequently than they do today.

Walk

Figures 1-3. Current and aspirational walk frequency


Current: Walk
4%
8%
36%
16%
14%
22%
Daily
A few times a week
A few times a month
Rarely
Never
Blank

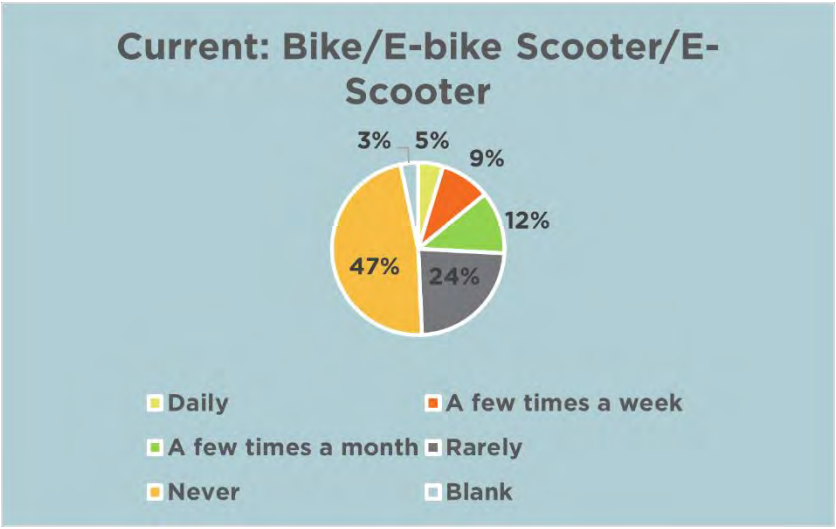
Aspirational: Walk
4%
8%
11%
45%
13%
19%
Daily
A few times a week
A few times a month
Rarely
Never
Blank

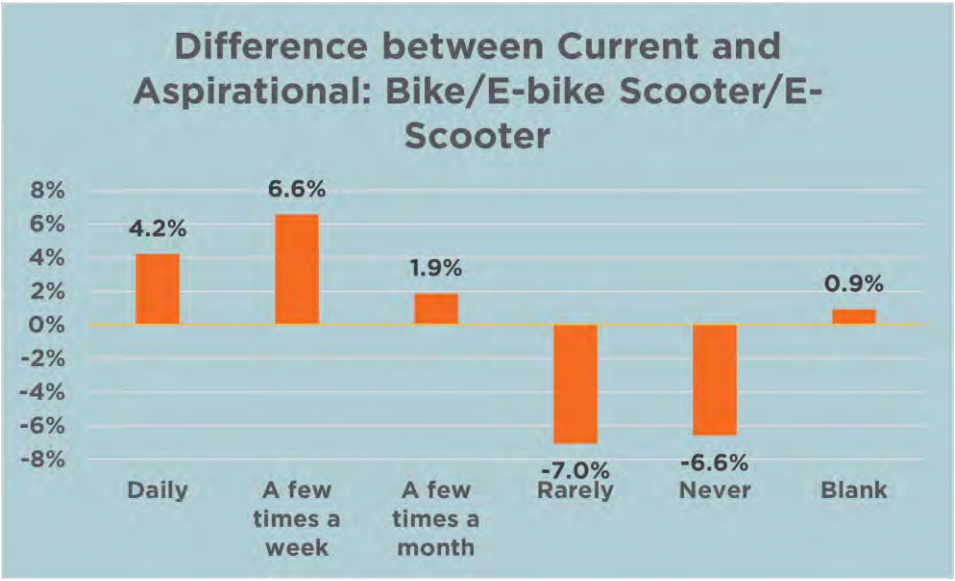


Of all the transportation modes, walking showed the greatest increase of those wanting to walk "daily" in comparison to their current behavior, from 36% to 45%, an 8% increase. The increase in those wanting to walk daily mostly came from people who had initially indicated that they walk rarely, which decreased by 5%.

Bike/E-bike Scooter/E-Scooter

Figure 4-6. Current and aspirational Bike/E-bike or Scooter/E-Scooter frequency

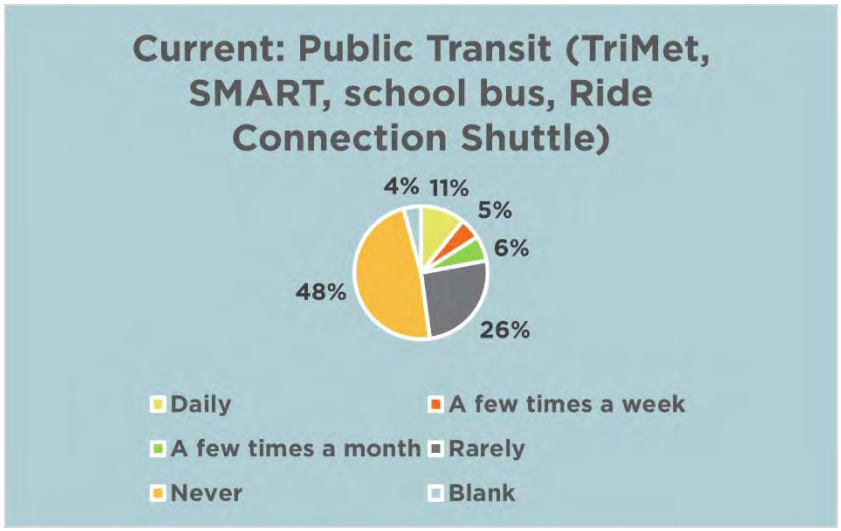


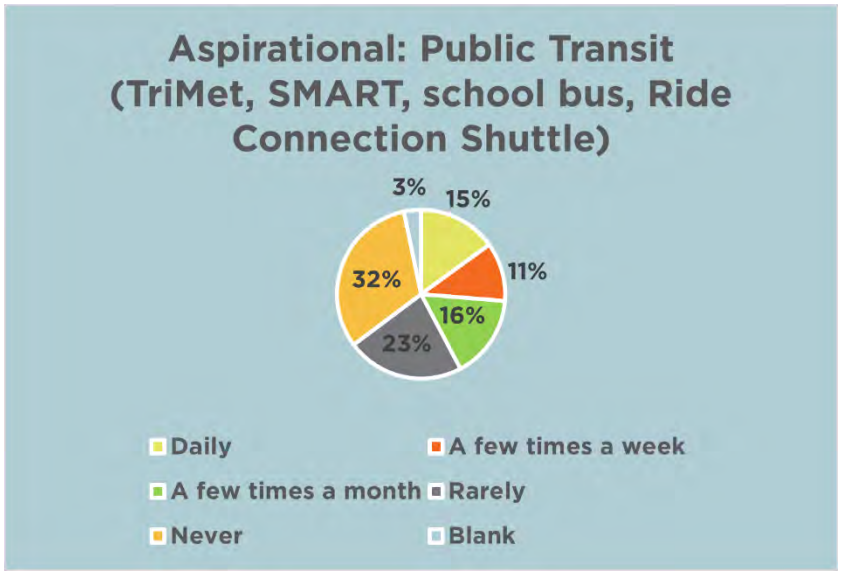


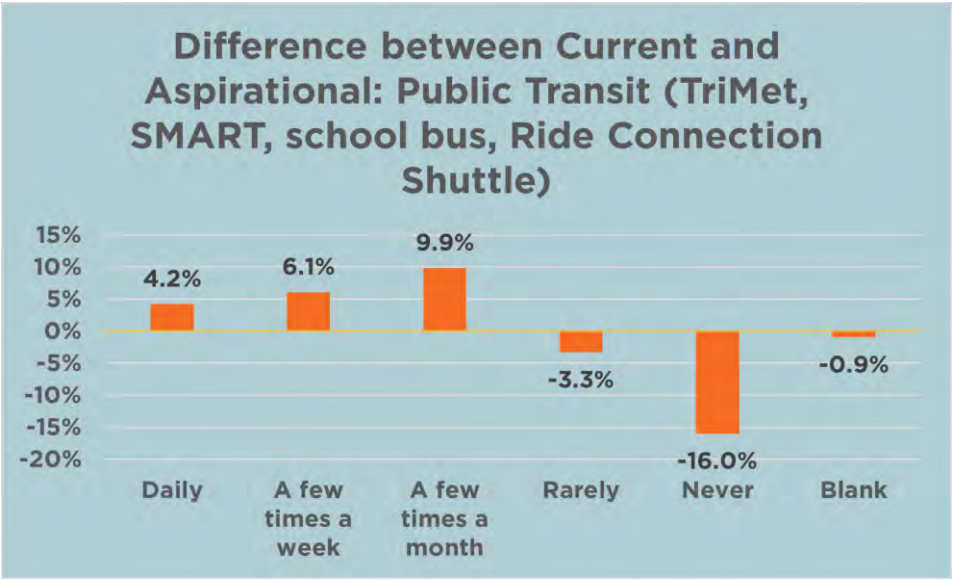
The greatest increase among frequencies for traveling by bicycle or scooter was for a "a few times a week," which increased 7% between current and aspirational. Other frequencies, "daily" and "a few times a week" increased slightly by 4% and 2% respectively, while "rarely" and "never" showed decreases between current and aspirational

Public Transit (TriMet, SMART, school bus, Ride Connection Shuttle)

Figure 7-9. Current and aspirational public transit frequency



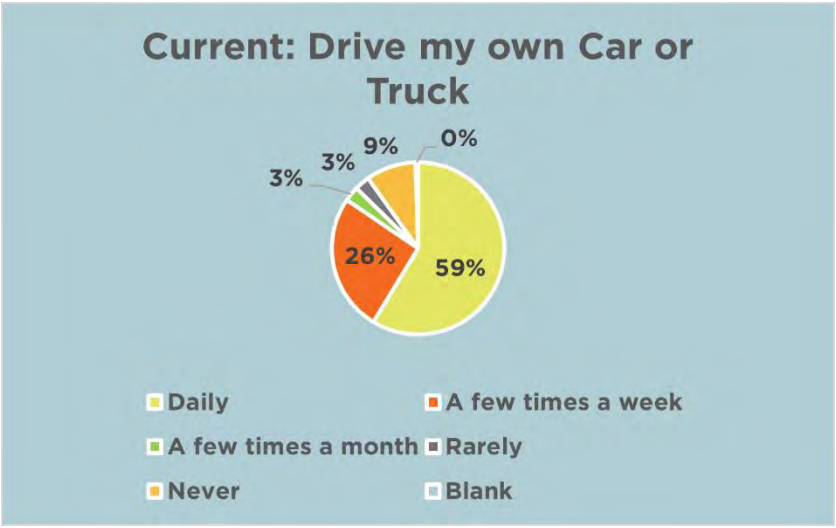


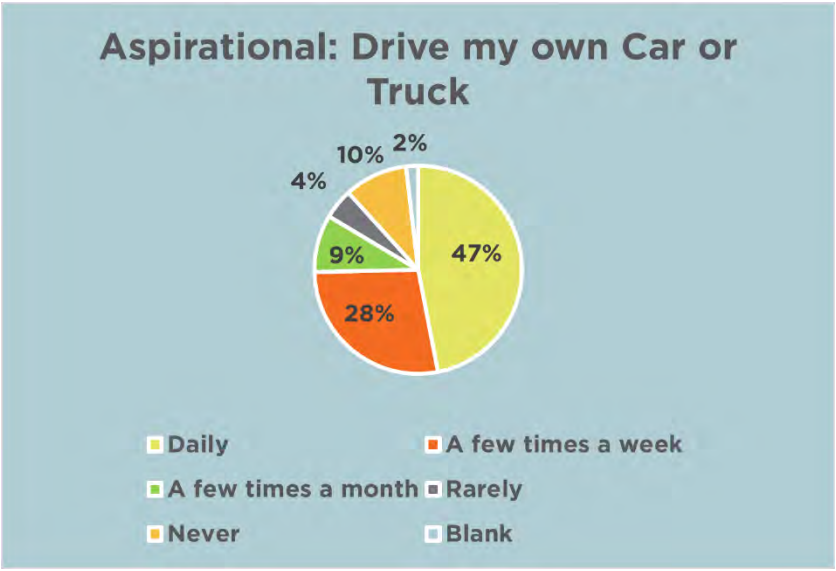


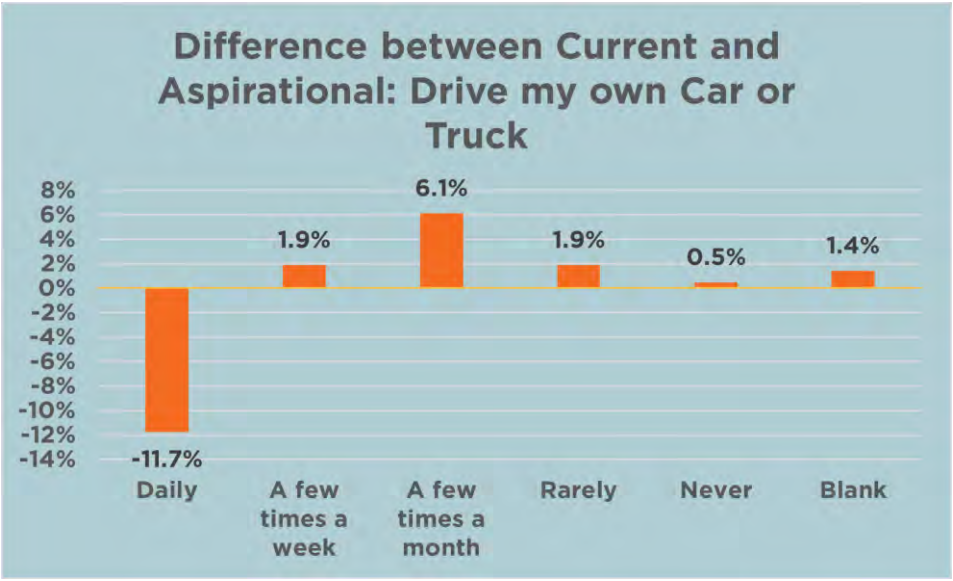
The frequency that changed the most between current and aspirational transit use was from the option, "never." The percent of respondents indicating "never" between current and aspirational use decreased from 48% to 32%, which coincided with increases in respondents who indicated that they want to take transit "daily," "a few times a week," and "a few times a month" of 4%, 6%, and 10% respectively. This indicates that many would like to take transit more than they are currently.

Drive my own Car or Truck

Figure 10-12. Current and aspirational drive their own car or truck frequency



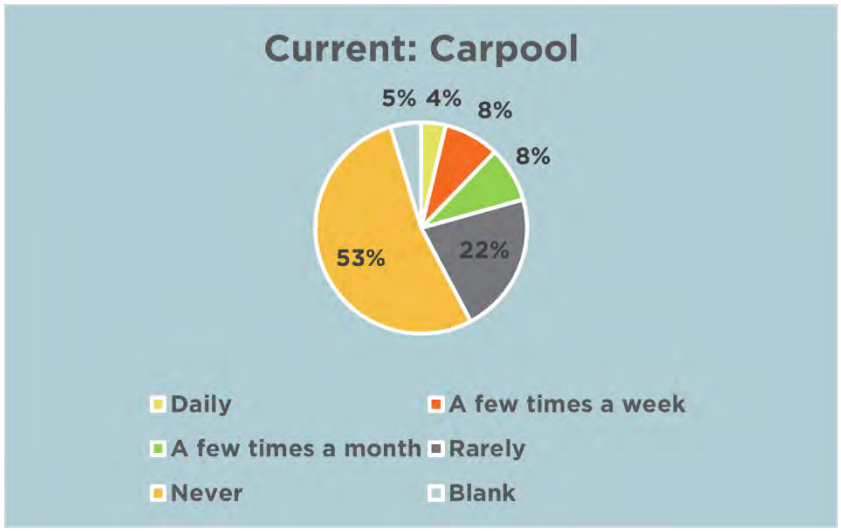


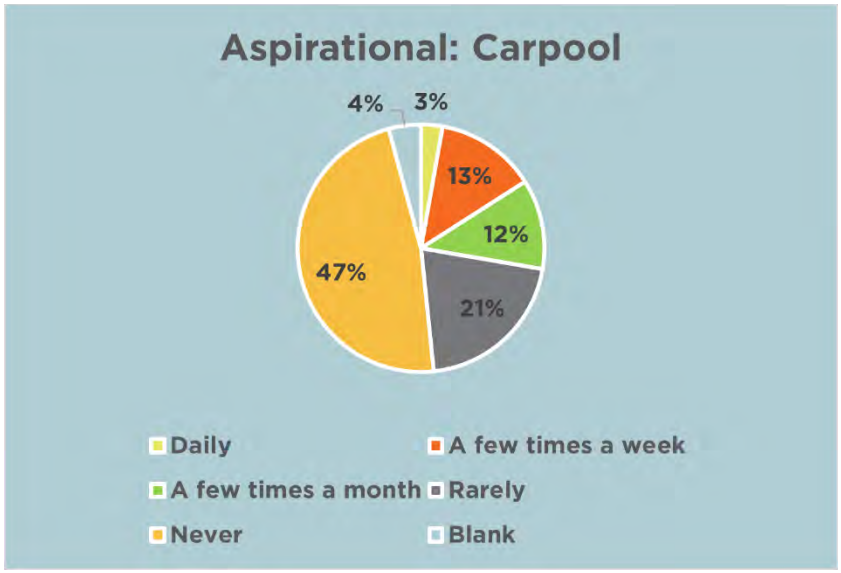


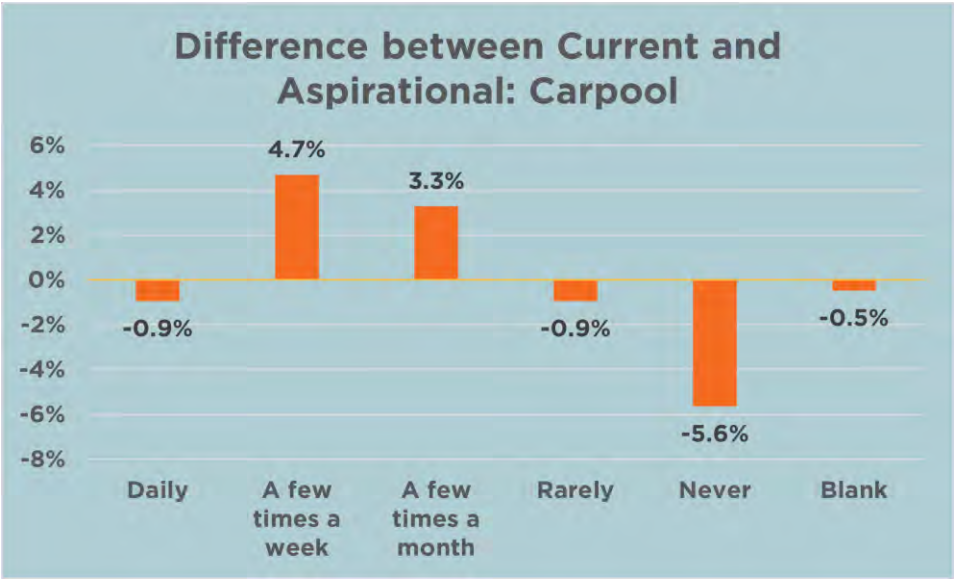
Among all the transportation modes, "drive my own car or truck" had the greatest share of those indicating daily use for both current and aspirational. Of all the transportation modes, people taking the survey indicated that they aspired to drive cars or trucks less often than they do now with the category "daily" decreasing in comparison to their current travel behavior from 59% to 47%, a -12% drop. Among other frequency options, "a few times a month increased the most, from 3% to 9% by 6%.

Carpool

Figure 13-15. Current and aspirational carpool frequency



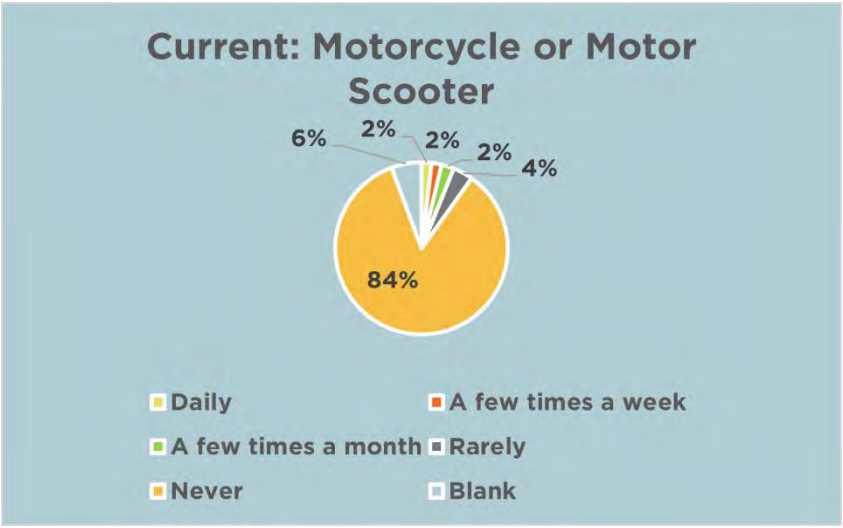


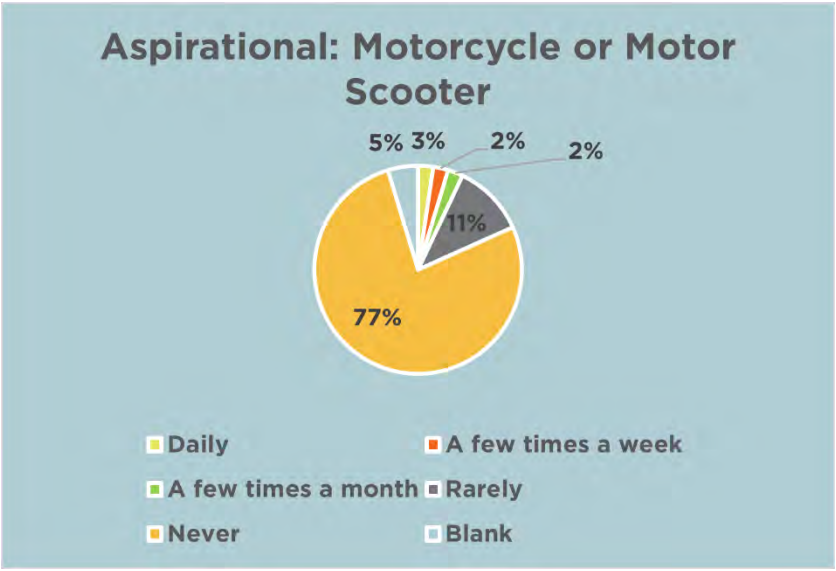


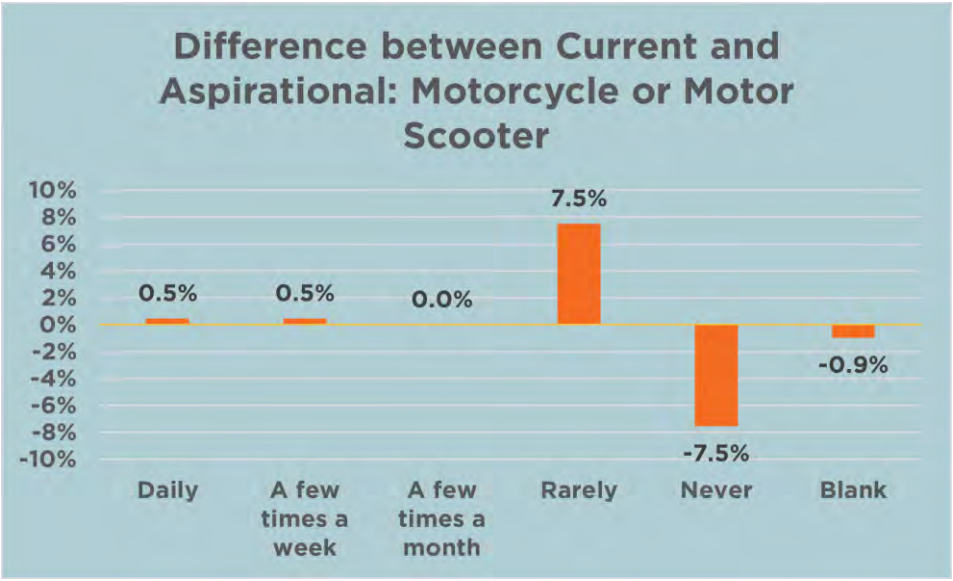
In general, participants indicated that they wanted to carpool more than they do currently. The category, "never" decreased by 6% between current and aspirational and a few times a week increased by 5%.

Motorcycle or Motor Scooter

Figure 16-18. Current and aspirational motorcycle or motor scooter frequency



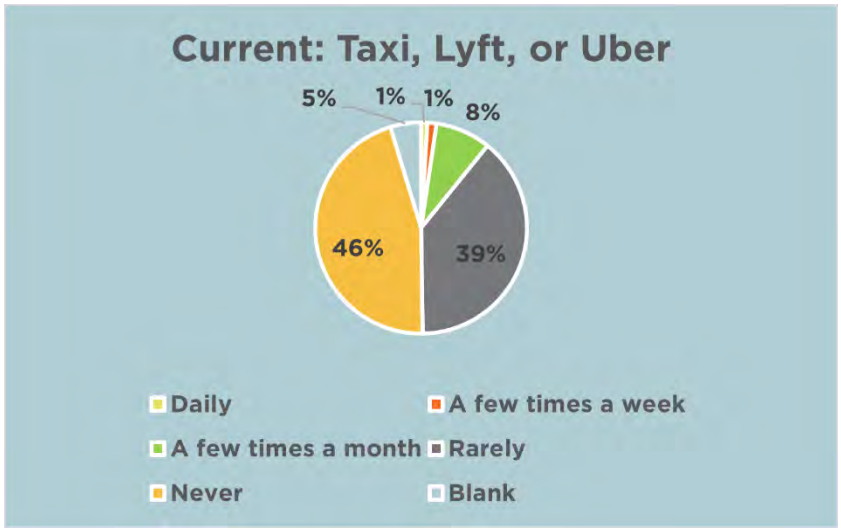


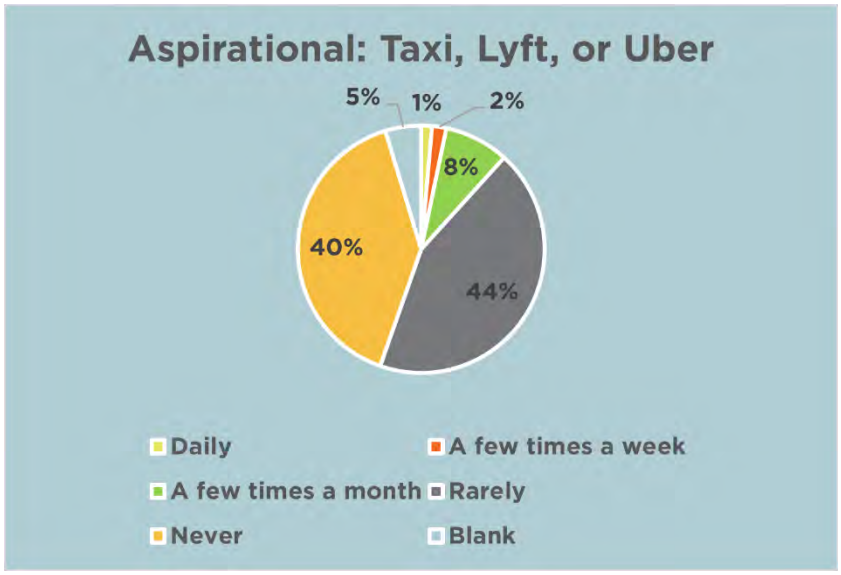


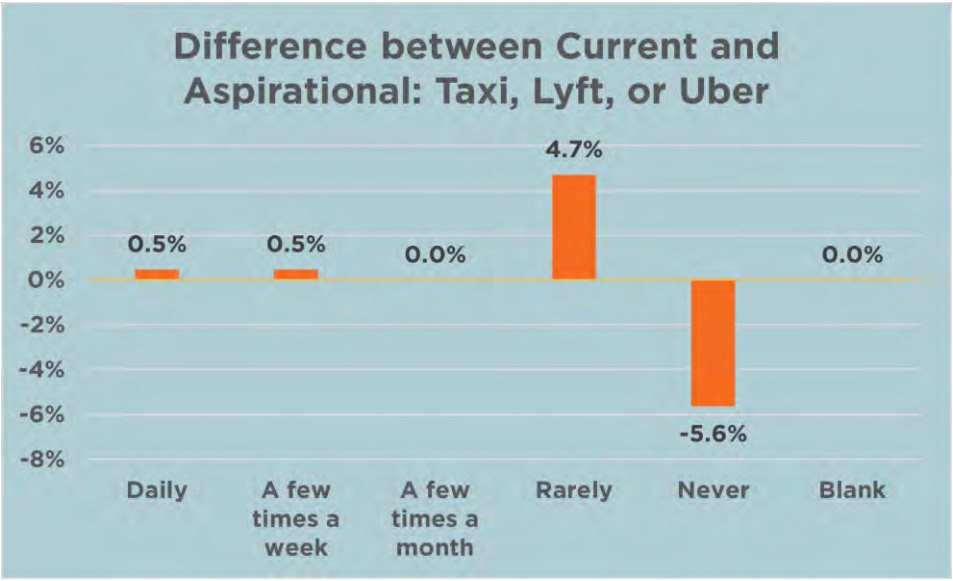
In general, participants indicated that they want to drive a motorcycle or motor scooter slightly more than they do currently. 8% of participants who indicated they never travel by motorcycle or motor scooter, indicated that they would like to "rarely" travel by motorcycle or motor scooter. Participants taking the survey indicated that they currently and want to travel by motorcycle or motor scooter

Taxi, Lyft, or Uber

Figure 19-21. Current and aspirational taxi, Lyft, or Uber frequency







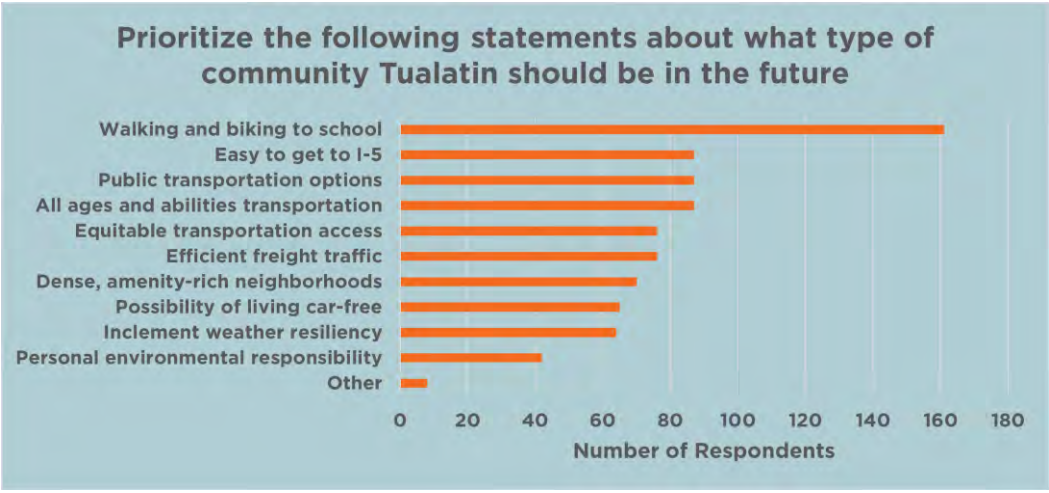
Similar to motorcycle and motor scooter travel, people taking the survey indicated that they want to take taxi, Lyft, or Uber "rarely" slightly more than they do currently.

Transportation Priorities, Issues, and Ideas

The people taking the survey shared their transportation priorities for the type of community they think Tualatin should be in the future, the biggest transportation issues, and what goals the City of Tualatin should prioritize for the future of its transportation system. This question asked participants to imagine the future they most want to see in Tualatin. "Tualatin is the type of place where....:, for example, "families can walk and bike to school."

What type of community should Tualatin be in the future?

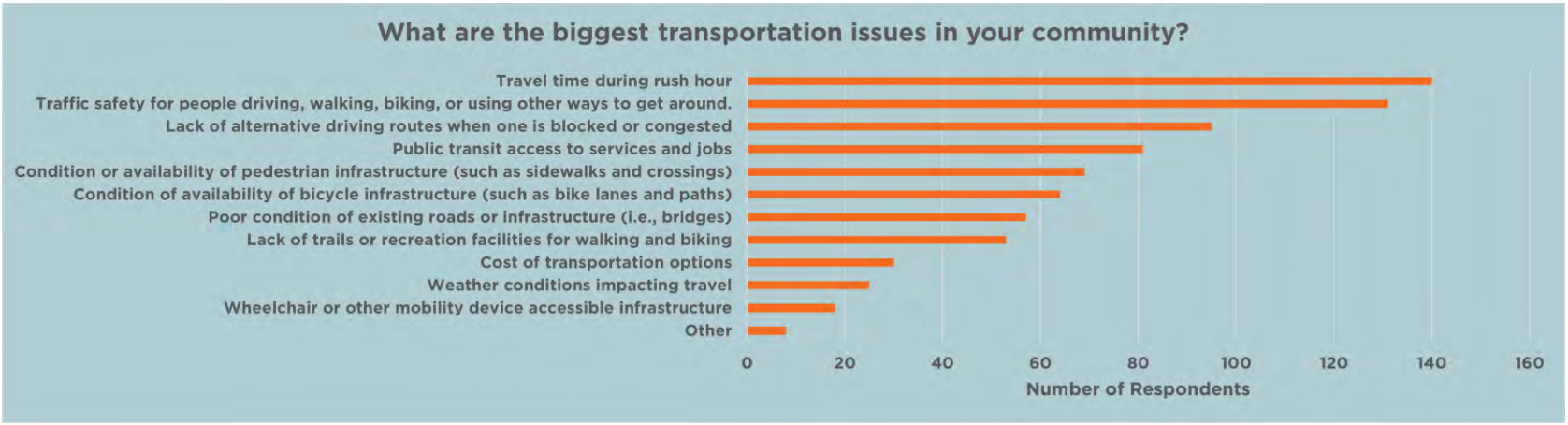
Figure 22. City of Tualatin Community Priorities



When asked about what type of community Tualatin should be in the future, the survey participants selected four priorities among ten predefined statements, which align with potential TSP goals. For the purposes of this analysis, the survey response options are abbreviated. The most frequently selected statement was "walking and biking to school," which the survey participants chose nearly twice as much as the next most popular option. The top eight options were chosen by between 60 and 90 of the survey participants which included "easy to get to I-5," "public transportation options," "all ages and abilities transportation," and "equitable transportation access."

Transportation Issues in Tualatin

Figure 23. Transportation Priority Issues



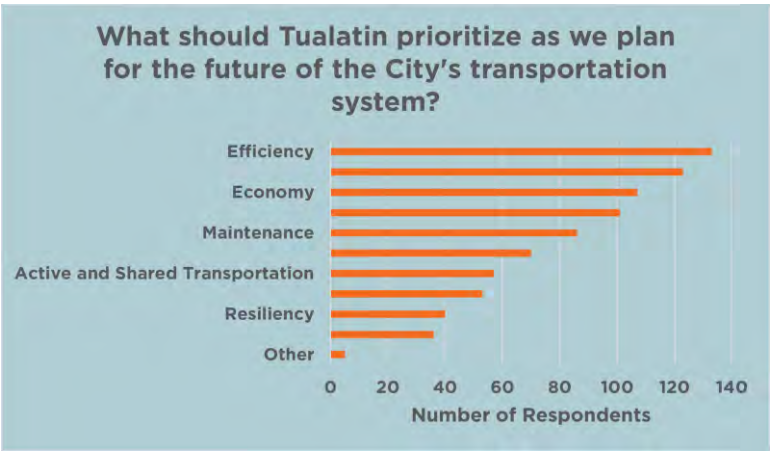
When asked what the biggest transportation issues are in their community, the survey participants selected four priority issues among eleven predefined options. The most frequently selected issue was "travel time during rush hour," followed by "traffic safety for people driving; walking; biking; or using other ways to get around" and "lack of alternative driving routes when one is blocked or congested."

In addition, survey participants shared reasons why they care about the transportation issues they selected. Survey participants included explanations such as:

- "I've lived in or near Tualatin since I was a kid, I just wish it was more accessible for differently abled folks and that there was better transit systems within the city. I feel there should be at least one more bus line and that routes should extend to more rural areas as well, to help connect communities more and increase options of travel for people who don't drive."
- "Traffic is my primary concern. It is already almost impossible to get from Riverpark to the freeway without major delays both in the morning and afternoon. It is extremely frustrating especially given the massive high density housing going in on Boones Fy. I wish Tualatin had a lovely downtown to walk and a wide array of local businesses, but we just don't. I love living here, but traffic is slowly killing livability and the draw Tualatin business have."
- "I often feel unsafe when biking to work. Even though there's is a bike lane for most (but not all) of the way, cars are too fast and erratic for me to feel safe."
- "Difficult to get downtown; Limited hours on WES and Sherwood bus"

Prioritizing the Plan Goals

Figure 24. Priority of the TSP Goals



As part of the survey, the survey participants weighed in on the potential plan goals for the TSP. Of the ten potential goals, the survey participants most frequently selected "efficiency" as their priority, followed by "safety" and "economy."

Desired Transportation System

When asked what ideas they had for the future of transportation in Tualatin if they had the power to make it the way they wanted, the respondents provided commentary on a range of transportation topics. Given the free-response nature of the question, the survey respondents would often provide comments that correspond with multiple topics. The project team observed the following comment categories, which are listed below with standout comments.

- Safety Improvements – **25 comments**
  - "Better signage and better paint on road ways that can be seen on dark and stormy nights."
  - "Roundabouts may be a good idea moving forward, less power is used and no worries about power going out. It may also help congestion worries and accidents, as if someone is in the wrong lane and tried to get into it from another in heavy traffic they can cause a hold up in up to 2 lanes, or if traffic is moving at a faster speed and someone moves over to correct an error that can cause an accident (being predictable on the road is key to reducing accidents). In a roundabout, you can loop again and correct in a safer manner."
- Active Transportation Gaps (Additional Bike/Ped Facilities, Bike/Ped Bridges, Etc.) – **24 comments**
  - "Pedestrian bridge over the Tualatin river near Jurgens Park! Also expand the Tualatin river Greenway path such that it goes from Jurgens all the way to browns ferry"
  - "A cycling network such as Tucson's 131 mile Loop which includes under and overpasses to avoid most at-grade crossings and connects to activity centers (shopping, schools, employment centers). Multimodal connections to neighboring cities (Wilsonville, Tigard, Beaverton, Portland, West Linn, Lake Oswego, etc) incorporating existing infrastructure (e.g. the Fanno Creek Trail - widened and raised)"
- Transit Improvement – **24 comments**
  - "More WES service!!! It's ridiculous that it's only during commuter hours."
  - "A seamless transit system (bus or light rail) with frequent service from and into Tualatin that serves the entire Metro region (North-South, East-West). A grid network of frequent bus routes throughout Tualatin to reduce driving. Southwest Corridor would become a reality. The MAX system in addition to the Southwest Corridor, would extend from Tualatin to connect with the Green Line at Clackamas Town Center."
- Signal Timing / Traffic Flow – **23 comments**
  - "Fix the Charbonneau - Norwood I-5 bottleneck."

    - "We would have the ability to travel through the City with as few stop lights as possible. Tualatin Sherwood Road is a serious bottleneck and hope that 124th makes an impact to bypass cars/truck for through traffic to I-5. We have a tremendous base of industrial uses and need to make the access for these businesses as reliable as possible."

- Land Use / Housing / Walkable Neighborhoods – **9 comments**
    - "Houses and shopping and coffee shops would be close enough to walk and we could take a train into the city on the weekends or at night for special events."
- Car-Free Lifestyle / Pedestrianized Downtown – **6 comments**
    - "People don't have to use personal vehicles. They can walk, bike, or roll to work, school, shop, and back home safely. There are more green spaces that people get out in and use to connect with one another."
- Enforcement / Compliance – **6 comments**
    - "...robust enforcement of traffic laws, speed, school zones etc."
- Tualatin Shuttle Service – **4 comments**
    - "longer and more choices of shuttle routes including to and through the lunch hours. I almost always have to plan my trips to avoid the long waits through the noon hours. Also on almost every ride there is a break time when the shuttle has to sit idle for up to a half hour at which time I am forced to step off in all kinds of weather and await the driver's return. It is not the drivers fault but it is rough on the riders."
- ADA Accessibility – **3 comments**
    - "Benches along sidewalks that include maps would greatly help people with mobility issues, the maps for people who have mental disabilities or tourists who don't know the areas very well."
- Landscaping – **3 comments**
    - "We need to plant more trees along the roads. That's what makes Oregon so beautiful."
- Electric and Autonomous Vehicles – **2 comments**
    - "[I would like] To have electric vehicle charging stations throughout the city."

Desired Improvements

Participants weighed in on potential projects that the City of Tualatin or partner agencies can undertake in the future. Participants answered the question, "How important is it for the City of Tualatin and other regional partners to invest in or advocate for the following types of

projects?" by selecting one of the following options: "Not at all important," "Not very important," "I'm not sure," "Somewhat important," and "Very important." The charts below depict the support of participants for each project type. The following sections list all the potential projects and show the level of support each project had among repondents. The top three project types that received the "very important" designation from survey participants were projects that

- improve safety for all road users (122),
- improve safety of roadway crossings for people walking and biking (122),
- and improve street lighting (96).

Figure 25. Support for reducing signal wait time

Figure 26. Support for building more roadway connections

Figure 27. Support for improving multimodal roadway crossings

Figure 28. Support for slowing driving speeds

Figure 29. Support for roadway safety

Figure 30. Support for repaving streets

Figure 31. Support for expanding reach of bus service

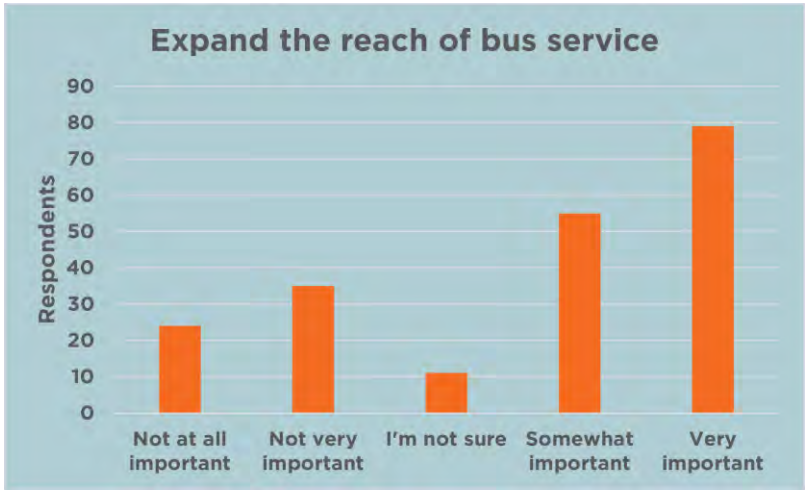


Figure 32. Support for improving bus stops and amenities

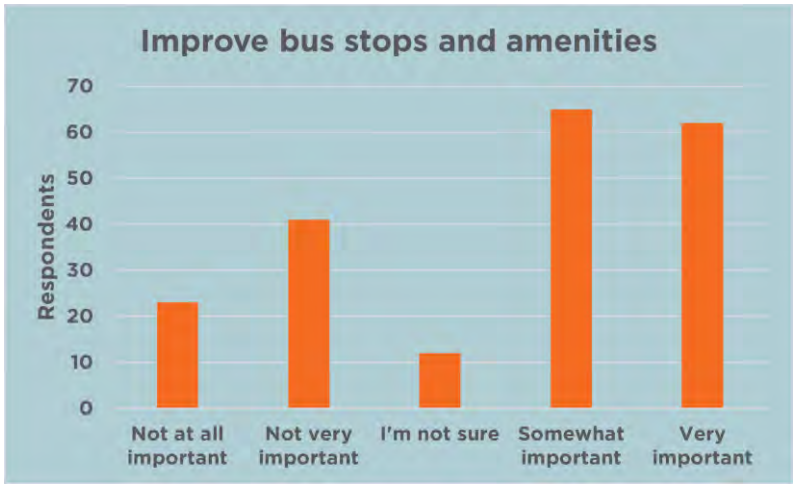


Figure 33. Support for building more ADA sidewalks

Figure 34. Support for building more safe, connected bikeways

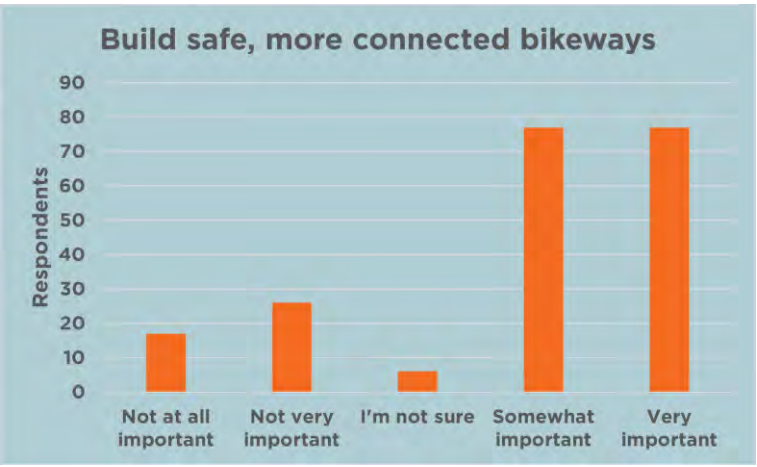
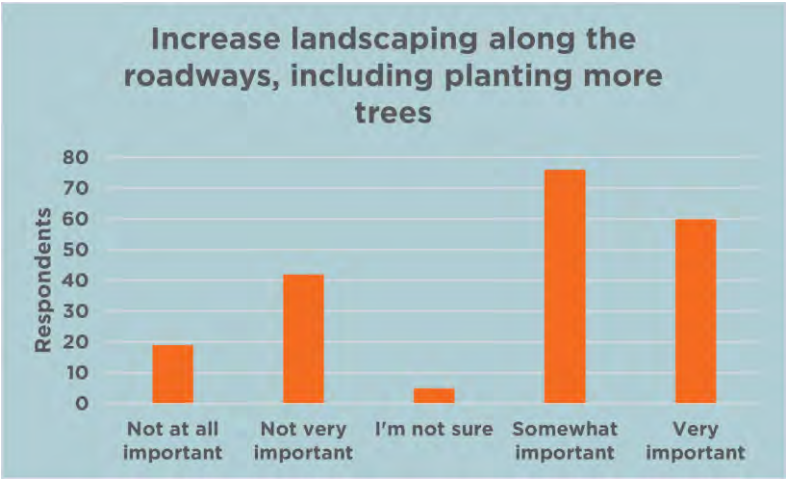


Figure 35. Support for improving existing bikeways and sidewalks

Figure 36. Support for improving street lighting

Figure 37. Support for increasing landscaping



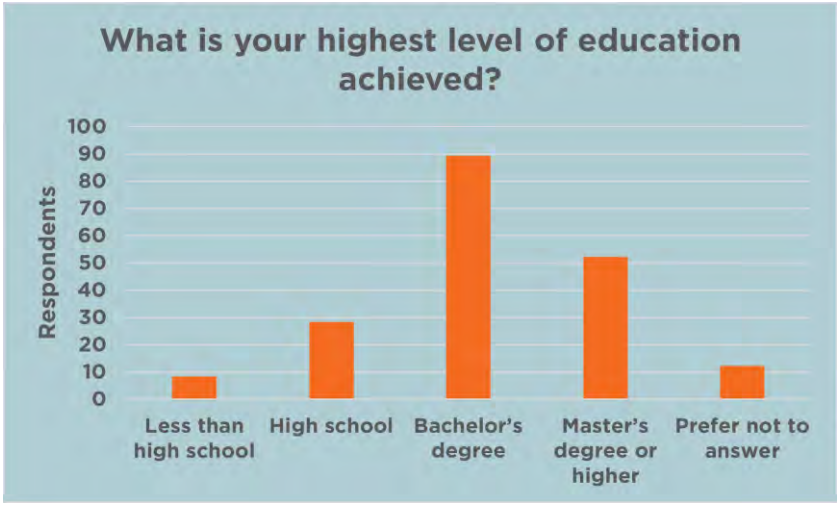
Who Took the Tualatin TSP Survey?

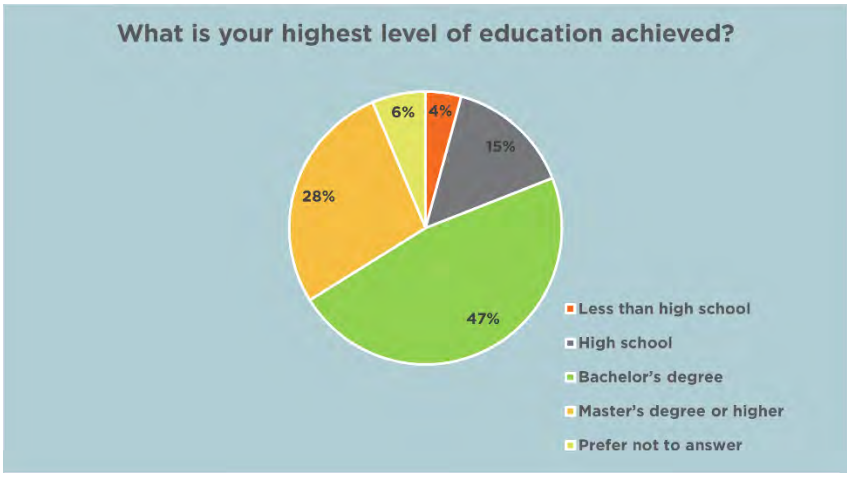
At the end of the Tualatin TSP survey, respondents were given the chance to share information about their background, which included questions about education, income, and their race or ethnicity. These questions help shed light on who were the people who the people were who took part in the survey and if they match the demographics of Tualatin as a whole.

Education

Participants in the Tualatin TSP were given the option to share information on their educational background. Respondents of the Tualatin TSP came from a variety of educational backgrounds. Approximately 75 percent of respondents had a bachelor's degree or higher and 28 percent of respondents had a Master's degree or higher.

Figures 38-39. Highest level of education

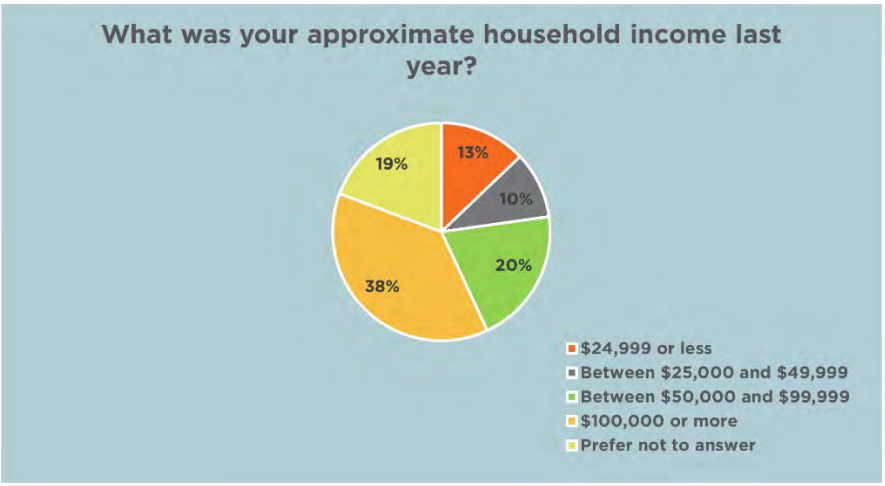




Income

Participants in the Tualatin TSP survey had the opportunity to share their household income. The most frequently chosen household income range was over $100,000, with 38 percent of the survey participants. There were, however, a large portion of the survey respondents who indicated that they would prefer not to share their income level at 20 percent.

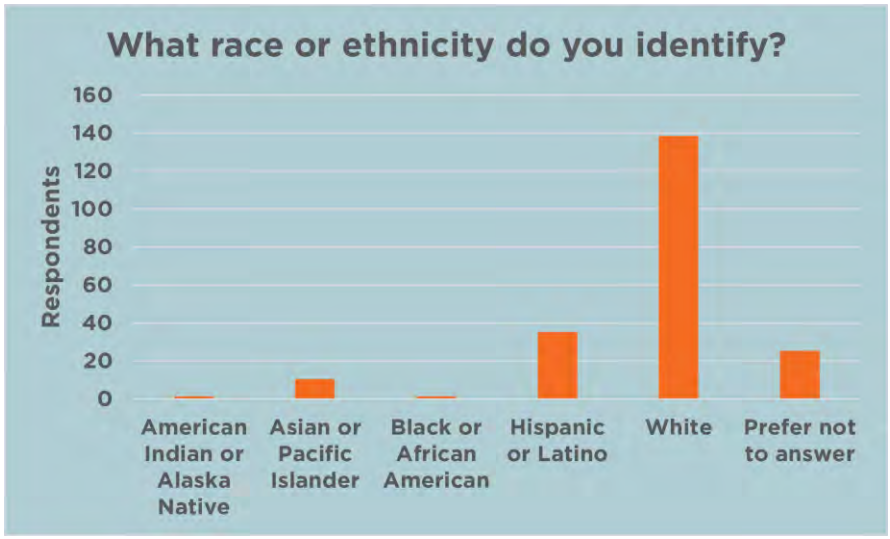
Figures 40-41. Approximate household income last year

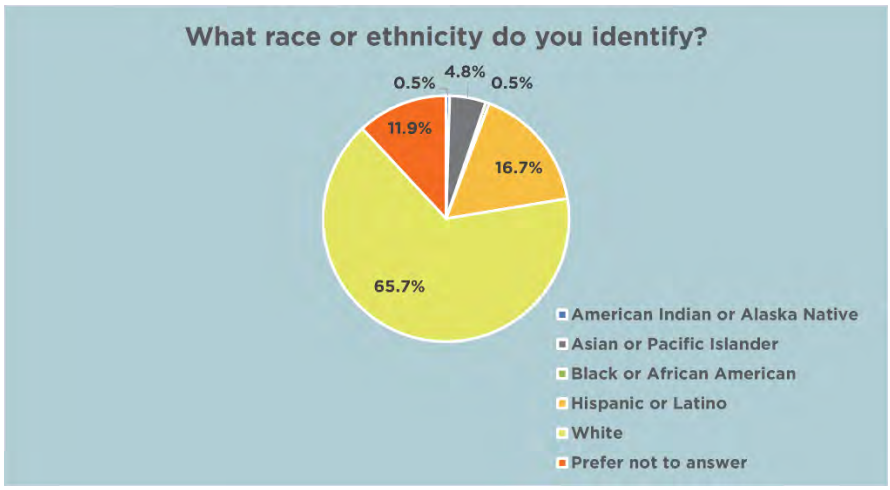


Race or Ethnicity

Survey participants were also given the opportunity to share their race or ethnicity on the TSP survey. Among the options listed, the majority of survey respondents indicated that they identify as White, with 65.7% of the respondents. None of the participants responded that they identified as "other." 11.9 percent of the respondents indicated that they preferred not to answer the question.

Figures 42-43. Race or ethnicity





Social Map Comments

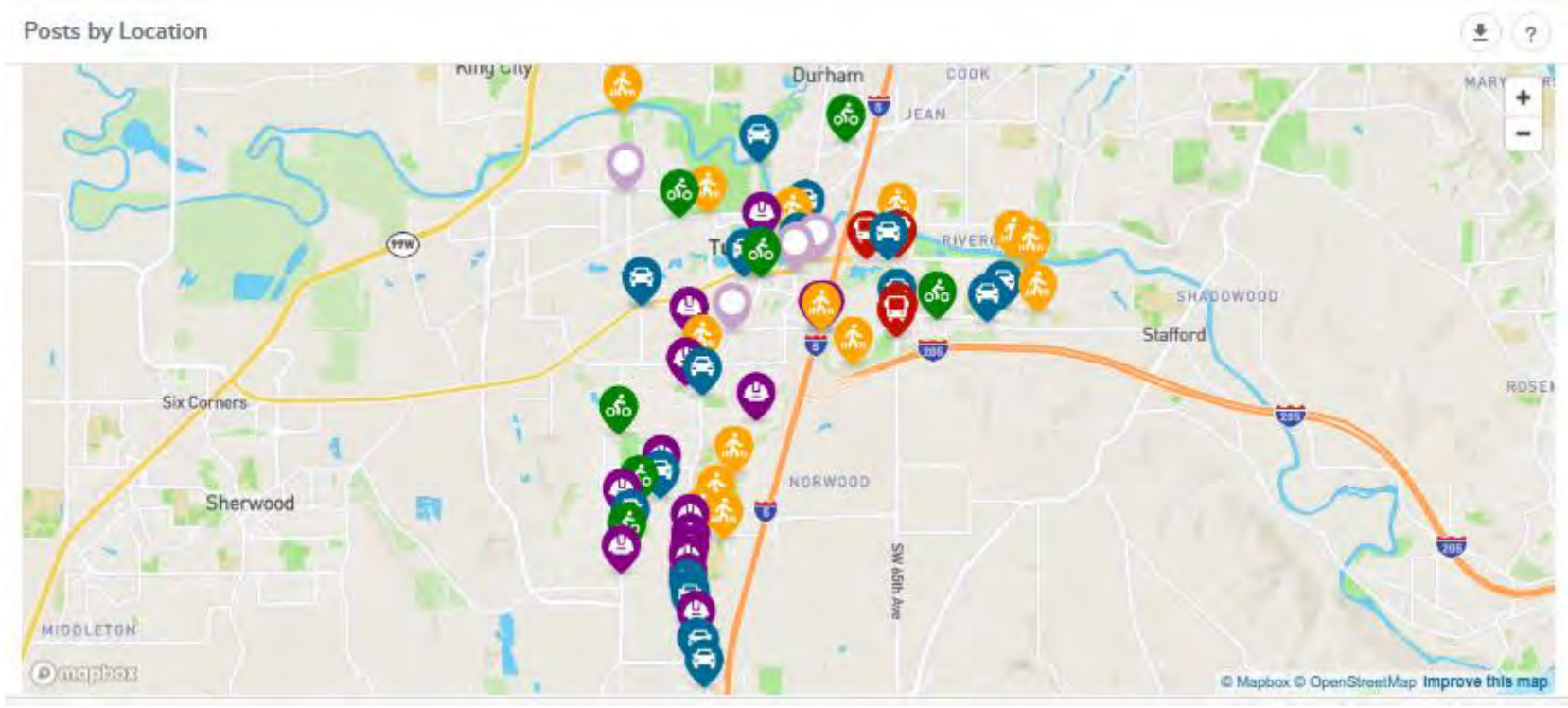
Members of the public provided comments about specific areas of Tualatin through the TSP Survey Social Map. The map interface allowed survey participants to add point features to a map of Tualatin under the following categories:

- General – **4 comments**
- Driving – **22 comments**

- Walking – **14 comments**
- Cycling – **8 comments**
- Taking Transit – **4 comments**
- Safety – **16 comments**

The following map shows the distribution of comments across Tualatin.

Figure 44. Tualatin TSP Social Map Results



Summer Events

CELs staff tabled at the following events to get the word out about the project, discuss transportation issues and recruit for the focus groups:

- Viva Tualatin July 22, Atfalati Park
- National Night Out August 7, Stoneridge Park

Some feedback from these conversations included:

- Most folks reported owning and commuting by car.
- Some reported they have never used the public transportation system even though a few family members use it sporadically.
- A traffic light at the entrance of Las Casitas may minimize big cars parking at the entrance.
- Parking challenges continue to be a problem in Las Casitas.
- Trailers and boats should not park in neighborhood areas, and the city should provide affordable and accessible parking facilities and alternatives.
- A couple people mentioned they have never used the transit system due to language and system barriers. They think it is too complex to ride on it.
- Recommended at the bus stops to set shelters to protect from rain and sun with sufficient benches.
- An idea is to create a bike day per week or per month by closing a few streets for people to use their bikes and other forms to use the roads as trails.
- A couple people expressed concern about the toll on I-205 because it could affect business and residents.

Pumpkin Regatta Mobile Event

The purpose of the Pumpkin Regatta Event on 10/22/23 at Tualatin Commons was to get the word out about the survey, community workshop, and survey. Over 20,000 people attend this event. Project staff helped support the City booth, where they gave out candy and had a photo booth to draw in crowds. Over 300 flyers and postcards were distributed to festival participants and many people from the email listserv stopped by to say hello.

Focus Group Feedback

Members of the public shared their travel patterns and provided feedback on Tualatin's transportation system during three focus groups held virtually between 11/4/23 and 11/9/23 each with 7-9 participants and a moderator. There were three focus groups that each centered on a different demographic group of people who spend time in Tualatin. The focus group facilitators had a set of questions that mirrored the questions from the TSP survey; however, the format of the conversation allowed for unstructured conversation. Focus group members each had the choice to receive a $50 Fred Meyer gift card as an incentive for their participation in the conversation and as a gesture of gratitude for taking the time.

BIPOC Focus Group

The project team hosted a focus group designed to center communication with BIPOC[1] community members. This focus group was held on 11/4/2023 and seven members of the public attended. Six out of seven participants in this group identified as people of color. Key takeaways from the focus group include:

[1] This acronym stands for Black, Indigenous, People of Color, which is defined as groups outside of the "White Only" category. This category includes the following groups: American Indian or Alaska Native, Asian or Pacific Islander, Black or African American, Hispanic or Latino, Two or more Races, or Other.

- Congestion is a serious issue in Tualatin and some roads such as Tualatin-Sherwood Road could be widened to improve traffic flow. There was also interest in improving signal timing to be more efficient.
- Public transit needs to be improved which could include expanding service frequency, adding amenities such as lighting and shelters, and improving security.
- The focus group participants expressed their unease riding bikes or walking in Tualatin with aggressive drivers.

LatinX Focus Group

The project team hosted a focus group designed to center communication with LatinX community members. This focus group was held on 11/6/2023 and nine members of the public attended. These members of the public identified as Spanish-speaking people and Latina/o/e/x. Key takeaways from the focus group include:

- The focus group participants are appreciative of transportation changes that have occurred in recent years in Tualatin and notice the differences.
- Certain areas of Tualatin are unsafe when its dark such as: 65th Ave, Boones Ferry Rd on the Tualatin River Bridge, Roadways near Tualatin View Apartments, Martinazzi Ave, and Seneca St.
- Traveling by vehicle is the most common mode of travel for the participants; however, children and others who cannot drive need to have a way of getting around. Improving public transportation is a priority.
- There was an interest in expanding bus services, especially those that travel within Tualatin and to other communities such as Sherwood, Newberg, and Wilsonville.
- There is a concern about insensitivity on the part of the City of Tualatin, such as how the City held the TSP Open House on Day of the Dead and how the City's VIVA festival is not dedicated to the City's Spanish-speaking community, yet it appropriates a Spanish word.

General Focus Group

This focus group was held on 11/4/2023 and seven members of the public attended. Participants in this focus group were residents of Tualatin, generally recruited outside of the City's standard email lists, by intercept conversation, stopping in local businesses, and church groups. Key takeaways from this focus group includes:

- Most of the focus group participants typically drive but would like to take public transportation more often.
- There was interest in public transportation that provides more coverage than what is currently provided through the existing service.

- There was interest in mixed-use development in areas that are currently one distinct land-use, such as commercial or residential.
- There was interest in establishing wayfinding in Tualatin for pedestrians and have that wayfinding include accessibility for people with disabilities.
- The focus group participants want pedestrians and bicyclists to be a priority.
- There was a desire to improve signal timing and traffic flow in certain locations such as the intersection of Tualatin Sherwood Road and Boones Ferry Road and the intersection of Tualatin Sherwood Road and the entrance to the Fred Meyer parking lot.

TSP Open House (11/1)

The Tualatin Transportation System Plan Open House was held on Wednesday November 1st from 5:30-7:00 PM at the Tualatin Public Library. Members of the project team and City staff answered questions about the project. The City also had poster boards on display with maps and other visuals from the existing conditions work undertaken by the project team up until that point. These poster boards were displayed in English and Spanish. Three Community Engagement Liaisons engaged with community members who may prefer to communicate in a language other than English and to promote focus groups. Light refreshments were provided.

Members of the public shared their Big Idea for the TSP to help bring focus to a particular issue or concern they may have about transportation in Tualatin. Eleven big ideas were shared by members of the public, as seen in the following image.

In addition, as part of Phase 2 of the TSP community engagement efforts, project team members sought to introduce community members to the draft project goals and gain community feedback on those goals.

Project team members also asked meeting participants to scan a QR code to access the project's online survey and spread the word about the survey. The survey was also available as hard copies at this event.

Prioritization Activity

Another board activity provided community members with the chance to prioritize transportation improvements they would like to see in the upcoming TSP. Each participant was given four stickers which they would place on their top four priority transportation categories. Standout priorities are highlighted in bold. The following are the sums of each prioritization category:

Pedestrians

- **Fill sidewalk gaps – 8**
- ADA compliant ramps – 4
- RRFB Crossings – 4
- Safer Crosswalks – 4
- Improve Signals – 3
- Wayfinding Signage – 2
- Wider sidewalks - 1

Transit Users

- Access to public transit – 5
- How to take transit programs – 5
- More transit options 5
- Bus shelters – 4

Drivers

- ***Category created by public: Traffic congestion* - 9**
- Efficient signal timing – 6
- Complete roadways network – 5
- Repave roads – 3
- Slower traffic – 2
- Public electric charging stations – 1

Other

- **Improve lighting – 6**
- Better connections to schools – 4
- More street trees – 4
- Micromobility – 1
- More stormwater facilities – 1
- Improve freight access – 0

People who bike

- Neighborhood greenway – 5
- Trail connections – 5
- Bike lanes – 4
- More bike parking -1

Comments shared here:

- ADA ramps: Slippery; truncated domes especially when wet and smelly
- More lighting at crosswalks
- Push button accessible to wheelchairs
- Pave roads: Accessibility priority; splashing
- Trail connections: Pressure wash; slippery when wet + debris
- Micromobility: concern about sidewalk blockage

Community members provided supplemental feedback on specific issues or locations of concern by posting sticky notes to the maps on the project boards. Several comments were written in Spanish. The translations to English are provided in parentheses.

Comments on the goals included:

When asked to provide feedback on the draft project goals, members of the public largely voiced specific concerns they had about transportation in Tualatin.

- Traer Farmer Markets a Tualatin (Bring Farmer Markets to Tualatin) (two checks)
- Traer mercados para personas de bajos recursos. Bring markets for people with low resources
- Crear más rutas de buses que vayan a Sherwood y Portland (Create more bus routes that go to Sherwood and Portland)
- Promover el uso de bicicletas (Promote the use of bicycles)
- Improve parking in unused spaces
- Add more bus lines
- 76 Bus route is only
- Buses has limited schedule before 8 PM

Comments on Driving and Transit use in Tualatin.

- Bus – too long, too much waiting
- Need weekend bus service paratransit and bus
- Transit doesn't go where we need to go or when
- Transit: hard to get to airport, Beaverton TC
- Potholes + maintenance; railroad tracks are really noisy
- Signal timing at Boones Ferry / T-S road not enough time for N/S through cars; red light running
- Both morning+ afternoon traffic on Boones Ferry Road
- Traffic light Martinazzi and Sherwood Road light is short = bottle neck.
- 90th by Portland clinic, manhole that sprays up water when it rains
- 65th/Sagert/Borland traffic, tolling could push traffic to Borland Rd
- Bus pullouts on Boones Ferry Road
- Passthrough traffic from Wilsonville
- Reduce Speed on Boones Ferry Road; currently 45 mph
- Bus stop would like crossing (at Horizon HS and BFR)
- Development in Basalt Creek = More traffic on Grahams Ferry; Curbs/gutters/bike lanes, etc NEEDED!

Comments on Walking and Biking

- Trail mileage markers, trail wayfinding, connections to cook Pane with Wayfinding + mileage
- Crossing Tualatin River
- Missing trail segment along the river, even through shows as a trail
- Optimize traffic synchronization on Boones Ferry and Tualatin Sherwood Road
- Mas alumbrado público (more public lighting)
- Complete Trail connections on this N/S trail, some sections aren't connected
- 9745 SW Tualatin Road uplift; 9395 Siuslaw Ln Sidewalk uplift; "change code" Arikara RRFB
- Grahams Ferry – disjointed infrastructure, shoulders, sidewalks
- Multiple layers of thermoplastic makes bumpy crossings
- Heritage center bridge is missing freeze warning
- Green bike paint on ground by McDonalds confusing, hard to understand where bikes are going.

Open House Key Takeaways

- Concern about lack of public lighting in certain places such as Sagert Rd across I-5.
- Concerns about the impact of tolling on traffic congestion and bottle necks in certain places such as the intersection of Tualatin Sherwood Road + Boones Ferry Road and 65th Ave + Borland Road.
- Concern about the impact of future developments on the existing transportation system, including Basalt Creek area developments and the provision of transit amenities to the surrounding areas.
- Desire to improve the trail network with increased connections and amenities.
- Concern that transit is infrequent and does not go where people want to go. Desire to improve transit and demand response transit service in Tualatin with increased frequency and coverage.

Overall TSP Engagement Key Takeaways

Based on the results of the engagement activities, Tualatin residents want to retain driving as an option and are concerned about increasing congestion; however, they are also very interested in active transportation options such as walking and biking. Specifically, community members who participated in engagement activities are very interested in improving the walkability of Tualatin (ADA access, addressing sidewalk gaps, safety improvements, better lighting, etc.). There is the desire for a balanced transportation system in Tualatin that so people can get around in different ways. Many Tualatin residents rarely or never take transit, transportation network companies

(Uber, Lyft, etc.), carpool, walk, or travel by bike; however, the community is very interested in increasing their transit options and options to walk and bike to get where they need to go.

2040 TSP Appendix

Project Evaluation Framework

Tualatin TSP - Project Prioritization Criteria

Title	Goal	Scoring Guidance	TPR Prioritization Framework Cross-reference (660-012-0155)	TPR Modal Prioritization (-0520, -0620, -0720, -0820)	Scoring
Our Land Use Vision	Create a transportation system that enhances Tualatin's growing economy and future land use vision.	Is located within an urban renewal area (Core Opportunity and Reinvestment Area or Basalt Creek Area)	3aB Supporting compact pedestrian-friendly development 3e Improving access to destinations	3a Investments in CFAs 3e Access to destinations	Project meets one criteria - 1 point Project meets more than one criteria - 2 points
		Connect residents or employees from outside the city to Tualatin	3e Improving access to destinations	3e Access to destinations	
		Is located near and connects to multifamily housing	3b Improving equitable outcomes	3b Areas with underserved populations	
		Is located along a designated freight route and have a freight component	3g Supporting economies		
Provide a High Quality of Life	Safely and efficiently move people and goods to provide a high quality of life for people who live, work, learn, and play in Tualatin.	Addresses a vehicular bottleneck on a principal arterial	3aA Reducing VMT		Project meets one criteria - 1 point Project meets more than one criteria - 2 points
		Be located at a location with at least one severe or fatal injury collision and/or bike/ped involved collisions of any severity	3c Improving safety 3b Improving equitable outcomes	3d Reported crash locations	
		Creates a new bike/ped/trail connection	3f Completing the multimodal transportation network	3f Fills gaps in the multimodal network	
		Adds a new street connection	3aA Reducing VMT	3f Fills gaps in the multimodal network	
Expand Opportunities for Safe Mulit-Modal transportation	Expand travel options for users of all ages, abilities, and backgrounds by improving options for walking, rolling, cycling, and accessing transit.	Adds or enhances a sidewalk, crossing, bike lane, or trail	3d Improving access for people with disabilities 3f Completing the multimodal transportation	3f Fills gaps in the multimodal network	Project meets one criteria - 1 point Project meets more than one criteria - 2 points
		Creates or improves a transit stop (e.g., add a shelter, add seating, etc.) or enhances transit service (e.g., increase service frequency, etc.)	3b Improving equitable outcomes 3e Improving access to destinations 3d Improving access for people with disabilities	3f Fills gaps in the multimodal network	
		Reduces a major pedestrian barrier (I-5, T-S Rd, Railroad tracks, Tualatin River)	3c Improving safety 3aC Reducing SOV travel 3f Completing the multimodal transportation network	3c Areas with safety risk factors 3f Fills gaps in the multimodal network	
		References a project in the Park and Recreation Master Plan	3f Completing the multimodal transportation network	3f Fills gaps in the multimodal network	
Advance Climate and Health Goals	Reduce greenhouse gas emissions from the transportation system and support the City's climate and health goals.	Creates new walking or biking connections in residential areas	3aC Reducing SOV travel 3f Completing the multimodal transportation network	3f Fills gaps in the multimodal network	Project meets one criteria - 1 point Project meets more than one criteria - 2 points
		Includes lighting, landscaping, shade structures, and/or a reduction of impervious surfaces in project scope	3h Other factor determined by the community	3c Areas with safety risk factors (lighting)	
		Adds electric vehicle or e-bike/e-scooter infrastructure, such as charging stations	3aA Reducing VMT	3f Fills gaps in the multimodal network	
		Includes stormwater management in the project scope	3h Other factor determined by the community		
Invest Wisely	Maximize transportation funding by effectively maintaining the transportation assets we have, finding creative maintenance solutions that can help improve the transportation system, and leveraging outside funding opportunities.	Qualifies for funding from regional or state governments or grants	3h Other factor determined by the community		Project meets one criteria - 1 point Project meets more than one criteria - 2 points
		Low-cost quick-build project (<$250k) that requires little to no ROW acquisition	3h Other factor determined by the community		
		Includes TDM or TSMO/ITS solutions in project scope	3aA Reducing VMT		
		Is located on a facility owned or managed by Washington County, Clackamas County, and/or ODOT	3h Other factor determined by the community		
			Total Possible Points:		**10**

2040 TSP Appendix

Technical Modal Analysis

Memorandum

Date: August 2024

To: City of Tualatin

From: Jai Daniels, Briana Calhoun, and Kendra Breiland, Fehr & Peers
Katie Selin, Phil Longenecker, and Katie Mangle, Alta Planning + Design

Subject: Tualatin Transportation System Plan - Future Network Analysis

Introduction

This memorandum summarizes major policy shifts proposed in this TSP update and describes strategies to guide the development of Tualatin's multimodal transportation system over the next twenty years. Future land use, population, and employment growth are summarized along with planned transportation improvements in Tualatin and the region to proactively plan for shifts in transportation in the coming decades. Modal network policies are described for roadway, transit, bicycle, and pedestrian networks to provide the foundation for the overall guidance for how Tualatin's multimodal transportation system should be improved over time to realize the goals of this TSP. These policies are used, along with the existing conditions analysis and future growth projections, to identify modal gaps and needs.

Future 2045 Conditions

The horizon year of this plan is 2045, which is consistent with the Metro Regional Transportation Plan (RTP) that was completed in 2023. Metro uses projected growth and a list of financially constrained transportation projects to model what traffic and travel patterns will look like in 2045 and how the region will perform against its stated goals.

Land Use, Population, and Employment Growth

Tualatin is planning for growth in households and employment by 2045. This growth includes new businesses, increased density in the city center, and planned development in the Basalt Creek area in southwest Tualatin and unincorporated Washington County. To continue providing an effective,

multimodal transportation system, the City must account for this growth when planning future investments in multimodal infrastructure and programs.

As shown in Table 1, Tualatin is forecasted to see 8% growth in households and 15.5% growth in employment from 2020 to 2045. Compared to Washington County and the Metro region, these percentage growths are lower, although this difference is more pronounced in households than in employment.

Table 1. Planned Regional Growth from 2020 to 2045

	Households			Employment		
	2020	2045	% growth	2020	2045	% growth
Metro Region	930,121	1,282,760	37.9%	1,192,694	1,535,571	28.7%
Washington County	226,008	316,859	40.2%	314,694	394,817	25.5%
Tualatin	11,503	12,421	8.0%	34,293	39,608	15.5%

Source: Washington County Travel Demand Model

The forecasted household growth is highest in the Basalt Creek planned area, while the job growth is concentrated in the industrial areas of the city along Tualatin Sherwood Road from 115th Ave to 95th Ave.

Planned Transportation Improvements

Regional Improvements

Paired with land use growth are the transportation infrastructure investments planned to serve this growth. Metro's RTP was updated in 2023 with the planned projects in Tualatin and throughout the Metro region that are expected to be in place by 2045. These projects are included in the regional travel demand model of 2045 conditions.

The RTP has a financially-constrained project list which includes projects that are within the estimated funding available for the 2045 time period. Many projects are identified as important, but do not fit within the funding expectation; these are included in a separate list of "strategic" projects. The financially-constrained 2045 projects within Tualatin are listed in Table 2 below.

Table 2. Metro 2023 Regional Transportation Plan Constrained Projects in Tualatin

RTP ID	Project Name	Description	Time Period
10745	Nyberg Creek Greenway Trail - East	Shared Use Path with boardwalk sections through wetland/natural areas. Trail will provide access to nature and jobs for communities of color, and English language learners. Includes grade-separated crossing under/over I-5.	2023-2030
11426	Phase 1: 65th Ave – Safety Improvement NB Turn Lane	To improve safety for residents and employees, add a share use path on one side of this roadway section. Include northbound right-turn lane on 65th at Borland.	2023-2030
11422	Boones Ferry Capacity Improvements (TS Rd Intersection)	Improve traffic capacity through the addition of turn lanes and increased stacking distance on northbound or southbound Boones Ferry to Tualatin-Sherwood Road. Possible turn lanes on Tualatin-Sherwood, and possible side street closure intersecting Boones.	2023-2030
10718	Herman Rd Widening (Cipole to 124th Ave)	Reconstruction: Widen to 3-lanes from Cipole to 124th	2023-2030
11327	SMART Commuter Bus Service to Neighboring Communities	Additional service hours for new services and related bus stop and ROW improvements to neighboring communities; such as but not limited to Salem, Tigard, Tualatin, Sherwood, Keizer, Woodburn, Portland, etc.	2023-2030
12322	HCT: Southwest Corridor Project Development	Project Development for High Capacity Transit project between Portland and Tualatin via Tigard.	2023-2030
12301	HCT: Southwest Corridor Project Development Support	Project development to address traffic mitigation and access improvements for SW Corridor High Capacity Transit project between Portland and Tualatin via Tigard.	2023-2030
10043	Borland Rd: Tualatin to Stafford Rd	Add paved shoulders and turn lanes at major intersections. The project or a portion of the project is outside the designated urban growth boundary	2031-24045
12292	HCT: Southwest Corridor: PD, Engineering and ROW	Project Development, Engineering and Right of Way for High Capacity Transit project between Portland and Tualatin via Tigard.	2031-2045
11967	Westside Regional Trail Segment #19	Design and construct a 12' wide regional, multi-use trail segment connecting THPRD and Portland trail systems, completing a gap, serving historically marginalized communities, improving safety, increasing access to jobs, schools, and 2040 centers.	2031-2045

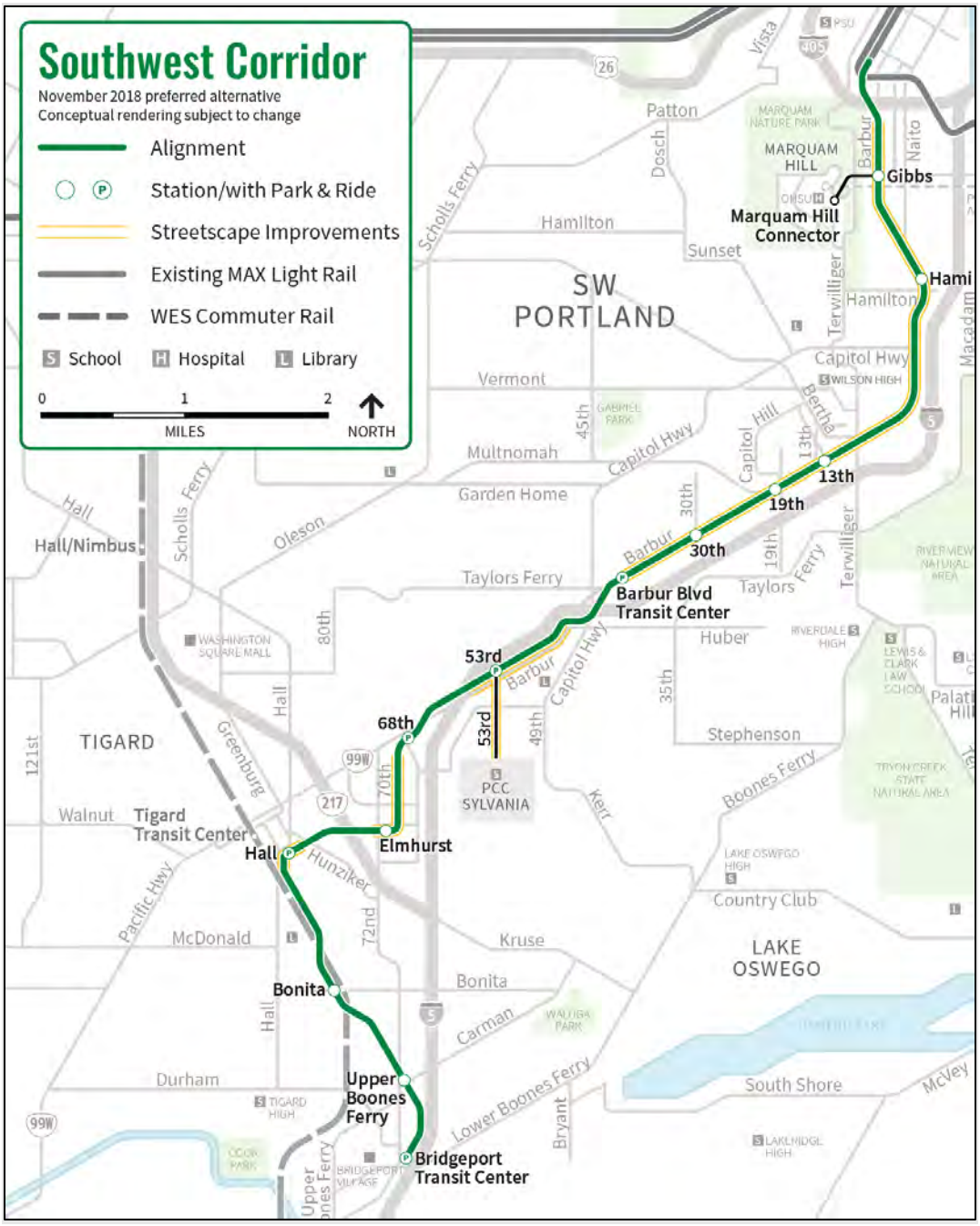
RTP ID	Project Name	Description	Time Period
12300	HCT: Southwest Corridor Engineering and ROW Support	Support SW Corridor engineering and right-of-way for High Capacity Transit project between Portland and Tualatin via Tigard.	2031-2045
10743	OR 99W Sidewalks (S. to N. City Limits)	Install sidewalks on both sides of 99W from Cipole to Tualatin River	2031-2045
11961	Boones Ferry Safety Improvements (Bridgeport to Tualatin Rd)	Provide mid-block crossings, buffered bike lane or shared use path.	2031-2045
11427	Ice Age Tonquin Trail (Segment 17)	Construct shared-use path consistent with Metro Ice Age Tonquin Trail Master Plan.	2031-2045
11428	Martinazzi Safety Improvements (Warm Springs to TS Rd)	To improve safety for employees and residents, add bike lanes or other improvements for pedestrians, cyclists, and vehicle flow/safety on this section of roadway.	2031-2045
11431	Norwood Street Sidewalks and Bike Lanes	Add sidewalks and bike lanes, upgrade to urban standards.	2031-2045
10744	Tualatin River Pathway	Fill in system gaps from eastern city limits to western city limits.	2031-2045
11419	Boones Ferry Rd Upgrade (Norwood to I-5)	Upgrade to urban standards and add sidewalks.	2031-2045
10717	Cipole Street Reconstruction (OR 99W - Tualatin-Sherwood)	Reconstruct/widen to 3 lanes from 99W to Tualatin-Sherwood Road and include shared-use path for the Ice Age Tonquin Trail. The project or a portion of the project is outside the UGB.	2031-2045
11962	Grahams Ferry Rd Upgrade (SW Ibach to Helenius)	Upgrade SW Grahams Ferry Road to roadway standards between SW Ibach Road and Helenius Road.	2031-2045
11430	Helenius Upgrade to Urban Standards (109th to Grahams Ferry)	Upgrade to urban standards	2031-2045
10716	Myslony Widening (Hedges Creek to 124th Ave)	Reconstruct/widen from 112th to 124th to fill system. Improve the intersection of 124th and Myslony.	2031-2045
11420	Nyberg On-Ramp Lane and Safety Enhancement	Add an additional on-ramp lane for vehicles traveling westbound on SW Nyberg Street to I-5 northbound (northeast quadrant of the Nyberg Interchange). Reduce the pedestrian island and improve illumination to enhance safety.	2031-2045

RTP ID	Project Name	Description	Time Period
10738	Teton Ave Safety Improvements (Tualatin Rd to Avery)	Safety and active transportation improvements: Widen Teton to three lanes, add bike lanes. Add right-turn lanes from NB Teton to WB T/S Road. Signalize intersection of Teton/Tualatin Rd. Add SB turn-pocket at Teton/Avery and signalize intersection.	2031-2045

There are other major regional investments that will affect travel behavior in and around Tualatin. These include investments by regional agencies that will provide direct service for Tualatin residents and employers.

The Southwest Corridor, shown in Figure 1, is a planned new light rail line that would run from downtown Portland and end at Bridgeport Village in Tualatin. Planning efforts for this line began in 2009 with preliminary design and environmental review phases of the project occurring through mid-2020, resulting in the Draft Environmental Impact Statement and the Conceptual Design Report. In early 2022, Metro, TriMet and the Federal Transit Administration completed the Final Environmental Impact Statement (FEIS) and issued a Record of Decision (ROD) to ensure the project is eligible for future federal funding. The project is considered on-hold until funding is identified and is still included in planning assumptions for 2045.

Figure 1. Planned Southwest Corridor Alignment



County Improvements

While this TSP update will be used to create a new list of projects for the City to implement, there are already a few key projects that Washington County is undertaking. They are currently improving Tualatin-Sherwood Road between Teton Avenue and Langer Farms Parkway by widening the road to five lanes (two travel lanes in each direction and a center turn lane) with bicycle facilities. The project includes installation of a Willamette Water Supply pipeline. Additionally, the intersection where Highway 99W meets Roy Rogers Road and Tualatin-Sherwood Road is being improved. The intersection will be improved by adding two eastbound-to-northbound dual left-turn lanes, adding a westbound through-lane, adding an eastbound-to-southbound dedicated right-turn lane, and adding a southbound-to-westbound dedicated right-turn lane.

Modal Network Policies

In the following subsections, we describe modal strategies that provide the foundation for the solutions that will be developed as the next steps in this TSP process. These will also serve as guidance for how Tualatin's multimodal transportation system should transform over time to realize the goals of this TSP.

Roadway Network Policies

The City of Tualatin currently measures LOS for vehicles by measuring the average vehicle delay at intersections. The City sets a standard of LOS E for all unsignalized intersections and LOS D for signalized intersections.

The new level of service standard will maintain intersection LOS D for all signalized intersections, roundabouts, and all-way stop-controlled intersections, and LOS E for two-way stop-controlled intersections. At all intersections, no individual movement can perform at LOS F. In the future, the City wants to find ways to measure corridor LOS, such as speed, vehicle capacity, and reliability.

Transit Network Policies and Standards

While the City of Tualatin does not operate the fixed route transit system and thus cannot directly control the fixed route bus and rail operations, the City has the ability to support transit service on its streets and advocate for community transit needs with TriMet, SMART, and Ride Connection.

Improvements to transit can be categorized as:

- Increasing the frequency or the coverage of existing service,
- Improving the reliability of service,
- Maximizing rider comfort while waiting at a transit stop,

- Increasing access to transit stops and first/last mile considerations, and
- Implementing land use strategies to support Transit-Oriented Development (TOD)

Key elements of this network include:

- **Priority Transit Routes/TOD Priority Areas:** These are routes or Transit Oriented Development areas that will accommodate high frequency transit, including both bus and rail.
- **Continuous Transit Service Corridors:** These are streets where the City would like to see continuous transit service
- **Flexible Service Areas:** These are areas of the City that do not have the land use to support traditional fixed route service, but where provision of flexible services such as neighborhood shuttles would help community needs, particularly those with fewer mobility options.

Strategies for Tualatin to improve reliability, amenities, and access for each of these components of the transit network are summarized in Table 3.

Table 3. Planned Transit Network Strategies

Policy	Performance Measure	Potential Projects/Actions
Tier 1: Transit Priority Corridors and TOD Priority Areas		
Support frequent and reliable service.	Strive for average travel speed along key transit routes.	Speed and reliability treatments, such as transit signal priority and queue jumps Advocate for increased service/reduced headways
Maximize rider comfort.	Stop amenities	City investments in comfort/amenities at major stops; e.g., lighting; seating; comfortable shelters; real time transit information
Expand rider access.	Distance from stops to a marked crossing.	Sidewalks/trails connecting to stops Enhanced street crossings Bike parking Curb space management considerations
Tier 2: Areas Where Continuous Transit Service is Desired		
Support continuous service.	Strive for continuous service, based on hours/day and days/week	Advocate for continuous service and minimum headways
Maximize rider comfort.	Stop amenities	Shared investments in comfort/amenities at stops e.g., lighting; seating; comfortable shelters

Expand rider access.	Distance from stops to a marked crossing.	Sidewalks/trails connecting to stops Enhanced street crossings
Tier 3: Flexible Service Needs		
Support flexible services	Percent of the city with access to flexible, on-demand, or shuttle service.	Advocate for flexible service that meets community needs Support flexible service that is equitable (well publicized, accessible to people of all ages/all abilities) Partner to support affordable service

Bicycle Network Policies

The City of Tualatin's Comprehensive Plan policies support implementation of bicycle projects to provide access to transit and "essential destinations" for all mobility levels, through on- and off-street facilities. The policies support implementation to help the City support meeting regional modal targets.

The goal for Tualatin's bicycle network plan is a connected network of bicycle facilities that provides a safe, low stress, direct, and comfortable experience for people of all ages and abilities. The following policies will guide the planning and implementation of projects and programs to achieve this goal. Many policies below are based on existing City policy; new concepts are marked with an asterisk.

- Provide a robust bicycle network of connected bike lanes, low traffic streets, trails, and crossings, to allow people of all ages and abilities to comfortably and safely travel by bike in Tualatin.*
- Work with partner agencies to support, build, and maintain trails that connect neighborhoods with destinations and each other.
- Implement bicycle projects to help reduce vehicle miles traveled and the community's dependance on the automobile for short trips.
- Implement bicycle projects to provide bicycle access to transit and essential destinations for all ages and abilities.
- Support provision of end-of trip bicycle facilities at transit stations, parks and other destinations.
- Create on- and off-street bicycle facilities connecting residential, commercial, industrial, and public facilities such as parks, the library, and schools.
- Create obvious and easy to use connections between on- and off-street bicycle facilities and integrate off-street paths with on-street facilities.

Bicycle Network Planning

Tualatin's bicycle system is planned to provide safe and comfortable routes for a range of users and abilities. The bicycle system is intended to serve people riding bicycles and other vehicles that operate at a similar speed and scale to people riding bicycles. These vehicles include all

classifications of electric bicycles, kick-style and electric scooters, and skateboards but do not include motorcycles.

A connected bicycle network is comprised of both the ability to access key destinations within a community and enough coverage of safe and comfortable facilities to ensure most people within the community can travel by bicycle. Tualatin's bicycle network includes a series of interconnected bicycle facilities that together provide direct routes to key destinations. It consists of connected bicycle facilities including separated and protected bicycle facilities, bicycle boulevards, and multi-use or bicycle paths. An important element of the network is comfortable and convenient crossings of streets with high volumes of traffic or high-speed traffic.

The continuous, direct bikeways that serve Tualatin will span multiple functional classifications and streets of varying widths. Tualatin has three types of bikeways:

- **Cross-Town Connector:** Routes that provide direct access across the city, connecting a string of segments to allow people to bike between neighborhoods and to destinations. The key investments to unlock these routes will address barriers, add wayfinding, and provide separation from traffic and other hazards.
- **Low-Traffic Streets:** Routes within neighborhoods or quadrants of the city providing local connectivity. Frequently these will require minimal investments, such as wayfinding signage and enhanced crossings of roadways.
- **Trails:** Also referred to as shared use paths, trails are paved and typically 10-15 ft wide.

The specific facility required to make each segment safe and comfortable for people of all ages and abilities will depend on the context.

Minimum Bicycle Facilities

The City's objective is to design and construct bicycle facilities to provide people riding bikes in Tualatin with an experience described as:

- Level of Traffic Stress 1: Due to the separation of people biking from moving cars and trucks, this score represents little traffic stress. Since traveling by bike requires the rider to pay little attention to traffic, it is suitable for use by people of all ages and abilities.

- Level of Traffic Stress 2: People feel some traffic stress. Biking on the street requires more attention to traffic conditions than young children would be expected to deal with, so is suitable for teens and adults with adequate bike handling skills.

Planning and design for bicycle facilities will consider the context of adjacent motor vehicle facilities and land uses. Facility design will provide higher levels of separation or protection along streets that have higher volumes or speeds of traffic as shown in Table 4. Enhanced crossings will be provided at all bikeway intersections with collectors and arterials.

Table 4. Preferred Bikeway Design

		Preferred bikeway design	
Motor vehicle speed	**Daily Vehicle volume**	**In Climate Friendly Area, or school zone**	**All other areas**
<20mph	<1500	Bicycle boulevard, shared lane	Bicycle boulevard, shared lane
<25 mph	<3000	Conventional bike lanes	Buffered bike lanes
25-30 mph	<6000	Buffered bike lanes	Separated bike lanes, multiuse path
>30mph	>6000	Separated bike lanes, multiuse path	Separated bike lanes, multiuse path

NACTO's Urban Design Guide includes Contextual Guidance for Selecting all Ages and Abilities Bikeways to provide more nuanced information to use during project development. Tualatin's standards for bicycle system planning and facilities will result in a safe, low stress, and comfortable experience for people of all ages and abilities, as outlined in the NACTO: The Urban Bikeway Design Guide for City and County streets and The Blueprint for Urban Design for ODOT facilities.

Pedestrian Network Policies

Currently, Tualatin's Comprehensive Plan policies support implementation of pedestrian projects to provide access to transit and "essential destinations" for all mobility levels, through on- and off-street facilities. The policies support implementation to help the City support meeting regional modal targets. Additionally, the policies highlight support for Safe Routes to Schools programs and emphasis on enhanced sidewalks and amenities (such as benches) in the downtown area and along paths.

The goal of Tualatin's pedestrian network is for the build-out of a connected network of pedestrian facilities that provides a safe, low stress, direct, and comfortable experience for people of all ages and abilities to access transit and travel without a vehicle. The following policies will guide planning and implementation of projects and programs to achieve this goal. Many policies below are based on existing City policy; new concepts are marked with an asterisk.

- Provide a robust pedestrian system of connected sidewalks, crossings, trails, and paths. *
- Support Safe Routes to Schools (SRTS) for all Tualatin schools.
- Complete the network of sidewalks and other pedestrian facilities, filling gaps in the network on both sides of the street.
- Provide enhanced pedestrian facilities downtown, on high traffic streets, and near major transit stops, and in equity priority areas.
- Provide mid-block pedestrian crossings that protect people from conflicts with moving vehicles and connect walking routes across busy streets.
- Implement pedestrian projects to help reduce dependency on driving for short trips by providing access to transit and local destinations for people with all mobility abilities.

Minimum Pedestrian Facilities

Sidewalks or other pedestrian facilities will be provided on all streets and highways, other than expressways, on both sides of each street except:

- where topography or other barriers would make it difficult to build a pedestrian facility on the other side of the street, or
- where existing and planned land uses make it unnecessary to provide pedestrian access to the other side of the street.

Street crossings must be provided near each end of sections where there is a pedestrian facility on only one side of the street.

Enhanced pedestrian facilities, such as wide, protected sidewalks and pedestrian zones, will be provided along streets classified as arterials; in climate-friendly areas and Metro Region 2040 centers; and in equity priority areas. Enhanced crossings are pedestrian facilities to cross streets or highways that provide a high level of safety and priority to people crossing the street. Enhanced crossings must have adequate nighttime illumination to see pedestrians from all vehicular approaches. Enhanced crossings must be provided, at minimum, in the following locations:

- In Climate Friendly Areas (CFAs) and Equity Priority areas:
- Closely spaced, to a maximum of 500’ between crossings, on arterials
- Near transit stops
- On arterial and collector streets
- On a priority transit corridor
- In CFAs
- At off-street path crossings

Future Network Gaps and Needs

Vehicle Network

The following section discusses the traffic operations on the future roadway network. The analysis evaluates the demand for the network for vehicles and how well the future system serves the residents of Tualatin.

Future Traffic Conditions

The evaluation of future traffic conditions focuses on daily volumes along key corridors in Tualatin, along with afternoon peak-hour operations at 21 intersections in the City.

Intersection Operations

One way to quantify delay experienced by drivers is through intersection operations analysis. As part of the existing conditions inventory, 21 key intersections in Tualatin were evaluated during the evening commute hour to identify locations where congestion occurs on the existing transportation system during peak travel hours.

Level of Service (LOS) is a standard method for characterizing delay at an intersection. For signalized and all-way stop controlled (AWSC) intersections, the LOS is based on the average delay for all approaches. For two-way stop controlled (TWSC) intersections, the movement with the highest delay is used. As mentioned above in the Roadway Network Policies section, the City will maintain intersection LOS D for all signalized intersections, roundabouts, and all-way stop-controlled intersections, and LOS E for two-way stop-controlled intersections. At all intersections, no individual movement can perform at LOS F.

As shown in **Table 5**, there are seven study intersections with an LOS in the future that do not meet the new City standard. The intersection of SW 65th and SW Borland Road was the only intersection under existing with an LOS E, indicating a high amount of delay.

Table 5. Future Intersection Level of Service (LOS) Summary

ID	Name	Control	LOS / Delay	Worst Mvmt	HCM
1	SW 124th Ave & Hwy 99W	Signal	D/46	-	HCM 2000
2	SW 124th Ave & SW Tualatin Rd	Signal	C/22	-	HCM 2000
3	SW 124th Ave & SW Herman Rd	Signal	C/21	-	HCM 7th
4	SW Cipole Rd & SW Herman Rd	AWSC	C/21	-	HCM 7th
5	SW 124th Ave & Tualatin-Sherwood Rd	Signal	/	-	-
6	**SW Tonquin Rd & SW Grahams Ferry Rd**	**TWSC**	**F/946**	**EBL**	**HCM 7th**
7	SW Ibach St & SW Boones Ferry Rd	Signal	D/45	-	HCM 7th
8	SW Avery St & SW Teton Ave	AWSC	C/20	-	HCM 7th
9	SW Sagert St & SW Boones Ferry Rd	Signal	D/55	-	HCM 7th
10	**SW 90th Ave & SW Tualatin-Sherwood Rd**	**Signal**	**E/67**	**-**	**HCM 7th**
11	**SW Boones Ferry Rd & SW Tualatin-Sherwood Rd**	**Signal**	**E/79**	**-**	**-**
12	SW Martinazzi Ave & Tualatin-Sherwood Rd[1]	Signal	/	-	-
13	SW Nyberg St & I-5 SB Ramps	Signal	/	-	-
14	SW Nyberg St & I-5 NB Ramps	Signal	/	-	-
15	**SW 65th Ave & SW Borland Rd**	**Signal**	**F/134**	**-**	**HCM 7th**
16	**SW 65th Ave & SW Sagert St**	**Signal**	**F/163**	**-**	**HCM 7th**

17	SW Tualatin Rd & SW Boones Ferry Rd	Signal	C/29	-	HCM 2000
18	**SW Martinazzi Ave & SW Boones Ferry Rd**	**Signal**	**E/76**	**-**	**-**
19	**SW Bridgeport Rd & SW Lower Boones Ferry Rd**	**Signal**	**E/79**	**-**	**HCM 7th**
20	SW Lower Boones Ferry Rd & I-5 SB Ramps	Signal	B/19	-	HCM 7th
21	SW Lower Boones Ferry Rd & I-5 NB Ramps	Signal	C/25	-	HCM 7th

Source: Fehr & Peers, 2024

Mitigation Strategies

The following mitigation strategies are detailed for each intersection to meet the new City LOS standards.

In Future conditions, **intersection 6, SW Tonquin Road & SW Grahams Ferry Road** is a two-way stop-controlled intersection with high northbound and southbound through volumes causing eastbound left (EBL) delay to be high to wait for the available gap to turn. As a TWSC intersection, the intersection is LOS F with over 900 seconds of delay. The intersection could be upgraded to a signalized intersection to meet the needs of the future demand of vehicles and meet the city's standard. The intersection control type change could bring the intersection from LOS F to LOS D and meets the City's signalized intersection LOS standard.

The other 6 intersections that do not meet the LOS standard are signalized in existing conditions, so the mitigation strategies include adjustments to the timing and phasing settings, further than the future conditions analysis of optimization of cycle lengths and cycle splits. No additional roadway widening is recommended, however, right turn pockets were analyzed as mitigation strategies that could potentially fit within the current right-of-way.

Intersection 10, SW 90th Ave & SW Tualatin-Sherwood Rd, is LOS E, but movements eastbound left (EBL) and westbound through (WBT) are LOS F, which does not meet the City's standard as no individual movements can perform at LOS F. The EBL and WBL turn type control is protected in future conditions, so the mitigation strategy could include changing the turn type control to permitted and protected to provide enough time for the vehicles in the turn queue to clear the intersection. With this mitigation, the intersection performs at LOS D and no movements are LOS F.

Intersection 11, SW Boones Ferry Rd & SW Tualatin-Sherwood Rd, similar to intersection 10 operates at LOS E and the EBL and WBT movements are LOS F, however, this intersection has higher right and left turn volumes. Potential mitigation measures for the eastbound movements include separating the eastbound through (EBT) and eastbound right (EBR) movements by adding a short northbound right turn pocket and short second left turn pocket, as well as changing the right turn type control from permitted to permitted and overlap. Potential mitigation measures for the westbound movements by separating the westbound through (WBT) and westbound right (WBR) movements and northbound through (NBT) and northbound right (NBR) by adding a short

westbound and northbound right turn pocket, as well as changing the right turn type control from permitted to permitted and overlap. The intersection operates at LOS D and no movements operate at LOS F. The City has a project on the project list to grade separate SW Boones Ferry Rd & SW Tualatin-Sherwood Rd but as an interim measure some of the above mitigations could be explored.

The City is currently underway with improvement to study intersections 15 and 16, for the intersections to meet the LOS standards.

Intersection 15, SW 65th Ave & SW Borland Rd, is LOS F with most individual movements also operating at LOS F. Movements eastbound left (EBL) and westbound left (WBL) have high enough volumes with low through volumes that changing the turn type control from permitted to protected allows more vehicles through the intersection reducing delays significantly. Additionally, the northbound right (NBR) movement has a large volume that benefits from changing the right turn type control from permitted to permitted and overlap. These changes result in an intersection LOS C, with no individual movements LOS F.

Intersection 16, SW 65th Ave & SW Sagert St, is LOS F with most individual movements also operating at LOS F. Mitigation strategies for signal timing inputs like the above mentioned cycle lengths and splits, as well as turn type controls still resulted in the intersection operating at LOS F. Potential mitigation strategies for this intersection could include geometric changes to the intersection to accommodate higher volumes at all movements. Eastbound movement could separate the shared eastbound through and right to individual movements with a right turn pocket to reduce delay at the right turn movement. The northbound through and southbound through volumes could significantly reduce delay by widening the intersection footprint to allow for two through movements for both the northbound and southbound approaches to the intersection. All of these mitigations could result in LOS D, with all movements operating above LOS F. To meet the City's LOS standard, the intersection would require significant mitigation strategies.

Intersection 18, SW Martinazzi Ave & SW Boones Ferry Rd, operates at LOS F, but it is in a town center, so the space to make improvements to the vehicle network are limited, so the city will consider trade-offs for accommodating all users of the roadway network. Mitigation strategies the City could consider include:

- Southbound movement only triggered when a vehicle is present as is it a driveway that has few vehicles entering and exiting, none in the afternoon peak hour. This would allow for more time for the northbound left and northbound right vehicles to clear the intersection and reduce the queue.
- The westbound left and eastbound through movements both have high volumes that are competing for green time.
- The intersection could be restriped to increase the storage space for vehicles to allow more vehicles through the intersection.

Intersection 19, SW Bridgeport Rd & SW Lower Boones Ferry Rd, operates at LOS F, and multiple mitigation strategies could potentially improve the operations to meet the City standard. This could include additional westbound right turn lane, changing the turn type controls to allow for more time for turning vehicles to clear the queue at the approaches. These strategies could improve the

overall intersection operation to LOS C, with each movement operating just above LOS F individually.

As shown in Table 6, the mitigation strategies are incorporated into the analysis for all intersections but one to fail in the future scenario with mitigation strategies included.

Table 6. Future Intersection Level of Service (LOS) With Mitigations Summary

ID	Name	Control	LOS / Delay	Worst Mvmt	HCM
1	SW 124th Ave & Hwy 99W	Signal	D/46	-	HCM 2000
2	SW 124th Ave & SW Tualatin Rd	Signal	C/22	-	HCM 2000
3	SW 124th Ave & SW Herman Rd	Signal	C/21	-	HCM 7th
4	SW Cipole Rd & SW Herman Rd	AWSC	C/21	-	HCM 7th
5	SW 124th Ave & Tualatin-Sherwood Rd[1]	Signal	/	-	-
6	**SW Tonquin Rd & SW Grahams Ferry Rd**	**Signal**	**D/49**		**HCM 7th**
7	SW Ibach St & SW Boones Ferry Rd	Signal	D/45	-	HCM 7th
8	SW Avery St & SW Teton Ave	AWSC	C/20	-	HCM 7th
9	SW Sagert St & SW Boones Ferry Rd	Signal	D/55	-	HCM 7th
10	**SW 90th Ave & SW Tualatin-Sherwood Rd**	**Signal**	**D/47**	**-**	**HCM 7th**
11	**SW Boones Ferry Rd & SW Tualatin-Sherwood Rd**	**Signal**	**D/50**	**-**	**-**
12	SW Martinazzi Ave & Tualatin-Sherwood Rd[1]	Signal	/	-	-
13	SW Nyberg St & I-5 SB Ramps	Signal	/	-	-
14	SW Nyberg St & I-5 NB Ramps	Signal	/	-	-
15	**SW 65th Ave & SW Borland Rd**	**Signal**	**C/32**	**-**	**HCM 7th**
16	**SW 65th Ave & SW Sagert St**	**Signal**	**D/36**	**-**	**HCM 7th**
17	SW Tualatin Rd & SW Boones Ferry Rd	Signal	C/29	-	HCM 2000
18	**SW Martinazzi Ave & SW Boones Ferry Rd**	**Signal**	**E/76**	**-**	**-**
19	**SW Bridgeport Rd & SW Lower Boones Ferry Rd**	**Signal**	**E/79**	**-**	**HCM 7th**
20	SW Lower Boones Ferry Rd & I-5 SB Ramps	Signal	B/19	-	HCM 7th
21	SW Lower Boones Ferry Rd & I-5 NB Ramps	Signal	C/25	-	HCM 7th

Source: Fehr & Peers, 2024

Freight Network

Tualatin's freight network is intended to guide roadway planning and direct heavy vehicles to specific roadways in the City. In reviewing the current freight network alongside future growth projections the following changes are proposed:

Removal from the Freight Network:

- Boones Ferry Road currently serves as a freight route in Tualatin's freight network. However, it currently serves many other travel modes and the land use is primarily residential south of Tualatin-Sherwood Road. It is proposed to remove Boones Ferry Road south of Tualatin-Sherwood Road from the freight network and direct heavy vehicles to 124th Avenue instead. This will also serve the future employment growth in the Basalt Creek area.
- Martinazzi Avenue south of Tualatin-Sherwood Road is currently a freight route, but the freight designation abruptly ends at Sagert Street and there are no heavy vehicle employment centers along that segment.

Addition to the Freight Network:

- Teton Avenue currently serves as a freight route from Tualatin Road to Tualatin Sherwood Road, but the freight designation partly does not exist between Tualatin-Sherwood Road and Avery Street. The freight network should continue on Teton Avenue to connect to Avery Street where there is also a freight designation in order to create a more complete network.
- There is currently a freight designation on Leveton Drive between 124th Avenue and 108th Avenue. We propose extending the designation along Leveton Drive, west of 124th Avenue.
- Additionally, no freight route exists on 95th Avenue between Tualatin-Sherwood Road and Sagert Street. We propose creating a freight designation for this corridor in order to create a logical connection to the freight generators in this area of the city.
- Near Industrial Way, an internal freight circulation connection should be added in order to create a logical connection near a freight generator.

Transit Network

While the City of Tualatin does not operate the fixed route transit system and thus cannot directly control the fixed route bus and rail operations, the City has the ability to support transit service on its street and advocate for community transit needs with the transit providers. The network strategies described below discuss how Tualatin can either directly or indirectly improve and enhance transit in the City.

Transit Service Improvements

Changes to Transit Service

While Tualatin does not run the transit service, it can work with transit providers to identify areas of the city that may benefit from new or improved fixed route service. Some areas of Tualatin may not have the density or potential ridership needed to support a fixed route bus service. In these areas, alternative transit services such as on-demand service organized through an app or small circulator shuttles that pick up and drop off at key destinations can help to fill the gap in transit service. There may be opportunities to pilot new and expanded alternative transit services for the general population with providers such as Ride Connection.

Current service needs include:

- Currently, Boones Ferry is served by standard bus service. To encourage more transit ridership along this corridor and alleviate vehicle demand, this corridor would benefit from more frequent service.
- Today, the three Ride Connection shuttles in the City operate one way, which forces some riders to ride the entire circuit to access the stop they need. To improve local shuttle service, shuttles should run bi-directional.
- The north side of the city is the most well served by transit, including Tualatin-Sherwood Road and Boones Ferry Road. However, the southwest side of the city and the new Basalt Creek area could use more service.

Transit Bottleneck Improvements

Congestion and delay on the roadways affect not only people traveling in personal vehicles but transit vehicles and their passengers. The corridors with the highest current transit ridership are among the most congested roadways. While roadway congestion is typically an issue for all modes, the increased travel time for transit riders can pose a barrier to attracting new riders. Tualatin owns and maintains many of the roadways in the City and could explore improvements such as transit signal priority or bus queue jumps to decrease those bottlenecks. For ODOT or county-owned roadways such as Highway 99W or Tualatin Sherwood Road, Tualatin can partner with these agencies to promote congestion relief projects on transit routes. Projects that decrease delay and help to relieve congestion on priority transit corridors make transit a more reliable and feasible travel option for residents.

Transit Amenities

Many of the transit stops in the City could benefit from new or improved amenities such as benches, shelters, real time arrival information, and lighting. Improving these amenities can increase rider comfort while waiting for the bus, potentially increasing ridership. Updating amenities is also an opportunity for Tualatin to partner with TriMet, as they are usually located in the City's right-of-way and funding could be split between the agencies if appropriate.

Access to Transit and First/Last Mile Connections

Increasing access to transit involves building out the bicycle and pedestrian networks, including sidewalks, bike facilities, and crossings, to provide complete and safe infrastructure for all residents, regardless of age or ability, to get to transit stops. Often these access improvements are focused on the areas directly around transit stops to provide safe and comfortable connections from a traveler's starting point to their boarding transit stop, and from their alighting transit stop to their destination. These first/last mile connection improvements remove barriers that could prevent travelers from taking transit. Gaps and needs for these connections are discussed in the pedestrian section below.

Transit Oriented Development

Transit Oriented Development (TOD) is a set of land use strategies to support transit use and access, especially around major stations or transit centers. These strategies support planning and design decisions by TriMet, private development, and the City to create the conditions around each station that will allow TOD to thrive and enable the city to achieve its land use vision. Some example TOD strategies include encouraging more dense retail and residential development around a transit station, smaller block sizes, provisions for affordable housing, and building infrastructure to encourage non-auto travel modes. Tualatin already has a TOD Project Charter with TriMet to describe efforts they will take to facilitate TOD around light rail stations in Tualatin consistent with the city's strategic vision.

Bicycle Network

Gaps and Needs

Tualatin's bicycle network is connected, but primarily comprised of striped bike lanes on arterial and collector roads. While Tualatin does have an extensive off-street trail system, it lacks connectivity which limits users' ability to travel around the city on it. Tualatin has begun to build more and more buffered bike lanes, although though gaps remain. Today, streets in most residential areas offer comfortable cycling, except in neighborhoods near 99W and the Bridgeport area.

As the city plans for additional bikeways that are accessible for riders of all ages and abilities, it will be important to plan for future trail crossings of major streets. It will also be important to consider how low-traffic-volume streets could be enhanced for bicyclists, such as designating key routes as bicycle boulevards or neighborhood greenways. Finally, the City needs to fill the remaining gaps within the on-street bicycle network and identify places where we can provide more separation from traffic with protected facilities and two stage-turn boxes (reducing the need to merge across lanes).

Pedestrian Network

Gaps and Needs

Tualatin's pedestrian network is well built out with sidewalks on both sides of residential streets in most neighborhoods. Exceptions to this are neighborhoods near 99W and the Bridgeport area, where some roadways only have sidewalks on one side. Today, the trail system provides strong east-west connections, including across I-5, through the area north of Nyberg Street, and through the Ibach neighborhood, though there are still many planned trails that have not been built yet.

There are several roadways within Tualatin where the distance between marked crossings is high. When the distance between marked crossings is high, pedestrians may be more likely to cross at unsafe locations or at unsafe times. The distance between marked crossings is lowest downtown and longest in the industrial areas. There are multiple arterial and collector roadways with crossing

distances greater than a quarter mile, including: 99W, Tualatin-Sherwood Road, Herman Road, Sagert St, and Avery Street. It will be important to plan for additional crossings in these places, and to upgrade existing crossings with improved facilities like rectangular-rapid-flashing-beacons (RRFBs), among other options.

There are several high stress roadways such as Boones Ferry Road, which have higher traffic volume and speeds, that make it challenging for pedestrians to walk from residential areas to commercial areas. Understanding where sidewalk conditions are insufficient and where safe crossings are located is critical for creating a more accessible transportation system for vulnerable communities. As the project moves forward, we will be considering places where access to walking and biking opportunities is hindered by difficulty crossing major roadways.

Safety Needs

One indicator of roadway safety is the number of collisions and severity of collisions that occur. To understand recent trends in Tualatin, five years of collision data was analyzed and summarized in the existing conditions report. This analysis found the highest concentration of collisions occurs on Tualatin-Sherwood Road with hot-spots near downtown and 124th Avenue. This was also true for serious injury collisions, with most of those occurring on Tualatin-Sherwood Road or Boones Ferry Road near downtown.

Around 80% of collisions in Tualatin occurred on arterials, with many of these collisions occurring on SW Tualatin Sherwood Road. Boones Ferry Road also had a significant number of crashes. Over half of collisions for all modes are rear-ends. Around 17% and 11% of collisions occurred due to turning movements and overtaking, respectively. The most common cause of bicycle-involved collisions was from vehicles making turning movements.

Table 7. Types of Vehicular Collisions

Type of Collision	Percentage
Angle	2%
Backing	1%
Fixed Object or Other Object	8%
Head-On	0%
Miscellaneous	1%
Non-collision	0%
Parking Maneuver	0%
Pedestrian	1%
Rear-End	57%
Sideswipe - Meeting	1%
Sideswipe - Overtaking	11%
Turning movement	17%

Source: ODOT Collision Data, 2017-2021

Of the 2,264 reported collisions in Tualatin within the past five years, 43 collisions (1.9%) involved a pedestrian or bicyclist. Approximately 70% of these occurred at intersections with at least one arterial roadway. Vehicular collisions are shown in Table 7 above.

Air, Rail, Marine, and Pipeline Systems

The current TSP provides a review of existing Air, Rail, Marine, and Pipeline systems. No planned changes or new issues have been identified. As such, no changes are proposed for the TSP update.

Conclusion

This memorandum outlines the proposed major policy shifts, modal strategies, and key transportation investments crucial for the development of Tualatin's multimodal transportation system as detailed in this TSP update. It provides a comprehensive overview of future conditions, including land use, population, and employment growth, alongside planned transportation improvements. The TSP serves as a vital guide for the City of Tualatin's planning efforts over the next twenty years, aiming to close multimodal gaps, address capacity issues, and meet transportation needs identified through thorough analysis. With a focus on modal network policies for roadway, transit, bicycle, and pedestrian networks, this TSP sets the stage for transformative improvements to enhance mobility, accessibility, and safety for all residents and commuters in Tualatin.

Using this understanding of future growth, modal networks, and policies, as well as the identified needs, the TSP will pinpoint essential capital improvements to enhance infrastructure and meet anticipated demands. In parallel, the TSP will focus on optimizing the existing system's efficiency through innovative strategies and management practices. By addressing both the physical expansion and the operational effectiveness of the transportation network, the TSP aims to create a resilient, adaptable, and sustainable system that can accommodate future growth while improving current transportation experiences.

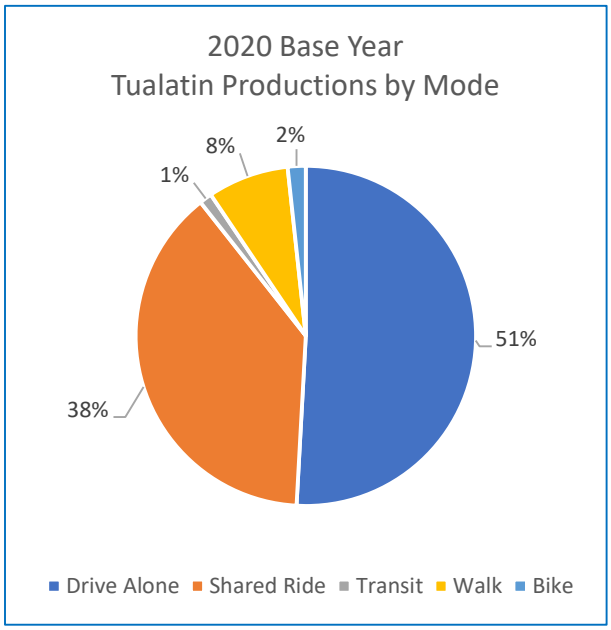
2040 TSP Appendix

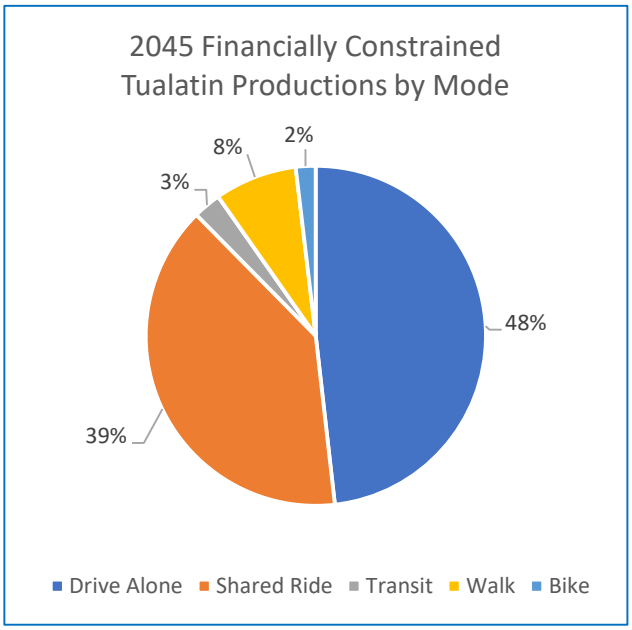
2045 Model Results

2023 Regional Transportation Plan Travel Model Results
Tualatin Planning Area Trips by Mode and Purpose and Land Use Summary

2020 Daily Trip Productions by Mode	Tualatin Area	Washington County
Drive Alone	62,299 (51%)	1,020,741 (49%)
Shared Ride	52,450 (39%)	849,863 (41%)
Transit	1,625 (1%)	47,013 (2%)
Walk	10,488 (8%)	126,978 (6%)
Bicycle	2,351 (2%)	38,358 (2%)
Total	**136,211**	**2,082,953**

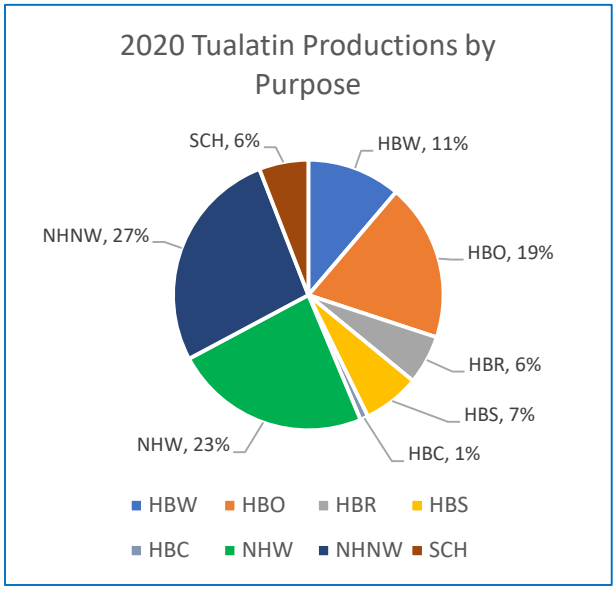
2045 Daily Trip Productions by Mode	Tualatin Area	Washington County
Drive Alone	76,116 (48%)	1,322,613 (47%)
Shared Ride	62,247 (39%)	1,155,864 (41%)
Transit	4,219 (3%)	94,191 (3%)
Walk	12,335 (8%)	173,689 (6%)
Bicycle	3,014 (2%)	56,101 (2%)
Total	**157,931**	**2,802,457**

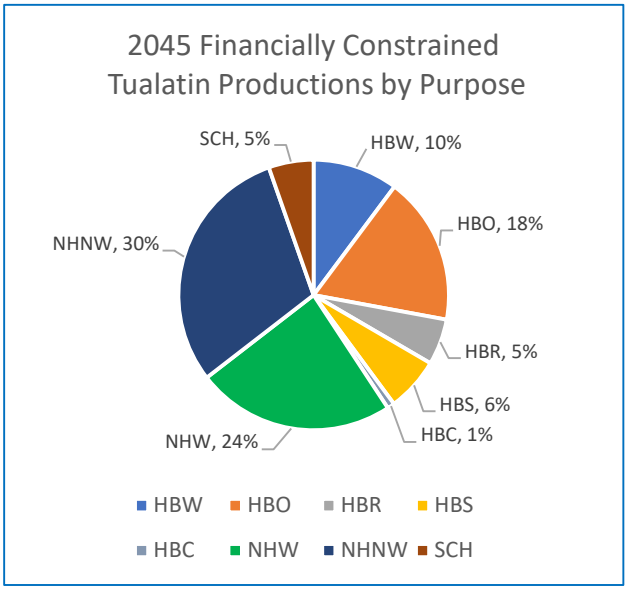




2020 Daily Trip Productions by Purpose	Tualatin Area	Washington County
Home Based Work	15,290 (11%)	304,379 (15%)
Home Based Other	25,667 (19%)	524,145 (25%)
Home Based Recreation	7,966 (6%)	164,299 (8%)
Home Based Shopping	9,310 (7%)	187,566 (9%)
Home Based College	1,270 (1%)	24,767 (1%)
Non-Home Work	32,007 (23%)	313,739 (15%)
Non-Home Non-Work	36,647 (27%)	396,416 (19%)
School	8,055 (6%)	167,643 (8%)
Total	**136,211**	**2,082,953**

2045 Daily Trip Productions by Purpose	Tualatin Area	Washington County
Home Based Work	16,133 (10%)	409,161 (15%)
Home Based Other	27,975 (18%)	729,968 (26%)
Home Based Recreation	8,685 (5%)	227,776 (8%)
Home Based Shopping	10,198 (6%)	264,700 (9%)
Home Based College	1,382 (1%)	34,466 (1%)
Non-Home Work	37,542 (24%)	399,233 (14%)
Non-Home Non-Work	47,533 (30%)	515,327 (18%)
School	8,483 (5%)	221,826 (8%)
Total	**157,931**	**2,802,457**

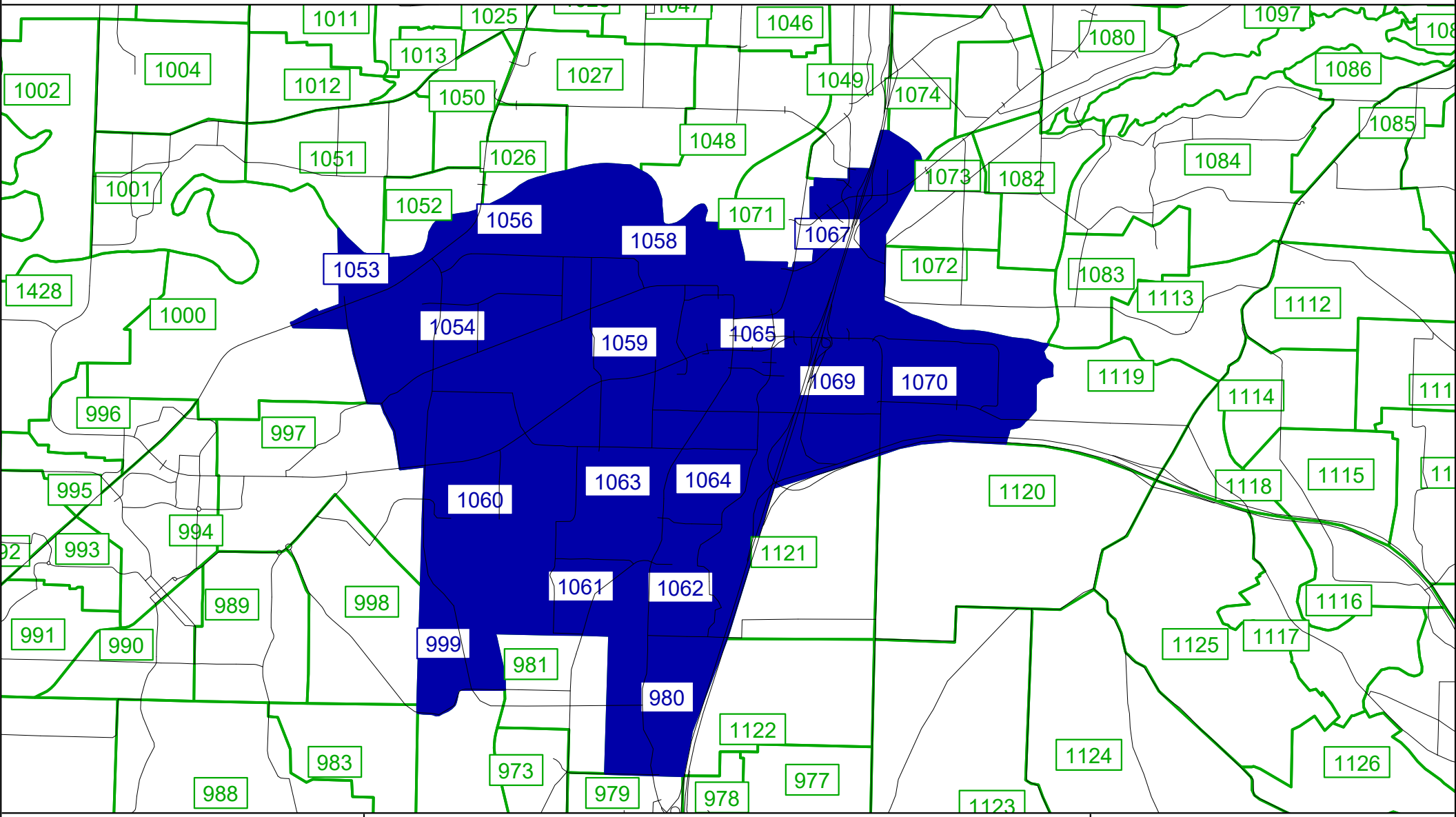




Land Use assumptions and growth in the travel forecast:

Land Use	Households				Employment			
	2020	2045	growth	% growth	2020	2045	growth	% growth
Metro Region	930,121	1,282,760	352,639	37.9%	1,192,694	1,535,571	342,877	28.7%
Washington County	226,008	316,859	90,851	40.2%	314,694	394,817	80,123	25.5%
Tualatin Area	11,503	12,421	918	8.0%	34,293	39,608	5,315	15.5%

2045 financially constrained network: Tualatin Zones



Washington County	Westside Focus Model	2045 PM 1-Hour
Steve L Kelley	2045_westside_calibrated_baseC1.ver	29.10.2024

2040 TSP Appendix

Final Project List Development

Tualatin TSP - Project List

Project Title	Project Description	Mode	Current Road Authority	City Cost Estimate	Total	Constrained List
Ibach St Sidewalk Project	Install 6 ft sidewalks to infill 190 ft of sidewalk gaps along Ibach St between 103rd St and Hedges Dr.	Active Transportation	Tualatin	$ 39,000	5	Yes
East Tualatin Low Traffic Biking Streets	Designate mapped street(s) as a Low Traffic Biking Streets and slow traffic speeds with elements facilitating cycling (extents shown on project map)	Active Transportation	Tualatin	$ 101,000	5	Yes
103rd Ave Sidewalk Project	Install 6 ft sidewalks to infill 293 ft of sidewalk gaps along 103rd Ave between Ibach St and Taylors Dr.	Active Transportation	Tualatin	$ 59,000	5	Yes
North Tualatin Low Traffic Biking Streets	Designate mapped street(s) as a Low Traffic Biking Streets and slow traffic speeds with elements facilitating cycling (extents shown on project map)	Active Transportation	Tualatin	$ 64,000	4	Yes
124th Ave and Pacific Hwy	Upgrade existing crossings with intersection treatments to facilitate bicycle crossings and turning movements.	Active Transportation	Tualatin	$ 75,000	5	Yes
124th Ave and Tualatin Rd	Upgrade existing crossings with intersection treatments to facilitate bicycle crossings and turning movements.	Active Transportation	Tualatin	$ 75,000	3	Yes
65th Ave and Nyberg Creek Trail	Install new crossing with intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	Active Transportation	Washington County, Clackamas County	$ 75,000	6	Yes
72nd Ave and Lower Boones Ferry Rd	Upgrade existing crossings with intersection treatments to facilitate bicycle crossings and turning movements.	Active Transportation	Washington County	$ 75,000	4	Yes
Avery St and 95th Ave	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	Active Transportation	Tualatin	$ 75,000	4	Yes
Avery St and Boones Ferry Rd	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	Active Transportation	Tualatin	$ 75,000	4	Yes
Boones Ferry and Blake St	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	Active Transportation	Tualatin	$ 75,000	5	Yes
Boones Ferry Rd and Norwood Rd	Install new crossing and/or intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	Active Transportation	Tualatin	$ 75,000	7	Yes

Tualatin TSP - Project List

Project Title	Project Description	Mode	Current Road Authority	City Cost Estimate	Total	Constrained List
Boones Ferry Rd between Mohawk St and and Nasoma Ln	Install new crossing and/or intersection treatments to facilitate pedestrian crossings and turning movements.	Active Transportation	Tualatin	$ 75,000	6	Yes
Hedges Creek Trail and 90th Ave	Install new crossing and/or treatments to facilitate pedestrian and bicycle crossings and turning movements.	Active Transportation	Tualatin	$ 75,000	5	Yes
Herman Rd and Teton Ave	Intersection treatments to facilitate bicycle crossings and turning movements.	Active Transportation	Tualatin	$ 75,000	3	Yes
Herman Rd and Tualatin Rd	Intersection treatments to facilitate bicycle crossings and turning movements.	Active Transportation	Tualatin	$ 75,000	5	Yes
Kalispell St and 115th Ave	Install new crossing and/or intersection treatments to facilitate pedestrian crossings and turning movements.	Active Transportation	Tualatin	$ 75,000	4	Yes
Martinazzi Ave and Boones Ferry Rd	Intersection treatments to facilitate bicycle crossings and turning movements.	Active Transportation	Tualatin	$ 75,000	4	Yes
Martinazzi Ave and Nyberg Creek Trail	Intersection treatments to facilitate bicycle crossings and turning movements.	Active Transportation	Tualatin	$ 75,000	6	Yes
Martinazzi Ave and Seneca St	Intersection treatments to facilitate bicycle crossings and turning movements.	Active Transportation	Tualatin	$ 75,000	3	Yes
Martinazzi Ave and Tualatin Sherwood Rd	Intersection treatments to facilitate bicycle crossings and turning movements.	Active Transportation	Tualatin	$ 75,000	5	Yes
Martinazzi Ave and Warm Springs St	Intersection treatments to facilitate bicycle crossings and turning movements.	Active Transportation	Tualatin	$ 75,000	4	Yes
Nyberg Creek Trail and Warm Springs St	Crossing and/or treatments to facilitate pedestrian crossings and turning movements.	Active Transportation	Tualatin	$ 75,000	5	Yes
Nyberg St and Tualatin Sherwood Rd	Intersection treatments to facilitate bicycle crossings and turning movements.	Active Transportation	Tualatin	$ 75,000	5	Yes

Tualatin TSP - Project List

Project Title	Project Description	Mode	Current Road Authority	City Cost Estimate	Total	Constrained List
Sagert St and Boones Ferry Rd	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	Active Transportation	Tualatin	$ 75,000	5	Yes
Teton Ave and Hedges Creek Trail	Treatments to facilitate pedestrian and bicycle crossings and turning movements.	Active Transportation	Tualatin	$ 75,000	4	Yes
Tualatin Rd and Sweek Dr	Intersection treatments to facilitate bicycle crossings and turning movements.	Active Transportation	Tualatin	$ 75,000	4	Yes
Tualatin Sherwood Rd at South Access to Lake at the Commons	Treatments to facilitate pedestrian crossings and turning movements.	Active Transportation	Washington County	$ 75,000	5	Yes
Avery St Sidewalk Project	Install 6 ft sidewalks to infill 421 ft of sidewalk gaps along Avery St between Martinazzi Ave and 80th Ave.	Active Transportation	Tualatin	$ 85,000	5	Yes
Basalt Creek Trail	Construct a new shared-use path connection in conjunction with Basalt Creek residential development.	Active Transportation	Tualatin	$ 91,000	6	Yes
Southwest Tualatin Low Traffic Biking Streets	Designate mapped street(s) as a Low Traffic Biking Streets and slow traffic speeds with elements facilitating cycling (extents shown on project map)	Active Transportation	Tualatin	$ 253,000	4	Yes
Victoria Woods Trail	Upgrade the Victoria Woods Trail to a paved shared-use path connecting Sw 104th Terrace to SW Miami Dr.	Active Transportation	Tualatin	$ 123,000	4	Yes
Leveton Dr Sidewalk Project	Install 6 ft sidewalks to infill 654 ft of sidewalk gaps along Leveton Dr between 124th Ave and 126th Ave.	Active Transportation	Tualatin	$ 131,000	5	Yes
61st Ter and Borland Rd	Treatments to facilitate pedestrian and bicycle crossings and turning movements.	Active Transportation	Tualatin	$ 150,000	4	Yes
Nyberg Ln and 65th Ave Trail	Install new crossing with intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	Active Transportation	Tualatin	$ 150,000	8	Yes
Jurgens Ln Sidewalk Project	Install 6 ft sidewalks to infill 777 ft of sidewalk gaps along Jurgens Ln between Hazelbrook Rd and Jurgens Park.	Active Transportation	Tualatin	$ 156,000	5	Yes
Cheyenne Way-Tualatin River Greenway Trail	Construct a new shared-use path connection between Cheyenne Way and the Jurgens Ln-Tualatin River Greenway spur (45).	Active Transportation	Tualatin	$ 193,000	5	Yes

Tualatin TSP - Project List

Project Title	Project Description	Mode	Current Road Authority	City Cost Estimate	Total	Constrained List
Apache Dr Sidewalk Project	Install 6 ft sidewalks to infill 994 ft of sidewalk gaps along Apache Dr between Sagert St and Boones Ferry Rd.	Active Transportation	Tualatin	$ 199,000	5	Yes
East Side Trail Connections	Construct new shared-use path connections between neighborhoods and the I-205 Path and Saum Creek Greenway at Delaware Cir, Sw 69th St, SW Saum Way, and SW Chunut Ct.	Active Transportation	Tualatin	$ 223,000	4	Yes
72nd Ave Sidewalk Project	Install 6 ft sidewalks to infill 1249 ft of sidewalk gaps along 72nd Ave between Wasco Ct and Sagert St.	Active Transportation	Tualatin	$ 250,000	5	Yes
95th Ave and Tualatin Sherwood Rd	Intersection treatments to facilitate bicycle crossings and turning movements.	Active Transportation	Washington County	$ 250,000	5	Yes
Nyberg Creek Trail Extension	Construct a new shared-use path from Las Casitas Park northward to the Nyberg Creek Greenway and to Nyberg St.	Active Transportation	Tualatin	$ 311,000	6	Yes
105th Ave Sidewalk Project	Install 6 ft sidewalks to infill 1660 ft of sidewalk gaps along 105th Ave between Siletz Dr and Paulina Dr.	Active Transportation	Tualatin	$ 333,000	4	Yes
Sagert St Bikeway and Sidewalk	Upgrade the existing bike facilities on Sagert St between 95th Ave and 86th Ave. Install 6 ft sidewalks to infill 882 ft of sidewalk gaps, and improve crossing at 86th Ave for pedestrians and bicyclists	Active Transportation	Tualatin	$ 775,000	4	Yes
Nyberg-50th Bikeway	Construct continuous bike facilities along Nyberg Ln, 50th Ave, and Wilke Rd (fill gaps). Upgrade existing bike facilities along these extents to facilities with more cyclist separation from traffic.	Active Transportation	Tualatin	$ 500,000	4	Yes
Warm Springs St Sidewalk Project	Install 8 ft sidewalks to infill 1533 ft of sidewalk gaps along Warm Springs St between Martinazzi Ave and I-5.	Active Transportation	Tualatin	$ 422,000	5	Yes

Tualatin TSP - Project List

Project Title	Project Description	Mode	Current Road Authority	City Cost Estimate	Total	Constrained List
Upgrade to Trail Connections	Upgrade the following locations to shared-use bicycle and pedestrian path connections by ensuring curb access is provided on both ends of the connection, widening the connection to a minimum of 10ft (if possible, though in most cases the ROW is too narrow) and adding signage to encourage slower riding speeds (<5mph) or dismounting in the narrow through way: Ibach Park Trail,106th - Meier Connector, Tualatin High School Trail, Bridgeport Elementary School Trail, Bryon Elementary School Trail, Indian Meadows Greenway Trail	Active Transportation	Tualatin	$ 427,000	2	Yes
95th Ave Sidewalk Project	Install 6 ft sidewalks to infill 1050 ft of sidewalk gaps and add bike facilities along 95th Ave between Tualatin-Sherwood Rd and Sagert St.	Active Transportation	Tualatin	$ 1,000,000	5	Yes
I-5 Trail	Construct a new shared-use path on the west side of I-5 from Norwood Rd to Lower Boones Ferry Rd at SW Hazel Fern Rd. Include connections to the Shaniko Greenway and SW 80th Ave, as well as a spur to connect to the Chieftan/Dakota Greenway Trailhead. Construct new roadway crossings for trail users at Norwood Rd, Sagert St, and Nyberg St. Ensure the path connects with the Nyberg Creek Trail (#3).	Active Transportation	Tualatin	$ 462,000	6	Yes
124th Ave Bikeway	Construct Multi-Use paths along both sides of 124th Ave between Pacific Hwy and Tualatin Sherwood Rd	Active Transportation	Tualatin	$ 1,935,000	2	Yes
Downtown Boones Ferry Rd Bikeway	Upgrade the existing bike facilities on Boones Ferry Rd and Tualatin Rd between Warm Springs St and Chinook St to facilities with more cyclist separation from traffic. Include intersection treatments.	Active Transportation	Tualatin	$ 2,000,000	4	Yes
Tualatin River Greenway Trail to Hedges Creek Trail East-West Connection	Construct new shared-use path connections around Tualatin Community Park by creating a new East-West trail connection from Tualatin River Trail across or under Martinazzi then across existing and new park property to the Hedges Creek Trail	Active Transportation	Tualatin	$ 323,000	5	Yes

Tualatin TSP - Project List

Project Title	Project Description	Mode	Current Road Authority	City Cost Estimate	Total	Constrained List
Tualatin River Greenway Trail to Hedges Creek Trail North-South Connection	Construct new shared-use path connections around Tualatin Community Park by creating a North-South trail connection from Boones Ferry Road to the Ki-a-Kuts Bridge.	Active Transportation	Tualatin	$ 301,000	5	Yes
Pacific Hwy Sidewalk Project	Install 8 ft sidewalks to infill 5951 ft of sidewalk gaps along Pacific Hwy between Cipole Rd and Pacific Dr.	Active Transportation	ODOT	$ 770,000	5	Yes
Tualatin Rd Bikeway	Upgrade the existing bike facilities on Tualatin Rd between 124th Ave and Herman Rd to facilities with more cyclist separation from traffic.	Active Transportation	Tualatin	$ 3,000,000	4	Yes
Bridgeport to Milwaukie Trail	Construct a new shared-use path connecting the I-5 Trail to city limits following the Bridgeport to Milwaukie conceptual trail alignment via Lower Boones Ferry Rd.	Active Transportation	Tualatin	$ 865,000	5	Yes
Leveton Bikeway	Upgrade the existing bike facilities on Leveton Dr between 124th Ave and 108th Ave to facilities with more cyclist separation from traffic.	Active Transportation	Tualatin	$ 250,000	1	Yes
Killarney Ln Sidewalk Project	Install 6 ft sidewalks to infill 5354 ft of sidewalk gaps along Killarney Ln between Moratoc Dr and Boones Ferry Rd.	Active Transportation	Tualatin	$ 1,071,000	4	Yes
Pacific Hwy Bridge over Tualatin River	Construct a new shared-use pedestrian and bicycle facility across the Tualatin River at the Pacific Highway Bridge, connecting the Tualatin River Greenway on the south side of the river to the Tualatin River Greenway on the north side of the river.	Active Transportation	ODOT	$ 1,500,000	6	Yes
Martinazzi Bikeway	Construct continuous bike facilities along Martinazzi Ave from Sagert St to Nyberg St. Ugrade existing bike facilities along these extents to facilities with more cyclist separation from traffic.	Active Transportation	Tualatin	$ 1,000,000	6	Yes
65th Ave Trail	Construct a new shared-use path on 65th Ave from Nyberg Ln to I-205	Active Transportation	Washington County, Clackamas County	$ 2,000,000	6	Yes

Tualatin TSP - Project List

Project Title	Project Description	Mode	Current Road Authority	City Cost Estimate	Total	Constrained List
Tualatin Sherwood Rd Bikeway	Upgrade the existing bike facilities on Tualatin Sherwood Rd between Boones Ferry Rd and West of Teton Ave, connecting to the existing shared-use path on the south side of Tualatin Sherwood Rd to facilities with more cyclist separation from traffic.	Active Transportation	Washington County	$ 2,000,000	5	Yes
Southeast Tualatin Low Traffic Biking Streets	Designate mapped street(s) as a Low Traffic Biking Streets and slow traffic speeds with elements facilitating cycling (extents shown on project map)	Active Transportation	Tualatin	$ 57,000	5	Yes
Saum Creek Greenway Trail	Construct a new shared-use path extension of the Saum Creek Greenway Trail from Atfalati Park to the I-205 Trail. Include a new crossing at 65th Ave. Construct a spur to the west connecting to the existing Saum Creek Greenway Trails.	Active Transportation	Tualatin	$ 2,453,000	4	Yes
Southwest Plan Area Trails	Construct a new shared-use path in the Southwest Plan Area, connecting Tualatin-Sherwood Rd to the north to the Ice Age Tonquin Trail to the south. Include a spur to the east connecting to Johnnie and William Koller Wetland Park.	Active Transportation	Tualatin	$ 2,723,426	5	Yes
Upper Boones Ferry Rd Bikeway	Upgrade the existing bike facilities on Boones Ferry Rd between Tualatin Rd and 84th Ave, 450ft west of Martinazzi Ave	Active Transportation	ODOT	$ 260,000	5	Yes
Avery St Bikeway	Upgrade the existing bike facilities on Avery St between Tualatin Sherwood Rd and Boones Ferry Road to facilities with more cyclist separation from traffic.	Active Transportation	Tualatin	$ 2,235,000		Yes
Sagert St Sidewalk Project 1	Construct pedestrian cyclist bridge along existing bridge to infill 1626 ft of sidewalk gaps along Sagert St between Martinazzi Ave and 72nd Ave.	Active Transportation	Tualatin	$ 3,326,000	5	Yes
Teton Ave	Widen sidewalks into multi-use paths along SW Teton Avenue between Tualatin-Sherwood Road and Herman	Active Transportation	Tualatin	$ 4,000,000	4	Yes
108th Ave/Jurgens Park Area Bridge	Construct a new bicycle and pedestrian bridge across the Tualatin River in the 108th Ave / Jurgens Park area, connecting the Tualatin River Greenway on the north and south sides of the river.	Active Transportation	Tualatin	$ 5,000,000	3	Yes

Tualatin TSP - Project List

Project Title	Project Description	Mode	Current Road Authority	City Cost Estimate	Total	Constrained List
65th Ave Pedestrian and Bicycle Bridge	Construct a new bicycle and pedestrian bridge across the Tualatin River at 65th Ave, connecting the Tualatin River Greenway on both sides of the river.	Active Transportation	Tualatin	$ 5,000,000	10	Yes
Westside Trail	Construct a new bicycle and pedestrian bridge across the Tualatin River as part of the Westside regional trail alignment, connecting to the Tualatin River Greenway on the north and south side of the river, and the Ice Age Tonquin Trail on the south side of the river.	Active Transportation	Tualatin	$ 5,575,000	4	Yes
Dundee - Tualatin Regional Trail	Construct a new shared-use path from I-5 to Cipole Rd following the Dundee - Tualatin Regional Trail alignment.	Active Transportation	Tualatin	$ 8,000,000	5	Yes
Dundee-Tualatin Regional Trail Extension	Construct a new shared-use path and bridge connecting McEwan Rd on the east side of I-5 to the Dundee - Tualatin Regional Trail and SW Childs Rd on the west side of I-5. Could be coordinated with the new I-5 crossing in the Bridgeport area.	Active Transportation	Tualatin	$ 8,000,000	5	Yes
Helenius Greenway - Hedges Creek Trail Extension	Construct a new shared-use path from Tualatin-Sherwood Rd to the north to 105th Ave and to Ibach Park to the south.	Active Transportation	Tualatin	$ 1,668,000	5	Yes
Nyberg Creek Trail	Construct a new shared-use path under I-5, connecting 65th Ave in the east to Martinazzi Ave in the west with a spur on the west side of I-5 connecting north to Nyberg St. Include a crossing at 65th St.	Active Transportation	Tualatin	$ 8,000,000	6	Yes
Tualatin River Greenway Trail	Construct a new shared-use path along the south side of the Tualatin River through the north end of Jurgens Park, from the proposed West Side Trail bridge to the west to the Ki-A-Kuts Bicycle and Pedestrian Bridge to the east.	Active Transportation	Tualatin	$ 8,000,000	5	Yes

Tualatin TSP - Project List

Project Title	Project Description	Mode	Current Road Authority	City Cost Estimate	Total	Constrained List
Hedges Creek Trail	Construct a new shared-use path from Sweek Dr to the Ice-Age Tonquin Trail following the planned Hedge Creek regional trail alignment. As part of this project, construct a bicycle and pedestrian bridge at the intersection of 95th Ave and Tualatin Sherwood Rd to continue the 95th Ave bikeway to the Hedges Creek Trail. Include an eastward spur connecting to 90th Ave. Include a spur connecting to Herman Rd where the trail alignment is closest in proximity to Herman Road.	Active Transportation	Tualatin	$ 8,215,000	8	Yes
Ice Age Tonquin Trail	Construct a new shared-use path from the Tualatin River Greenway to Tualatin Sherwood by way of Cipole Rd following the Ice Age Tonquin regional trail alignment.	Active Transportation	Tualatin	$ 8,690,000	3	Yes
Helenius Greenway - Blake Street bridge over the railroad tracks	Connect to the shared use path with an east-west spur at Blake St over the rail road tracks connecting Blake St to the Hedges Creek Greenway Trail.	Active Transportation	Tualatin	$ 8,000,000	5	No
Avery St and 105th Ave	Intersection improvements including a traffic signal or roundabout and treatments to facilitate pedestrian and bicycle crossings and turning movements.	Complete Streets	Tualatin	$ 605,000	2	Yes
IAMP	Develop Interchange Area Management Plans for Bridgeport and Nyberg interchanges establishing lists improvements to be made to accommodate development and how proportional share contributions are collected from developers and used to make improvements	Complete Streets	ODOT	$ 200,000	4	Yes
Jurgens Ln and Tualatin Rd	Add signal or roundabout at SW Tualatin Road and SW Jurgens Avenue	Complete Streets	Tualatin	$ 605,000	3	Yes
Boones Ferry Rd and Iowa Dr	Intersection Improvements, including a possible signal or roundabout and elements to facilitate bicycle and pedestrian crossings.	Complete Streets	Tualatin	$ 1,000,000	3	Yes

Tualatin TSP - Project List

Project Title	Project Description	Mode	Current Road Authority	City Cost Estimate	Total	Constrained List
Norwood Rd	Upgrade SW Norwood Road to urban roadway standards, including enhanced sidewalk, new bike trail, and signal or roundabout at Norwood/Boones Ferry intersection	Complete Streets	Washington County	$ 500,000	7	Yes
Tualatin Rd/ 115th Ave	SW Tualatin Road and SW 115th Avenue Intersection Improvements (such as a traffic signal or roundabout)	Complete Streets	Tualatin	$ 609,000	3	No
Teton Ave and Avery St	Add a signal or roundabout at SW Avery Street and SW Teton Avenue.	Complete Streets	Tualatin	$ 609,000	2	Yes
Tualatin Rd and SW Teton Ave	Add signal or roundabout at SW Tualatin Road and SW Teton Avenue	Complete Streets	Tualatin	$ 609,000	3	Yes
Teton Ave and SW Tualatin-Sherwood Rd	Intersection improvements such as additional turn lanes (such as adding a right and second left turn lane for southbound traffic and a westbound right) and improvements for cyclists and pedestrians	Complete Streets	Tualatin	$ 1,000,000	4	Yes
Tualatin Community Park entrance / Tualatin Road	Improve safety and access for all modes.	Complete Streets	Tualatin	$ 500,000	2	Yes
Adaptive Signal System Update and Possible Expansion	Update or replace the existing SCATS adaptive traffic signal control system in Tualatin. Includes costs for a consultant to develop new timing/coordination plans for each signal in the updated system. Possible expansion to additional signals along Boones Ferry or Elsewhere	Complete Streets	Tualatin	$ 2,000,000	5	Yes
Boones-Ferry Road & Tualatin High School Area	Improvements for traffic safety and flow in the Boones Ferry Road / Tualatin High School area, including intersection treatments to facilitate pedestrian and bicycle crossings and turning movements	Complete Streets	Tualatin	$ 2,000,000		Yes
Hazelbrook Rd	Upgrade SW Hazelbrook Road to urban roadway standards, includes a bike lane, sidewalk, and crossing improvements	Complete Streets	Tualatin	$ 2,000,000	5	Yes
Helenius Rd	Upgrade SW Helenius Road to urban roadway standards, including sidewalk and bike facilities	Complete Streets	Tualatin	$ 2,000,000	6	Yes

Tualatin TSP - Project List

Project Title	Project Description	Mode	Current Road Authority	City Cost Estimate	Total	Constrained List
65th and Sagert/65th and Borland	Implement the outcomes of the conceptual design.	Complete Streets	Tualatin	$ 2,500,000	4	Yes
Tonquin Rd	Upgrade SW Tonquin Road between SW Waldo Way and SW Grahams Ferry Road and add sidewalks. Includes signalizing Tonquin Rd/Grahams Ferry Rd	Complete Streets	Tualatin	$ 3,000,000	6	Yes
Borland Rd from 65th Ave to Tualatin city limits	Upgrade SW Borland Road to urban roadway standards, includes new pedestrian crossing at Saum Creek Greenway Trail, sidewalks, and upgrade existing bike facilities along these extents to facilities with more cyclist separation from traffic.	Complete Streets	Tualatin	$ 4,000,000	6	Yes
Boones Ferry Rd Upgrade (Norwood to Future City Limits)	Upgrade to urban standards and add multi-use paths on both sides or sidewalks plus additional separation for cyclists.	Complete Streets	Tualatin	$ 5,000,000	6	Yes
McEwan Road	Upgrade to urban standards, including walking and cycling improvements and intersection improvements (including bike/ped) at Lower Boones Ferry Road	Complete Streets	Tualatin	$ 5,000,000	3	Yes
Myslony Street	Upgrade SW Myslony Street to roadway standards, including bike lane and 2119 ft of sidewalk gaps	Complete Streets	Tualatin	$ 3,000,000	4	Yes
New roadway connection across I-5 near the Bridgeport Interchange	Create a new crossing across I-5	Complete Streets	ODOT	$ 10,000,000	8	Yes
Tualatin-Sherwood Road and Boones Ferry Road and Portland & Western Railroad	[Bigger Project] Grade-Separate Tualatin-Sherwood Road from the railroad and/or Boones Ferry Road to eliminate the at-grade rail crossing and improve traffic flow, safety, and walking and cycling in this area. This would include one road and/or the railroad bridging over or tunneling under the other road and/or railroad. This could be revised to [Smaller Project] additional turn lanes and/or through lanes and improvements for walking and cycling to improve flow and safety at this intersection	Complete Streets	Tualatin, Washington County	$ 25,000,000	9	Yes

Tualatin TSP - Project List

Project Title	Project Description	Mode	Current Road Authority	City Cost Estimate	Total	Constrained List
Herman Rd	Upgrade SW Herman Road to a 3-lane cross section between SW 124th Avenue and SW Cipole Road	Complete Streets	Washington County	$ 3,400,000	1	No
Avery Street	Add a center turn lane or median on SW Avery Street between SW Teton Avenue and SW Tualatin-Sherwood Road	Complete Streets	Tualatin	$ 3,600,000	1	No
Blake Street Extension	Extend Blake Street across I-5 as a 2 lane collector	Complete Streets	ODOT	$ 15,000,000	8	No
New east-west roadway between SW 115th and SW 124th Avenue	Build the roadways from the SW Concept Plan: : Create an east-west connection between SW 115th and SW 124th Avenues.	Complete Streets	Tualatin	$ 31,446,000	4	No
124th Avenue	Add on-demand service line to Basalt Creek area	Transit	RideConnection	$ -	3	Yes
Basalt Creek	Identify transit service to connect Basalt Creek new development to nearby frequent transit routes	Transit	TriMet	$ -	5	Yes
Boones Ferry Rd	Increase service on Boones Ferry to frequent service	Transit	TriMet	$ -	6	Yes
Bridgeport Park and Ride	Coordinate with TriMet regarding SW corridor planning around Bridgeport Park and Ride	Transit	TriMet	$ -	6	Yes
HCT: Southwest Corridor Engineering and ROW Support	Support SW Corridor engineering and right-of-way for High Capacity Transit project between Portland and Tualatin via Tigard.	Transit	TriMet	$ -	4	Yes
HCT: Southwest Corridor Project Development	Project Development for High Capacity Transit project between Portland and Tualatin via Tigard.	Transit	TriMet	$ -	4	Yes
HCT: Southwest Corridor Project Development Support	Project development to address traffic mitigation and access improvements for SW Corridor High Capacity Transit project between Portland and Tualatin via Tigard.	Transit	TriMet	$ -	4	Yes
HCT: Southwest Corridor: PD, Engineering and ROW	Project Development, Engineering and Right of Way for High Capacity Transit project between Portland and Tualatin via Tigard.	Transit	TriMet	$ -	4	Yes
High-use bus stops	Identify high-use bus stops that need additional amenities, such as benches, shelters, and improved lighting	Transit	TriMet	$ -	5	Yes

Tualatin TSP - Project List

Project Title	Project Description	Mode	Current Road Authority	City Cost Estimate	Total	Constrained List
Leveton Expansion Area	Expand transit to the Leveton employer area	Transit	TriMet, RideConnection	$ -	4	Yes
New Transit service to Canby region	Transit Service from Tualatin to Canby, Molalla, and surrounding areas	Transit	Canby Area Transit	$ -	4	Yes
New Transit service to Salem region	Transit Service from Tualatin to Woodburn, Keizer, Salem, and surrounding areas	Transit	SAMTD	$ -	4	Yes
New Transit service to Yamhill County	Transit Service from Tualatin via Sherwood to Newberg, Dundee, Lafayette, McMInnville, and surrounding areas	Transit	Yamhill County Transit	$ -	4	Yes
Southwest Tualatin	Identify local transit connections in SW Tualatin to connect people to more frequent service on Tualatin-Sherwood Rd and Boones Ferry	Transit	TriMet, RideConnection	$ -	4	Yes
Two-way service on shuttles	Work with Ride Connection to provide a two-way service on the shuttles and/or adjust routes to improve frequency and travel efficiency	Transit	RideConnection	$ -	3	Yes
WES Station	Add a new WES station in the Basalt Creek area	Transit	TriMet	$ 500,000	7	Yes

2040 TSP Appendix

Existing Conditions Technical Report

Memorandum

Date: February 2024

To: City of Tualatin Project Team

From: Briana Calhoun, Jai Daniels – Fehr & Peers
Katie Selin, Phil Longnecker – Alta Planning + Design

Subject: Transportation System Plan Update: Existing Conditions Inventory Technical Memorandum

Introduction

The City of Tualatin is updating its Transportation System Plan (TSP), through a process that will establish a shared understanding of how the transportation system operates today, identify needed improvements, and create a vision for enhancing community mobility in Tualatin.

To achieve the first goal of establishing a shared understanding of how the transportation system operates, document existing transportation infrastructure, and identify current infrastructure gaps or deficiencies in the transportation system, the TSP update began with development of an Existing Conditions Report.

This memorandum is intended to support the Existing Conditions Report and includes additional documentation of transportation assets in Tualatin, an overview of the methodology used to complete traffic operations and safety analysis, and a summary of existing deficiencies identified through the existing conditions inventory.

Consistent with the Existing Conditions Report, this technical memorandum provides additional information for the following topic areas:

- Demographics in Tualatin
- The existing transportation system in Tualatin, including the roadway network, transit service, pedestrian, and bicycle facilities
- Identification of basic facilities and operations for truck freight, rail, and marine transportation modes serving Tualatin
- An overview of pipeline resources that should be considered in the identification and evaluation of transportation solutions

- Base year transportation conditions, including traffic operations on key corridors, a summary of collision patterns, and pedestrian, bicycle, and truck traffic on the roadways

Tualatin Demographics

Demographic information plays a crucial role in shaping an effective transportation system by providing essential insights into the characteristics and behaviors of a population. Understanding demographic data, such as population density, age distribution, income levels, and employment patterns, will allow the project team to evaluate potential solutions with an eye towards equity and ultimately recommend transportation infrastructure improvements that meet the diverse needs of different groups within a community. This information also helped to inform the development of an inclusive public engagement plan and will be used to evaluate how effective efforts to engage historically underrepresented groups in the planning process are.

As shown in **Table 1**, there are several key demographics where Tualatin differs from the Metro region overall. Those demographic areas are shown in bold text in the table below.

Table 1. Current City and Regional Demographics

	Tualatin		Metro Region	
Race and Language				
Total Population	27,821		2,493,429	
Non-White	7,552	**27%**	469,429	19%
Hispanic or Latino	5,986	**22%**	326,336	13%
Speak a Language Other than English	5,926	22%	431,434	18%
Age				
Under Age 18	6,537	**23%**	410,824	16%
65 and Over	3,522	13%	294,303	12%
Other Demographics				
Income Below Poverty Level (in last 12 months)	2,811	10%	247,359	10%
Disability	2,387	9%	236,085	9%
No Vehicle Available	526	5%	80,387	8%
Housing				
Total Housing Units	11,171		1,033,420	
Occupied Housing Units	10,835	97%	979,213	95%

Table 1. Current City and Regional Demographics

	Tualatin		Metro Region	
Vacant Housing Units	336	3%	54,207	5%
Total Households	10,737		1,001,094	
Owner-Occupied Households	5,851	**55%**	620,678	62%
Renter-Occupied Households	4,886	**45%**	380,416	38%

Notes:
The Metro Region is comprised of the Portland-Vancouver-Hillsboro, OR-WA Metro Area.
Bold text indicates a greater than 5% variance from the Metro Region.

Source: U.S. Census Bureau, 2017-2021 American Community Survey 5-Year Estimates

Existing System Inventory

Roadway Network

The roadway network serves as the backbone of Tualatin's multi-modal transportation system. These facilities must accommodate many travel modes within their rights of way and users' experience are shaped not only by the roadway design itself but also by the surrounding land use. The following section documents the current state of the network for each mode of travel.

Lane Width

Travel lane width, or how wide the striped lanes on a roadway are, is a key characteristic for roadways. Roads that are designed to serve larger vehicles such as trucks carrying freight or buses, often have wider lanes. As more narrow lanes can help to lower vehicle speeds, roadways with on-street bicycle lanes may have narrower lanes to improve safety and comfort for those users or to take advantage of the limited right-of-way available. Within Tualatin, most arterials and collectors have lane widths between 10 and 12.5 feet.

Roadway Design Standards

In Tualatin, street design standards are based on the functional and operational characteristics of streets including travel volume, capacity, operating speed, and safety. This section summarizes design standards that apply to transportation facilities in Tualatin. **Table 2** summarizes design standards for roadway cross-section elements, which are included in Chapter 74 of the City of Tualatin's Development Code. **Table 3** summarizes Metro's roadway design guidance from the 2018 Regional Transportation Plan (RTP). This guidance applies to roadways that fall under Metro's Regional Motor Vehicle Network (RMVN).

Table 2. Roadway Design Standards, Tualatin's Development Code

Roadway Element	Design Characteristic
Minimum and preferred vehicle lane widths	• Major arterial: 12 feet minimum, 12 feet preferred • Minor arterial: 12 feet, 12 feet preferred • Major collector: 11 feet minimum, 12 feet preferred • Minor collector: 11 feet minimum, 12 feet preferred • Local: 14 feet minimum, 16 feet preferred • With multi-use path: 12 feet minimum, 12 feet preferred
Minimum and preferred number of lanes	• Major arterial: 3 lanes minimum, 5 lanes preferred • Minor arterial: 2 lanes minimum, 3 lanes preferred • Major collector: 2 lanes minimum, 3 lanes preferred • Minor collector: 2 lanes minimum, 2 lanes preferred • Local: 2 lanes minimum, 2 lanes preferred • With multi-use path: 2 lanes minimum, 3 lanes preferred
Minimum and preferred sidewalk widths	• Major arterial: 5 feet minimum, 6 feet preferred • Minor arterial: 5 feet minimum, 6 feet preferred • Major collector: 5 feet minimum, 6 feet preferred • Minor collector: 5 feet minimum, 6 feet preferred • Local: 5 feet minimum, 5 feet preferred
Minimum and preferred on-street parking widths	• Minor collector: 8 feet minimum, 8 feet preferred • With multi-use path: 8 feet minimum, none preferred
Minimum and preferred bicycle lane widths	• Major arterial: 5 feet minimum, 6 feet preferred • Minor arterial: 5 feet minimum, 6 feet preferred • Major collector: 5 feet minimum, 6 feet preferred • Minor collector: 5 feet minimum, 6 feet preferred

Table 3. Roadway Design Suggested Guidance, 2018 Regional Transportation Plan

Roadway Element	Design Standard
Maximum number of travel lanes	• Freeway: No maximum • Throughway: 6 lanes • Major Arterial: 4 lanes • Minor Arterial: 4 lanes
Median requirements	• Appropriate for roadways with 4 or more lanes
Street corner radii	• Tight Corner Radii (5 to 15 feet): preferred on regional and community boulevards • Wide Corner Radii (greater than 15 feet): preferred on highways and industrial streets

Table 3. Roadway Design Suggested Guidance, 2018 Regional Transportation Plan

Roadway Element	Design Standard
Preferred lane widths	• Freeway: 12 feet • Highway: 12 feet • Regional Boulevard: 10 feet • Community Boulevard: 10 feet • Regional Street: 10 to 11 feet • Community Street: 10 to 11 feet • Industrial Street: 11 to 12 feet

Access Management

The Oregon Transportation Planning Rule (TPR) defines "Access Management" as "...measures regulating access to streets, roads and highways from public roads and private driveways." A requirement of the TPR is that new connections to both arterials and state highways must follow designated access management categories. Typically, existing accesses can remain as long as the land use does not change.

In Tualatin, access management standards for driveways are based on use. In general, as the number of units or parking spaces increases, the number of and approach width for driveways increases. **Table 4** shows the City of Tualatin's access for driveway standards from Chapter 75.040 of the Tualatin Development Code.

Table 4. City of Tualatin Driveway Standards

Land Use Classification	Minimum Driveway Approach Width	Maximum Driveway Approach Width
Single-Family Residential, Duplexes, Triplexes, Quadplexes, Townhomes, Cottage Clusters	10 feet	26 feet for one or two car garages 37 feet for three or more car garages

Table 4. City of Tualatin Driveway Standards

Land Use Classification	Minimum Driveway Approach Width	Maximum Driveway Approach Width
Multi-family	5-49 Units = 24 feet 50-499 = 32 feet Over 500 = as required by the City Manager	May provide two 16-foot one-way driveways instead of one 24-foot driveway May provide two 24-foot one-way driveways instead of one 32-foot driveway
Commercial	1-99 Parking Spaces = 32 feet 100-249 Parking Spaces = two approaches each 32 feet	Over 250 Parking Spaces = As Required by the City Manager, but not exceeding 40 feet
Industrial	36 feet	Over 250 Parking Spaces = As Required by the City Manager, but not exceeding 40 feet
Institutional	1-99 Parking Spaces = 32 feet 100-249 Parking Spaces = two approaches each 32 feet	Over 250 Parking Spaces = As Required by the City Manager, but not exceeding 40 feet

Washington County has access standards which are established in the Washington County Community Development Code, in Section 501-8.5(A) entitled "Roadway Access." Projects being considered on County facilities will need to refer to these standards.

The Oregon Highway Plan (OHP) includes access management spacing standards for highways owned and operated by the Oregon Department of Transportation (ODOT). The access management spacing standards were amended in 2005. Interstate 5 (I-5), I-205, Highway 99W and freeway interchange areas are under ODOT management and must follow OHP standards. The OHP access management spacing standards as applied to I-5 and I-205 are shown in **Table 5**.

Table 5. OHP Access Spacing Standards

Roadway	Speed Limit	Spacing Standard
Freeway interchanges	30 mph	250 feet
I-5	55 mph or higher	1320 feet
I-205	55 mph or higher	1320 feet

Spacing for Connectivity

While access management standards establish minimum distances between intersections to maintain safe and efficient operations, this must be balanced with the need for a connected street network. The Metro RTP identifies connectivity as a system of major arterials spaced no more than one mile apart and minor arterials or collectors spaced no more than a half-mile apart. While these guidelines were established to encourage efficient mobility through the City, they also acknowledge that the realities of natural barriers (e.g., waterways and topography), major infrastructure (e.g., highways), and the built environment (e.g., established neighborhoods) may not make it possible to always meet these connectivity goals. The presence of I-5 serves as a major connectivity barrier in Tualatin. The interchanges are spaced about one mile apart (in Northern Tualatin; three miles apart in Southern Tualatin) and are among very few ways to cross the highway on foot or in a vehicle.

Parking

There is significant off-street parking for many of the retail uses throughout Tualatin, specifically in the Bridgeport Village area and many of the retail areas along Tualatin-Sherwood Road and Nyberg Street. There are also several City-owned parking lots in the Downtown area near the Tualatin Commons and the Library.

On-street parking is typically not allowed along major roadways (Arterials and Major Collectors) in Tualatin but is often allowed on Local Streets and Minor Collectors in neighborhoods and in retail areas.

Transit System

The location of transit routes that service Tualatin are shown on **Figure 19** in the Existing Conditions report. Frequency and hours of operation for each route are shown in **Table 6**.

Table 6. Transit Routes

Route	Service Type	Agency	Origin	Destination	Route Ridership[1]	Frequency	Service Span	Days	Fare
Shuttle (Red)	Local	Ride Connection	South Tualatin		-	50 minutes	5:15 – 8:45 AM / 3:30 – 7:45 PM	Monday – Friday	Fare-free
Shuttle (Green)	Local	Ride Connection	Tualatin Park & Ride	Rolling Hills Church	-	1 hour	5 – 9:30 AM / 12:15 - 7:15 PM	Monday – Friday	Fare-free
Shuttle (Blue)	Local	Ride Connection	North Tualatin		-	45 minutes	5:40 -10:00 AM / 3:00 - 7:00 PM	Monday – Friday	Fare-free
37	Regional	TriMet	Tualatin Park & Ride	Lake Oswego Transit Center	30	45 minutes during AM and 1 hour during PM	7:10 AM – 9:20 AM / 3:40 – 5:50 PM	Monday – Friday	$2.80
38	Regional	TriMet	Tualatin Park & Ride	Portland City Center	120	1 hour	6:45 AM – 10 AM / 3:30 – 7 PM	Monday – Friday	$2.80
76	Regional	TriMet	Beaverton Transit Center	Tualatin	2,630	15 minutes	6 A.M. to Midnight	Monday – Saturday	$2.80
96	Regional	TriMet	Commerce Circle	Portland City Center	420	1 hour, 30 minutes during AM & PM peak	5 A.M. to 9 P.M.	Monday – Friday	$2.80
97	Regional	TriMet	Tualatin	Sherwood	30	1 hour during the AM / 1:10 during the PM	6:15 - 9:30 A.M. / 3:30 – 7 P.M.	Monday – Friday	$2.80

Table 6. Transit Routes

Route	Service Type	Agency	Origin	Destination	Route Ridership[1]	Frequency	Service Span	Days	Fare
2X	Regional	SMART	Wilsonville Transit Center	Tualatin Park & Ride	-	1 hour, 30 minutes during PM peak	5 A.M. to 9 P.M.	Monday – Saturday	Fare-free
Cascade	Regional	POINT	Eugene	Portland	-	5 trips a day	7 A.M. - 10:00 P.M.	Monday – Saturday	$4
WES	Regional	TriMet	Wilsonville WES Station	Beaverton TC WES Station	450	45 minutes	5:30 AM – 8:45 AM 3:30 PM – 7 PM	Monday - Friday	$2.80

1 Ridership is from the TriMet Route Ridership Report from Spring 2023 and represents weekday average daily riders for the entire route.

Park & Ride

Tualatin offers four Park & Ride locations, three of which are served by transit six days per week, as shown in **Table 7**.

Table 7. Park & Ride Locations in Tualatin

Lot Name	Address	Parking Spaces	Bike Racks	Transit Connections	Days
Mohawk	SW Mohawk St & Martinazzi Ave, Tualatin, 97062	232	Yes	96 - 76	Monday-Saturday
Tualatin	SW 72nd Avenue & Bridgeport Road, Tualatin 97062	368	Yes	36 - 37 - 38 - 76 - 96 - 2X - Point	Monday-Saturday
Tualatin South	18955 SW Boones Ferry Rd, Tualatin 97062	147	Yes	WES - 76 - 97 - Tualatin Shuttle	Monday-Saturday
Boones Ferry Community Church of Christ	20500 SW Boones Ferry Rd, Tualatin, 97062	20	No	96	Monday-Friday

In Spring 2023, the Tualatin Park & Ride (northbound) had an average of 132 boardings and 54 alightings each day. The Tualatin Park & Ride (southbound) had 33 boardings and 106 alightings daily. Additionally, the Tualatin WES Station had 75 boardings and 79 alightings daily.

Pedestrian System and Bicycle System

This section provides an overview of the existing City of Tualatin pedestrian and bicycle networks to inform transportation planning and development strategies that promote sustainable modes of transportation. The overview includes information on the current state of the pedestrian and bicycle network, including where infrastructure exists, where it is and is not comfortable to walk and bike, and locations of collisions. These existing conditions details will be used to identify gaps in the network and areas where improvements are needed.

Existing Pedestrian Network and Inventory

In Tualatin, sidewalks and trails play an important role in the pedestrian network. In many parts of Tualatin, trails help to connect residential areas to parks and greenspaces in places where there are no roads or sidewalks. Trails also augment the sidewalk network and bridge barriers presented by large roadways, as in the case of the recently completed link of the Tualatin River Greenway under I-5.

Figure 20 in the Existing Conditions report shows all sidewalks and trails in Tualatin, as well as the streets where sidewalks are missing on one or both sides. The condition of sidewalks is shown in **Figure 21**. Documenting all walkable facilities helps identify where gaps remain in the pedestrian network and establishes a baseline for future planning efforts. (Note: The Existing Pedestrian Network map, included in the Existing Conditions Report reflects facilities as of November 2023 based on data provided by Metro and the City of Tualatin and the latest information about the City's capital projects.)

As part of the existing conditions inventory, the consultant team prepared a detailed Pedestrian System Inventory, incorporating details on facility types and road characteristics consistent with state standards (OAR Chapter 660 Division 12) and the requirements of the Climate-Friendly and Equitable Communities (CFEC) Program. These data are compiled in a GIS database and corresponding table containing detailed inventories of crosswalks, curb ramps, and sidewalks across the City. They contain information on the width and condition of sidewalks, crosswalk types, and curb ramp locations. Note that speed, volume, and road width data are the same as is detailed in the bicycle system inventory. Another important component of the pedestrian network is the spacing between crossings which is inventoried in **Figure 22**.

The pedestrian network of sidewalks and trails that provide routes for people to walk to their destinations is also reliant on infrastructure at intersections. **Figure 21** illustrates aspects of intersections and street crossings, such as signalized crosswalks and refuge islands, and rapid flashing beacons that have been installed to help people cross busy streets.

Sidewalk Conditions, Crosswalk Types, and Curb Ramp Inventory

Figure 21 shows the varying quality and condition of sidewalks across Tualatin. Vertical deflections, cracks, and obstructions all contribute to the quality of the sidewalk. This information is not only important for planners to understand where maintenance needs are, but also to locate areas that may be inaccessible for people who use mobility devices.

The sidewalk conditions map reflects facilities as of 2017 based on data provided by Metro and the City of Tualatin. Note that several sidewalks have been built since condition data has been collected. They are shown in the pedestrian network map (Figure 20).

For Further Study and Consideration

Understanding where sidewalk conditions are insufficient and where safe crossings are located is critical for creating a more accessible transportation system for vulnerable communities. As the project moves forward, we will be considering places where access to walking and biking opportunities is hindered by difficulty crossing major roadways.

Distance Between Marked Pedestrian Crossings

In addition to street crossing inventories, OAR rules mandate that Pedestrian System Inventories must also include the spacing between crossings. **Figure 22** illustrates the distance between marked crosswalks that cross arterial and major collector streets in Tualatin.

Multi-lane roadways can be difficult to cross, so every improved crossing helps to make the sidewalk and trail network more accessible for people walking. To create this map, residential streets and interstates were removed to leave arterials and collectors. Then, road segments with the same name were combined into single features, and divided into segments that correspond to the distances between crosswalks.

For Further Study and Consideration

The crossing spacing analysis shows the potential gaps between existing crossings and highlights priority locations for additional crossings. Thus, it will be important to understand how these crossing locations relate to places where people frequently need to cross the street, including transit stops, parks, neighborhoods, and schools.

Pedestrian Level of Traffic Stress (PLTS)

The purpose of the PLTS analysis, shown in **Figure 23,** is to classify streets in Tualatin based on how comfortable they are for walking. The analysis highlights the overall comfort of different segments of the pedestrian network and is required for Transportation System Plans in Oregon[1]. The results offer greater insight into the pedestrian experience than simply whether or not a sidewalk is present. The scores show the elements that may be missing from a street that could make pedestrians feel more comfortable, such as greater separation from traffic, wider sidewalks, smoother sidewalks, crosswalk and refuge availability, and other factors.

The analysis scores streets on a scale from 1 to 4, from most comfortable to least comfortable. In summary, the scores indicate the following conditions:

- PLTS 1- Due to the presence of sidewalks that are not adjacent to high volumes of traffic, people walking feel little to no traffic stress, requiring most people to pay little attention to the traffic situation around them.
- PLTS 2 – People feel some traffic stress; walking along this street requires more attention to the traffic situation than that of which young children may be capable. This would be suitable for children over 10, teens, and adults.
- PLTS 3 - People feel moderate stress; the facility is suitable for adults.
- PLTS 4 - People feel high traffic stress. Only able-bodied adults with limited route choices would typically use this facility.

It is important to note that roadways can score poorly even when they include a sidewalk. For example, if the sidewalk is narrow, cracked, adjacent to multi-lane roadway, it is rated as a higher PLTS. Additionally, if a road scores poorly for one criterion but better on another, the resulting score is the lowest among both – so the PLTS results reflect the worst measure, not an average of all measures. If a street has a nice sidewalk on one side, but no sidewalk on the other, it is automatically scored as a PLTS 4, reflecting the experience for pedestrians on the missing side.

For Further Study and Consideration

Understanding what factors (e.g., vehicle speed, landscape buffer, etc.) contribute to each street's PLTS score is critical to identifying future improvements that would lower the level of traffic stress for pedestrians and thereby encourage increased levels of walking for transportation. Identifying patterns among the scores will help the City use design standards to systematically improve the pedestrian experience.

Bicycle System Inventory

In accordance with the requirements of the CFEC Program and consistent with state standards (OAR Chapter 660 Division 12), the consultant team compiled a bicycle system inventory in GIS that documents facility types and road characteristics of the existing bicycle system. The dataset and corresponding table include information on the width, type, and condition of various bicycle facilities, as well as speed, volume, separation, and road width data.

Existing Bicycle Network

The bicycle facility inventory, illustrated in **Figure 24**, shows all of the designated on-street and off-street bicycle facilities in Tualatin. In Tualatin, bike facilities include striped bike lanes, striped buffered bike lanes, low-traffic-volume streets, and off-street trails and paths. Each of these facilities offers a different level of separation from traffic and are therefore more or less comfortable for riders of varying confidence and ability.

In Tualatin, low-traffic-volume streets (shown in gray) are streets where people must bike in mixed traffic and are mostly located on residential streets.

Bike lanes (shown in light blue) are found on most collectors and arterials in the city and are usually about six feet wide and defined by a wide painted stripe and bike symbol. Buffered bike lanes (shown in dark blue) increase the amount of separation between the bike lane and vehicle traffic, typically with a second painted line as a way to further delineate the space for people biking. Finally, off-street trails offer the highest level of separation from vehicle traffic. There are not currently any physically protected bike lanes in Tualatin.

Accounting for the location of all bike facilities helps identify where gaps remain in the bicycle network and establishes a baseline for future bikeway planning. This map reflects facilities as of November 2023 based on data provided by Metro and the City of Tualatin and latest information about the City's capital projects.

For Further Study and Consideration

As the city plans for additional bikeways that are accessible for riders of all ages and abilities, it will be important to understand how trails relate to enhanced crossings of major streets. It will also be important to consider how low-traffic-volume streets could be enhanced for bicyclists, such as designating key routes as bicycle boulevards or neighborhood greenways.

Bicycle Level of Traffic Stress (BLTS)

Figure 25 and the BLTS analysis classifies streets in Tualatin based on how comfortable they are to travel by bicycle. The analysis is a tool for examining the overall comfort of the bicycle network and is required for Transportation System Plans in Oregon[2]. The results offer insight into the experience of biking in the city, rather than simply whether or not a street has a bike lane. The scores identify elements, such as greater separation from traffic, lower speeds, and turn box availability, which may be missing from a street that would make biking feel more comfortable.

The analysis scores streets on a scale from 1 to 4, from most comfortable to least comfortable. In summary, the scores indicate the following conditions:

- LTS 1- Due to the separation of people biking from moving cars and trucks, this score represents little traffic stress. Since traveling by bike requires the rider to pay little attention to traffic, it is suitable for use by people of all ages and abilities.
- LTS 2 - People feel some traffic stress. Biking on the street requires more attention to traffic conditions than young children would be expected to deal with, so is suitable for teens and adults with adequate bike handling skills.
- LTS 3 - People feel moderate stress when biking because they need to pay attention to and interact with surrounding traffic. Suitable for most adults with experience biking.
- LTS 4 – Most people feel high levels of stress due to the proximity to and interactions with traffic. Only suitable for skilled adults with experience biking.

If a segment scores poorly for one criterion but better on another, the resulting score is the lowest among both - so the BLTS results reflect the worst measure, not an average of all measures.

For Further Study and Consideration

Understanding how the bike network interfaces with the BLTS scores provides insight into the improvements necessary for increasing levels of biking for transportation.

For Tualatin, a recurring theme is that left turn lanes often cause a roadway to score lower than it would otherwise. However, after discussions with the project team, this criteria table was omitted from the analysis due to widespread inflation of scores. Still, the issue of left turns remains, and ODOT recommends that left turn lane LTS scores can be improved to LTS 1 by providing two-stage left turns with regular and left-turn queue bike boxes. Identifying locations where cyclists are likely to make left turns to continue onto the bike network would help prioritize locations for bike turn boxes and would lower the LTS score for the roadway.

Recognizing that many destinations are located and surrounded by high-stress roadways, including Boones Ferry Road, Tualatin Sherwood Road, and SW Nyberg Street, underscores the importance of reviewing these locations for opportunities to improve facilities and establish low-stress routes. This proactive approach is essential to ensure the safety and well-being of the community.

Truck Freight

The freight network in Tualatin is comprised of local freight routes and state and federal truck routes, as highlighted in **Figure 27** in the Existing Conditions document. I-5 is part of the National Highway Freight Network Critical Urban Corridors. I-5 can have freight bottlenecks within the Portland Metro region that affect Tualatin.

Marine

Many companies in Tualatin produce goods that are transported by ship, or receive goods transported by ship. The viability of marine transport (shipping) to and from the Portland area affects businesses in Tualatin. The closest major marine ports are the Port of Portland and Port of Vancouver, both approximately 22 miles north of Tualatin.

Within Tualatin, marine travel is limited to the Tualatin River which has recreational boat ramps and launch platforms at the following parks:

- Jurgens Park
- Tualatin Community Park
- Browns Ferry Park

Rail

There are two rail lines in Tualatin, as seen in **Table 8**. Rail in Tualatin is important to businesses and the regional economy as it transports people and goods. However, rail can potentially cause congestion and extended blockages of crossings on the city's roadways and

create safety concerns at crossings, all of which should be considered as future projects are developed in areas where rail is present.

Table 8. Rail Lines in Tualatin

Route	Direction	Type of Service	Owners	Classification
Westside Express Service Commuter (WES)	North – South	Transit, Freight	TriMet	I
Portland & Western (PNWR)	Northeast – Southwest	Freight	PNWR	II

Pipeline

There is a natural gas pipeline, operated by Northwest Natural Gas Company, which runs north to south from Bridgeport Village through Lower Boones Ferry Road and then through Service Road OR 141. The pipeline has terminals in Durham, Oregon, and Wilsonville, Oregon.

Operations and Safety

The following section discusses the traffic operations on the existing network. The analysis evaluates the demand for the network for vehicles and how well the existing system serves the residents of Tualatin.

Existing Traffic Conditions

The evaluation of existing traffic conditions focuses on daily volumes along key corridors in Tualatin, along with afternoon peak-hour operations at 21 intersections in the City.

Intersection Operations

One way to quantify delay experienced by drivers is through intersection operations analysis. As part of the existing conditions inventory, 21 key intersections in Tualatin were evaluated during the evening commute hour to identify locations where congestion occurs on the existing transportation system during peak travel hours.

Level of Service and Delay

Level of Service (LOS) is a standard method for characterizing delay at an intersection. For signalized and all-way stop controlled (AWSC) intersections, the LOS is based on the average delay for all approaches. For two-way stop controlled (TWSC) intersections, the movement with the highest delay is used.

Table 9 summarizes the LOS and delay thresholds specified in the 6th Edition Highway Capacity Manual (HCM), which is a standard methodology for measuring intersection performance.

Table 9. Level of Service Definitions

Level of Service	Description	Signalized Intersection Delay (seconds/vehicle)	Unsignalized Intersection Delay (seconds/vehicle)
A	Free-flowing Conditions	≤ 10	0-10
B	Stable Flow (slight delays)	>10-20	>10-15
C	Stable Flow (acceptable delays)	>20-35	>15-25
D	Approaching Unstable Flow (tolerable delay)	>35-55	>25-35
E	Unstable Flow (intolerable delay)	>55-80	>35-50
F	Forced Flow (congested and queues fail to clear)	>80	>50

Source: 6th Edition Highway Capacity Manual, 2016

For most of the study intersections, traffic operations were analyzed using Synchro 11 software. For a few locations, described in more detail below, SimTraffic was used to better reflect congested conditions known to occur. The Synchro network reflects the existing roadway network including intersection geometry, signal timing, and vehicle and pedestrian/bicycle volumes.

The City has set LOS standards of D and E for signalized and unsignalized intersections respectively in Tualatin, as seen in TDC 74.440(3)(e).

Delay

Delay is a direct calculation of the wait time in seconds experienced by motorized vehicles at the intersections. Delay can be calculated for each vehicle, by approach or by intersection. The delay includes the queue delay and the control delay. Queue delay is experienced by vehicles waiting in traffic before getting through the intersection. Control delay is the wait time of vehicles at the intersections exerted by the signalized intersections alone.

Simtraffic Calibration

As described above, isolated intersection analysis using the Synchro software resulted in LOS/delay results that were found to match field observations and known congestion levels at most of the intersections. For two intersections, SW Boones Ferry Road & SW Tualatin-

Sherwood Road and SW Boones Ferry Road & SW Martinazzi Avenue, a more detailed operational analysis was required to better reflect existing conditions. For these intersections, microsimulation using the SimTraffic software was used to better reflect the impact on operations of spillback between intersections and closely spaced intersections.

The Simtraffic network was calibrated using video from the traffic count collection data and data available from Washington County's INRIX portal. INRIX data, which uses vehicle data gathered from GPS devices, was used to confirm delay experienced by movement at these intersections, while video data was used to estimate the true vehicle demand for these intersections compared to the number of vehicles that could be served during the peak hour.

To calibrate the SimTraffic network to existing conditions, delay reported by SimTraffic was compared to the delay reported by INRIX for individual movements at each intersection. For movements where SimTraffic was found to report lower delay than the delay reported by INRIX and what was observed in the field, video data was referenced to understand how volume should be adjusted to account for demand not being served.

At the intersection of SW Boones Ferry Road & SW Tualatin-Sherwood Road, the southbound left-turn onto SW Tualatin-Sherwood Road was the primary movement where calibration was needed. Calibration of this movement included increasing volume on this movement by 20% to match demand for the movement. With this change, LOS for this movement was degraded to LOS F, which matches field observations and delay reported in INRIX. Other movements at this intersection that operate with high levels of delay include: the left-turn movements on the eastbound, westbound, and northbound approaches, and the northbound through movement. Queueing was also observed to occur on the northbound approach at this intersection and while not included in this analysis, interactions with the SW Tonka Street intersection, approximately 150 feet south of the intersection, also contribute to queueing at this location. Based on SimTraffic results, the intersection as a whole operates at LOS D during the PM peak hour. This was confirmed with INRIX data, which also reports LOS D for this intersection. This is a result of prioritizing operations for the eastbound and westbound through movements, which have the highest volume, and experience the lowest amount of delay.

The other intersection evaluated in SimTraffic was the SW Boones Ferry Road & SW Martinazzi Avenue intersection. When using SimTraffic, delay at this intersection was found to correlate to LOS D operations. As data available in INRIX indicates that this intersection generally operates at LOS C, no additional adjustments were made at this intersection. The movement found to operate with the highest delay both in SimTraffic and based on data reported by INRIX is the southbound left-turn.

Summary of Existing Deficiencies

As shown in **Table 10**, there is one study intersection with an LOS E, indicating a high amount of delay. This intersection is at SW 65th and SW Borland Road.

Table 10. Intersection Level of Service (LOS)

ID	Name	Control	LOS / Delay	Worst Mvmt	HCM
1	SW 124th Ave & Hwy 99W	Signal	B/19	-	HCM 2000
2	SW 124th Ave & SW Tualatin Rd	Signal	C/21	-	HCM 2000
3	SW 124th Ave & SW Herman Rd	Signal	B/18	-	HCM 6th
4	SW Cipole Rd & SW Herman Rd	AWSC	B/11	-	HCM 6th
5	SW 124th Ave & Tualatin-Sherwood Rd[1]	Signal	/	-	-
6	SW Tonquin Rd & SW Grahams Ferry Rd	TWSC	B/15	EBL	HCM 6th
7	SW Ibach St & SW Boones Ferry Rd	Signal	C/34	-	HCM 6th
8	SW Avery St & SW Teton Ave	AWSC	B/14	-	HCM 6th
9	SW Sagert St & SW Boones Ferry Rd	Signal	C/28	-	HCM 6th
10	SW 90th Ave & SW Tualatin-Sherwood Rd	Signal	D/42	-	HCM 6th
11	SW Boones Ferry Rd & SW Tualatin-Sherwood Rd[2]	Signal	D/48	-	-
12	SW Martinazzi Ave & Tualatin-Sherwood Rd[1]	Signal	/	-	-
13	SW Nyberg St & I-5 SB Ramps[1]	Signal	/	-	-
14	SW Nyberg St & I-5 NB Ramps[1]	Signal	/	-	-
15	SW 65th Ave & SW Borland Rd	Signal	E/60	-	HCM 6th
16	SW 65th Ave & SW Sagert St	Signal	C/23	-	HCM 6th
17	SW Tualatin Rd & SW Boones Ferry Rd	Signal	C/28	-	HCM 2000
18	SW Martinazzi Ave & SW Boones Ferry Rd[2]	Signal	D/54	-	-
19	SW Bridgeport Rd & SW Lower Boones Ferry Rd[1]	Signal	D/37	-	HCM 6th
20	SW Lower Boones Ferry Rd & I-5 SB Ramps	Signal	B/15	-	HCM 6th
21	SW Lower Boones Ferry Rd & I-5 NB Ramps	Signal	B/18	-	HCM 6th

Note:
[1] Intersection is currently under construction and was therefore not analyzed in the existing conditions. These will be included in the future conditions analysis.
[2] Intersection analyzed using microsimulation, this represents the intersection average, see text for additional information on movements operating with high delay.

Safety

The collision data and analysis described below is derived from ODOT collision data from 2017 to 2021.

Collision Summary

Around 80% of collisions in Tualatin occurred on arterials, with many of these collisions occurring on SW Tualatin Sherwood Road. Boones Ferry Road also had a significant number of crashes. Over half of collisions for all modes are rear-ends, as seen in **Table 11**. Around 17% and 11% of collisions occurred due to turning movements and overtaking, respectively. The most common cause of bicycle-involved collisions was from vehicles making turning movements.

Table 11. Types of Vehicular Collisions

Type of Collision	Percentage
Angle	2%
Backing	1%
Fixed Object or Other Object	8%
Head-On	0%
Miscellaneous	1%
Non-collision	0%
Parking Maneuver	0%
Pedestrian	1%
Rear-End	57%
Sideswipe - Meeting	1%
Sideswipe - Overtaking	11%
Turning movement	17%

Source: ODOT Collision Data, 2017-2021

Bicycle and Pedestrian *Collisions*

Figure 32 documents collision locations and the frequency of collisions in Tualatin. Knowing what factors affect crash risk is an important step to implementing changes to the transportation system that might mitigate them. The map illustrates collision locations and frequency. Knowing what factors affect crash risk is an important step to implementing mitigation measures.

The collision data and analysis presented in the bicyclist and pedestrian-involved collision map are derived from ODOT records from 2017 to 2021. The yellow rings around crash

locations indicate that more than one crash occurred in that location. Error! Reference source not found. provides a summary of reported pedestrian and bicycle-related injuries and fatalities from 2017-2021.

Table 12. Bicyclist and Pedestrian-Involved Collisions (2017-2021)

Year	Bicyclist-Involved	Pedestrian-Involved	Year Total
2017	7	5	12
2018	8	3	11
2019	3	5	8
2020	4	4	8
2021	1	4	5
Total	23	20	44

For Further Study and Consideration

Safety needs for pedestrians and bicyclists span the extent of the city. Identifying priority areas with higher crash frequencies and severities, whether in proximity to high equity need areas, school zones, parks, or at other locations, can help to identify near term investments.

ODOT SPIS

A Safety Priority Index System (SPIS) identifies and ranks intersections and roadway segments that are most likely to benefit from crash reduction countermeasures. Typically, a SPIS considers linear crash data along roadway and excludes side-street crashes at intersections. Most SPISs use three-years of crash data and provide SPIS scores that range between 0 (least severe) and 100 (most severe) based on crash frequency, crash rate, and crash severity. ODOT publishes a statewide SPIS and an SPIS for each region, which includes all ODOT owned roadways and highways.

According to 2021 SPIS reports, there are 33 ODOT owned intersections and roadway segments in Tualatin that fall in the 95th percentile of SPIS scores. Of those, the top ten scores occur along I-5 and at Nyberg Road at the I-5 interchange.

Washington County SPIS

The Washington County SPIS identifies and ranks intersections similarly to the ODOT SPIS. The Washington County SPIS analyzes intersections, rather than roadway segments. Of the hundred highest ranking intersections in Washington County by SPIS (2018-2020) score, the intersections within Tualatin city limits are #2 Tualatin-Sherwood Rd at 124th Ave; #21 Tualatin-Sherwood Rd at Boones Ferry Rd; #64 Tualatin-Sherwood Rd at Teton Ave; #68

Tualatin-Sherwood Road at Nyberg Rd (and shopping center accesses); and #93 Lower Boones Ferry Rd at 72nd Ave and Bridgeport Rd.

Transportation Demand Management

Transportation Demand Management (TDM) is the application of strategies and policies to redistribute demand from single-occupancy vehicles to alternative modes of travel to lower vehicle miles traveled (VMT).

One strategy is Employee Commute Options, a mandatory program for large employers. Under the Department of Environmental Quality's (DEQ) ECO Program, employers with more than 100 employees must provide commute options to employees designed to reduce the number of cars driven to work in Portland and surrounding areas.

In and around Tualatin, there are around 4,013 employees that are ECO eligible and around 109 incentives available to encourage use of alternative modes, including bike lockers, showers, subsidized TriMet passes, and more. The Tualatin Shuttle, by Ride Connection, provides transportation for commuters to and from the Tualatin WES Commuter Rail Station.

Transportation Systems Management and Operations

Transportation Systems Management and Operations (TSMO) is a set of strategies that focus on operational improvements that can maintain and even restore the performance of the existing transportation system before extra capacity is needed. These cost-effective strategies include things like smarter signal timing, coordinated traffic incident response and traveler information. In Tualatin, some of the traffic signals on Tualatin-Sherwood Road and Nyberg Road at the I-5 interchange use adaptive signal timing to optimize the traffic flows.

Access to Schools

There are 19 schools within the City of Tualatin, ranging from elementary school to college and both publicly and privately run. There is a Safe Routes to School (SRTS) program for the Tigard-Tualatin School District that encourages active transportation to and from schools. Some schools are located near collision hot spots. Additionally, schools are often not located near completed sidewalk segments, making it difficult for students to walk to school safely.

2040 TSP Appendix

Existing Conditions Report

Tualatin
TRANSPORTATION SYSTEM PLAN TSP

EXISTING CONDITIONS

March 2024

Existing Conditions Report

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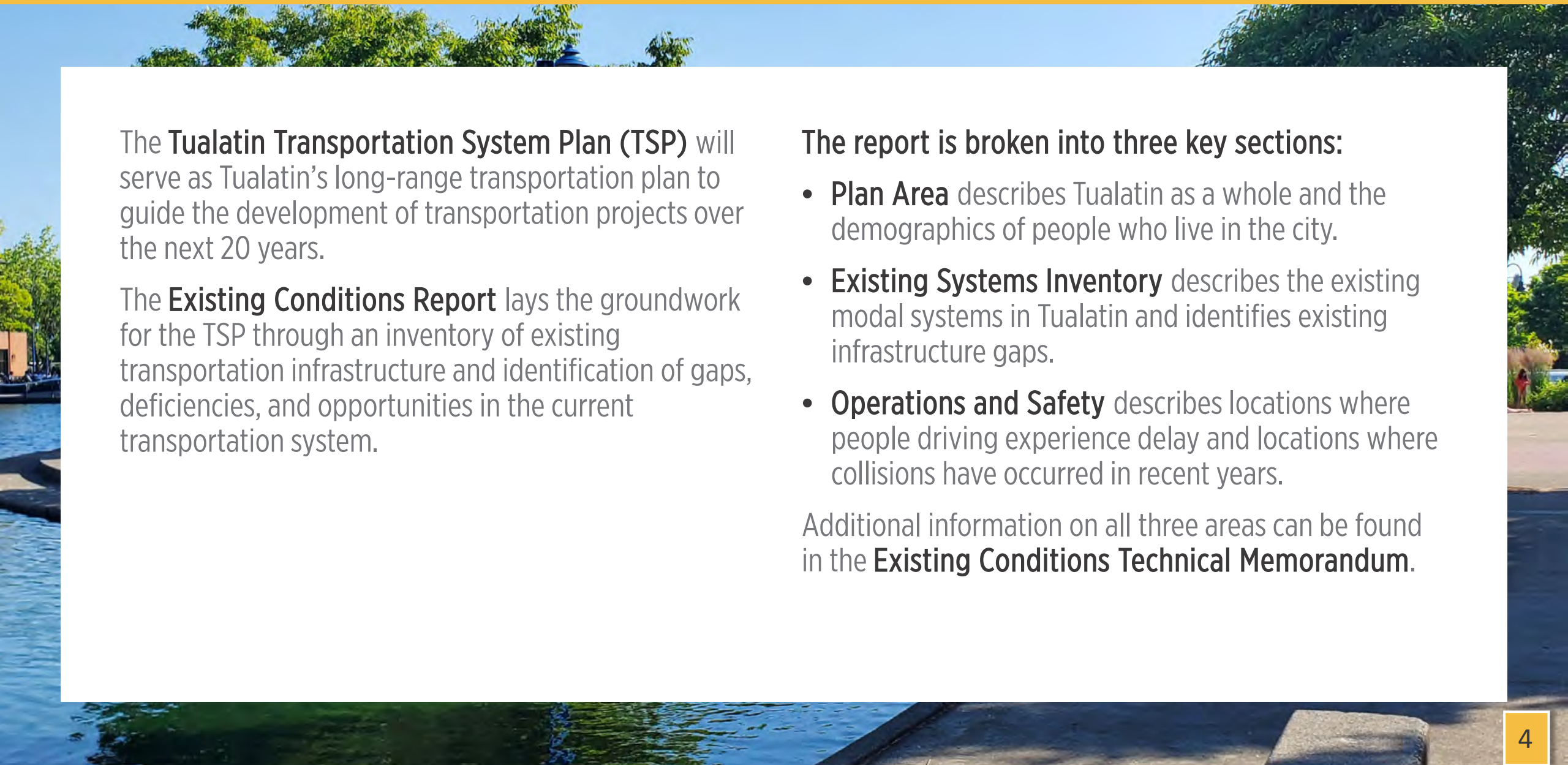
Introduction

Introduction



The **Tualatin Transportation System Plan (TSP)** will serve as Tualatin's long-range transportation plan to guide the development of transportation projects over the next 20 years.

The **Existing Conditions Report** lays the groundwork for the TSP through an inventory of existing transportation infrastructure and identification of gaps, deficiencies, and opportunities in the current transportation system.

The report is broken into three key sections:

- **Plan Area** describes Tualatin as a whole and the demographics of people who live in the city.
- **Existing Systems Inventory** describes the existing modal systems in Tualatin and identifies existing infrastructure gaps.
- **Operations and Safety** describes locations where people driving experience delay and locations where collisions have occurred in recent years.

Additional information on all three areas can be found in the **Existing Conditions Technical Memorandum**.

Plan Area

The City of Tualatin is located approximately 12 miles south of Portland and within both **Clackamas and Washington Counties**.

Interstate 5 (I-5) runs north-south through the city and acts as a barrier to east-west travel.

The city is also bounded by Interstate 205 (I-205) to the southeast, Oregon Route 99W to the northwest, and the Tualatin River to the north.

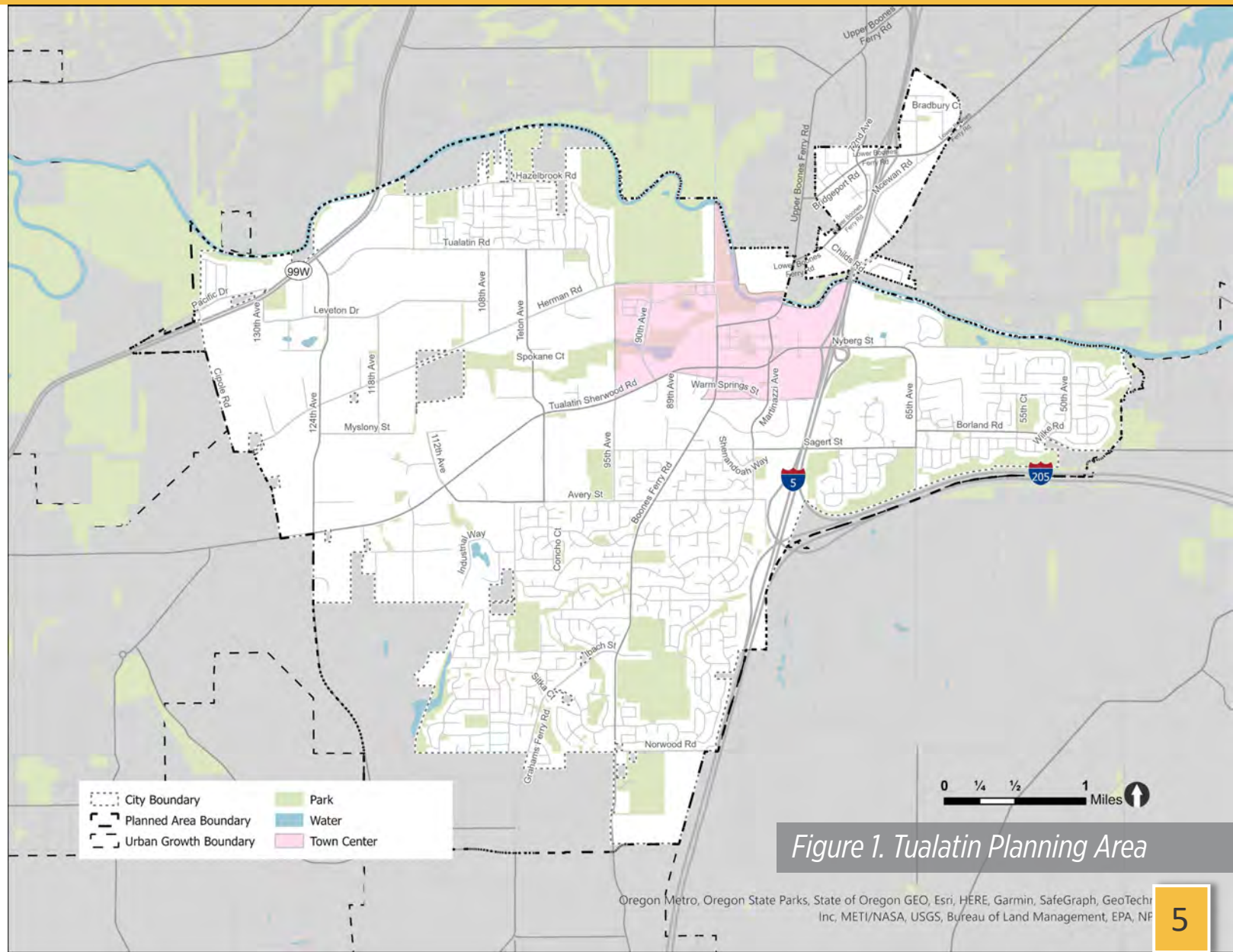


Figure 1. Tualatin Planning Area

Plan Area Land Uses

Tualatin is largely comprised of manufacturing and industrial uses in the western part of the city.

The northeastern and central parts of the city are zoned for commercial and mixed-use with several pockets of zoning for multifamily residential.

The southeastern part of the city and areas to the east of I-5 are primarily zoned for lower-density single-family residential with several areas that allow for commercial and multifamily uses.

Tualatin is home to five Commercial Centers, which are described on the following page.

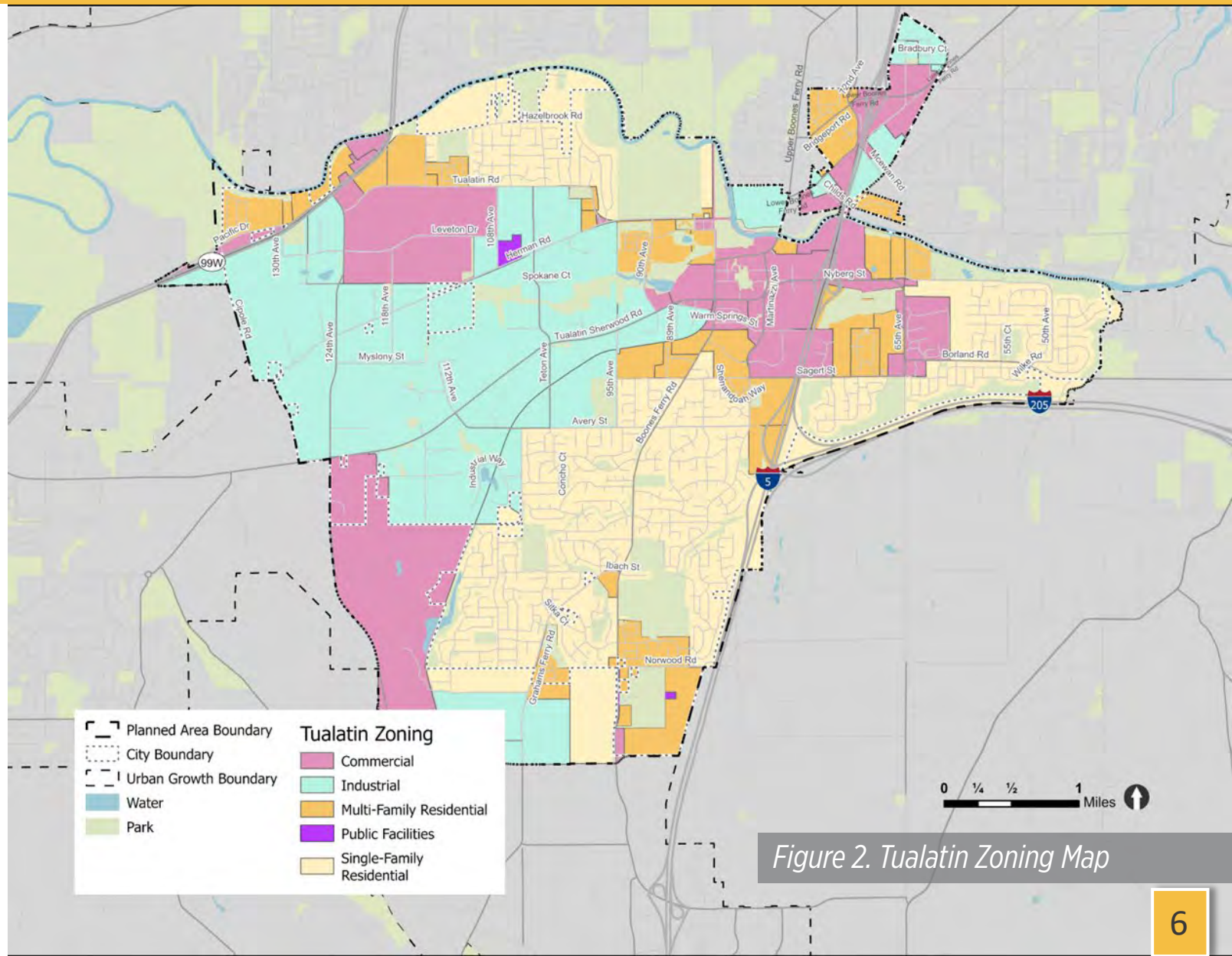
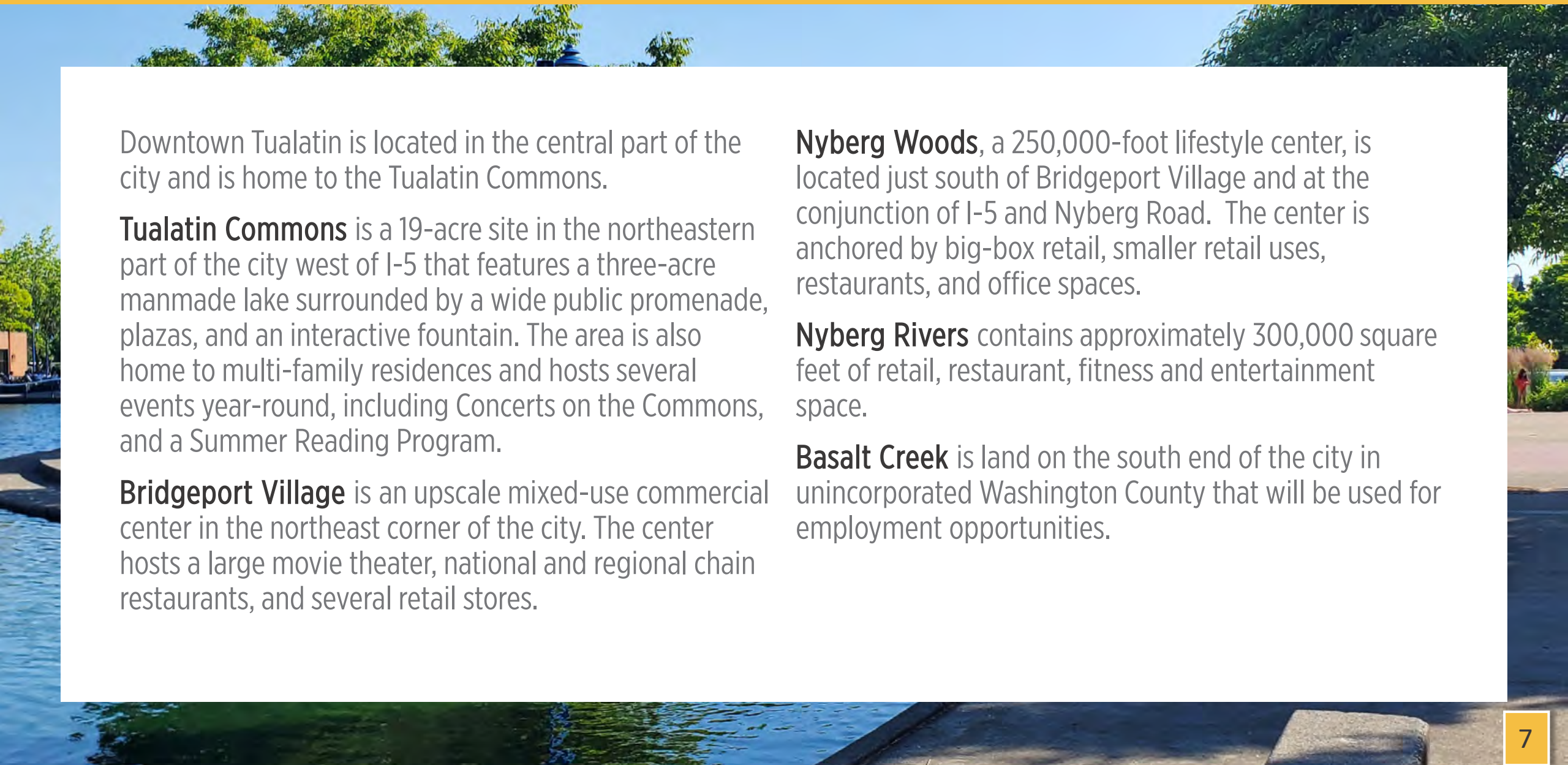


Figure 2. Tualatin Zoning Map

Plan Area Key Destinations



Downtown Tualatin is located in the central part of the city and is home to the Tualatin Commons.

Tualatin Commons is a 19-acre site in the northeastern part of the city west of I-5 that features a three-acre manmade lake surrounded by a wide public promenade, plazas, and an interactive fountain. The area is also home to multi-family residences and hosts several events year-round, including Concerts on the Commons, and a Summer Reading Program.

Bridgeport Village is an upscale mixed-use commercial center in the northeast corner of the city. The center hosts a large movie theater, national and regional chain restaurants, and several retail stores.

Nyberg Woods, a 250,000-foot lifestyle center, is located just south of Bridgeport Village and at the conjunction of I-5 and Nyberg Road. The center is anchored by big-box retail, smaller retail uses, restaurants, and office spaces.

Nyberg Rivers contains approximately 300,000 square feet of retail, restaurant, fitness and entertainment space.

Basalt Creek is land on the south end of the city in unincorporated Washington County that will be used for employment opportunities.

Plan Area Key Destinations

Understanding where community members need to travel is critical to developing a transportation system that gets people where the need to go.

Key destinations for community members traveling in Tualatin include:

- Community Centers
- Schools
- City Hall
- Emergency Service Centers

Recommendations that provide safe connections to these destinations will be one outcome of the TSP update.

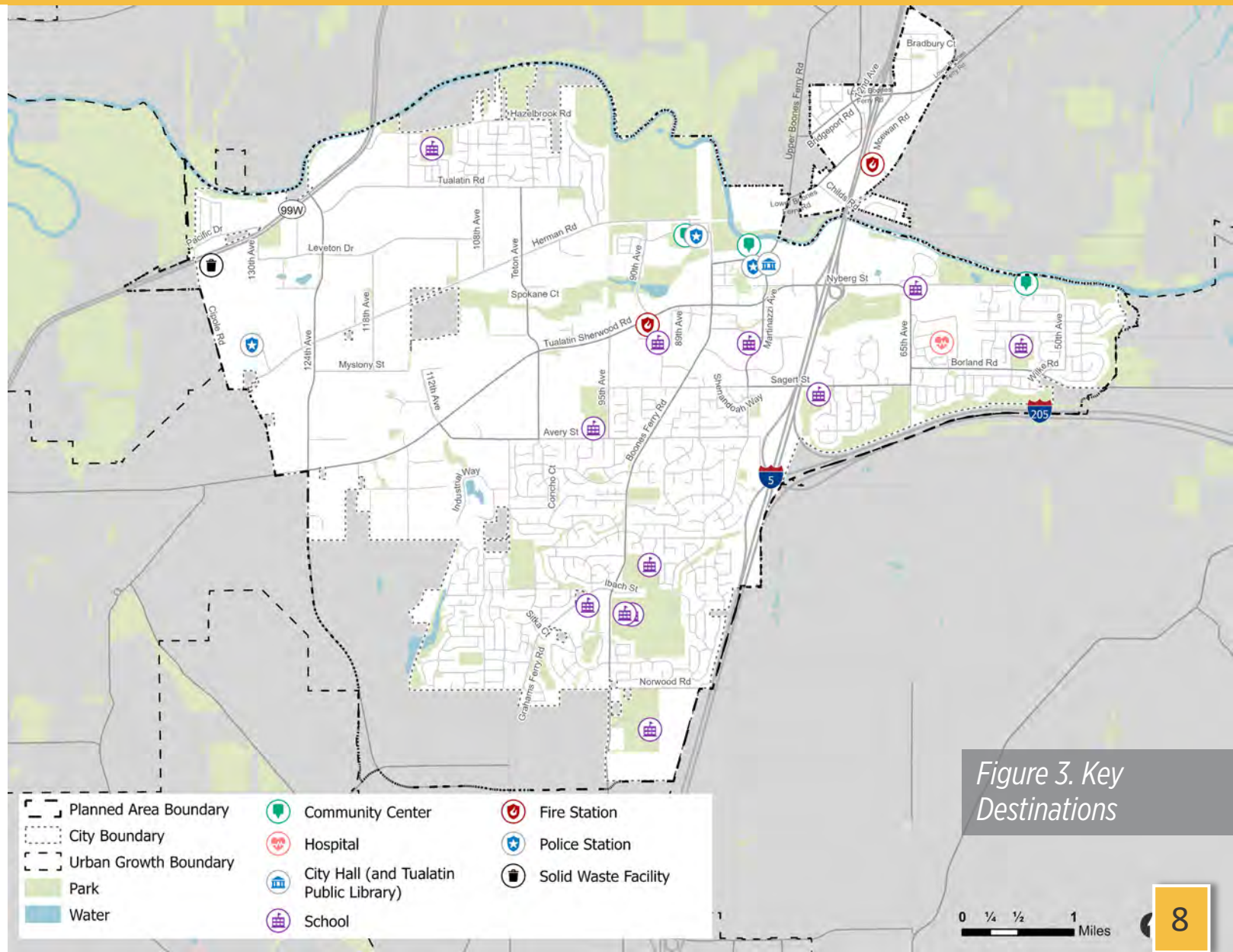


Figure 3. Key Destinations

Plan Area Demographics

The City of Tualatin is home to **27,821 people** according to the 2021 Census Data.

Understanding how and where younger populations travel is an important component of developing a transportation system that meets the needs of some of the most vulnerable users.

The city is slightly **younger** than the metropolitan region with a greater proportion of the city population under 18.

As shown, the highest concentrations of youth population are in the southwest corner of the city, areas surrounding Tualatin Commons, and the eastern edge of the city.

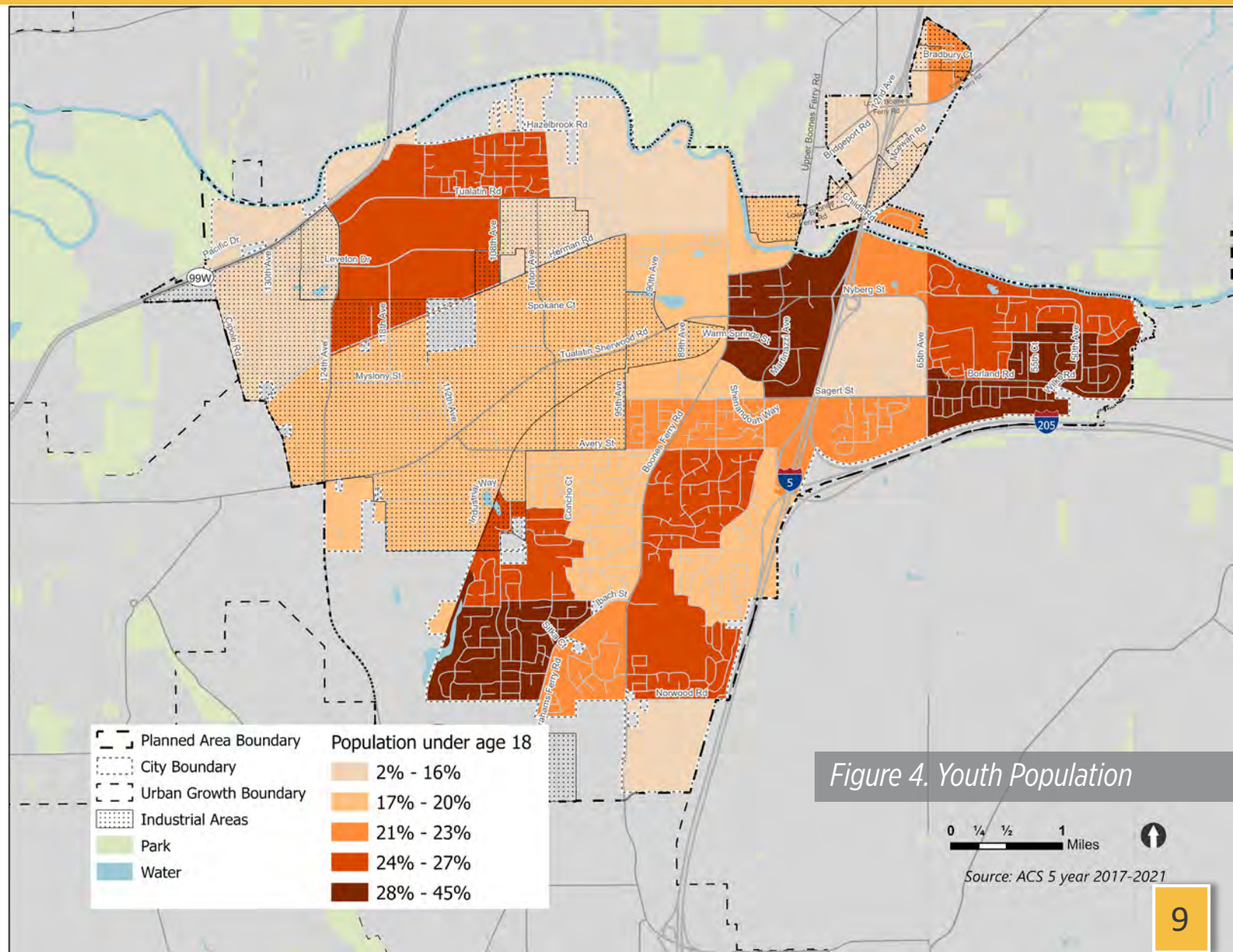


Figure 4. Youth Population

Plan Area Demographics

Understanding the travel patterns and needs of members of the population **over 65 years** old is also an important component of building a transportation system for all ages and abilities.

Figure 5 shows the concentration of members of the population over 65 years old.

The portion of the city between Boones Ferry Road and SW 106th Avenue and north of SW Herman Road has the largest concentration of population members over 65 years old within the City Boundary.

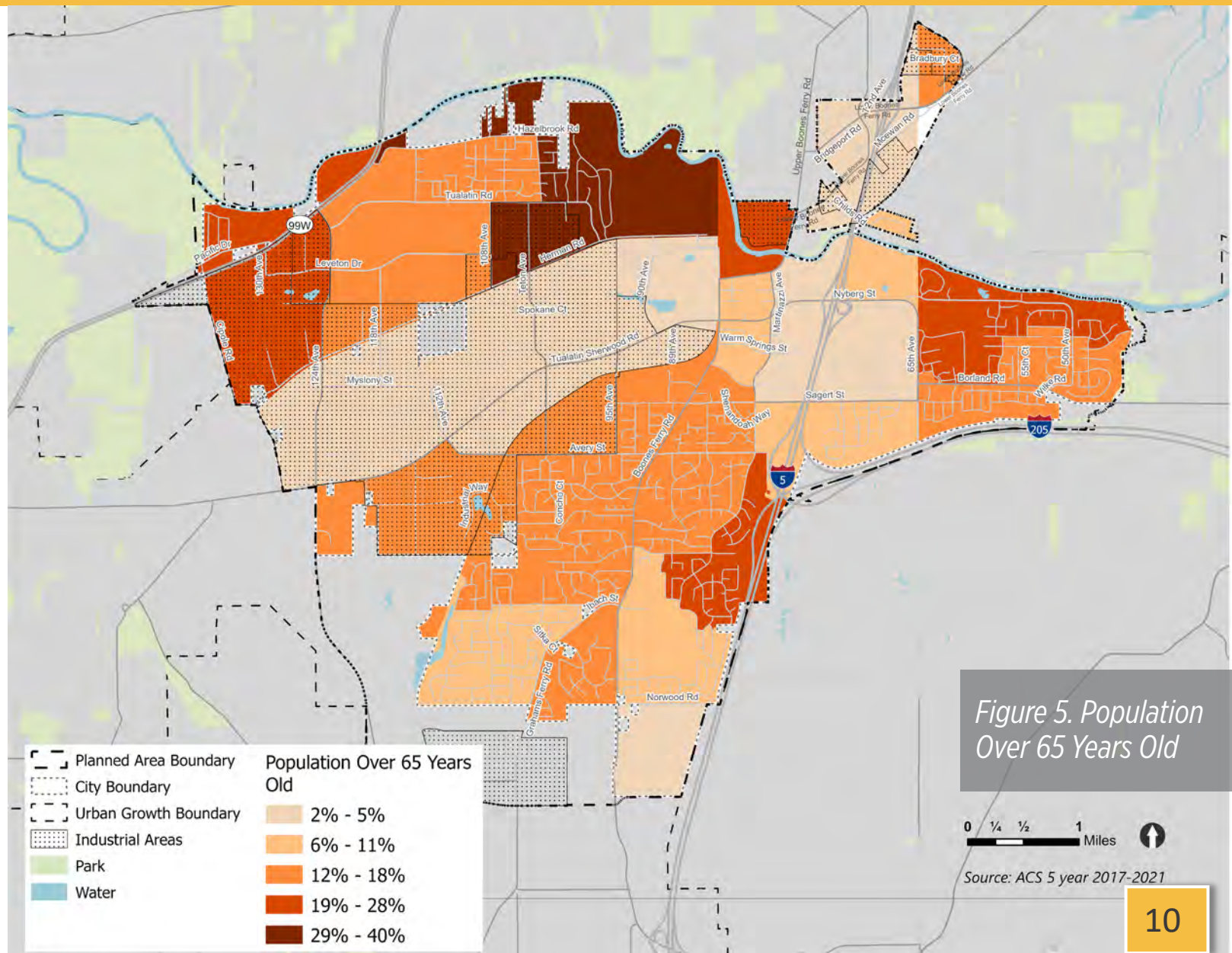


Figure 5. Population Over 65 Years Old

Plan Area Demographics

In Tualatin, the highest concentration of population with a disability live just north and south of Tualatin Sherwood Road. Much of this area is industrial so housing is concentrated toward the central city.

Disabilities captured in the American Community Survey (ACS) data include:

- Hearing
- Vision
- Cognitive
- Ambulatory

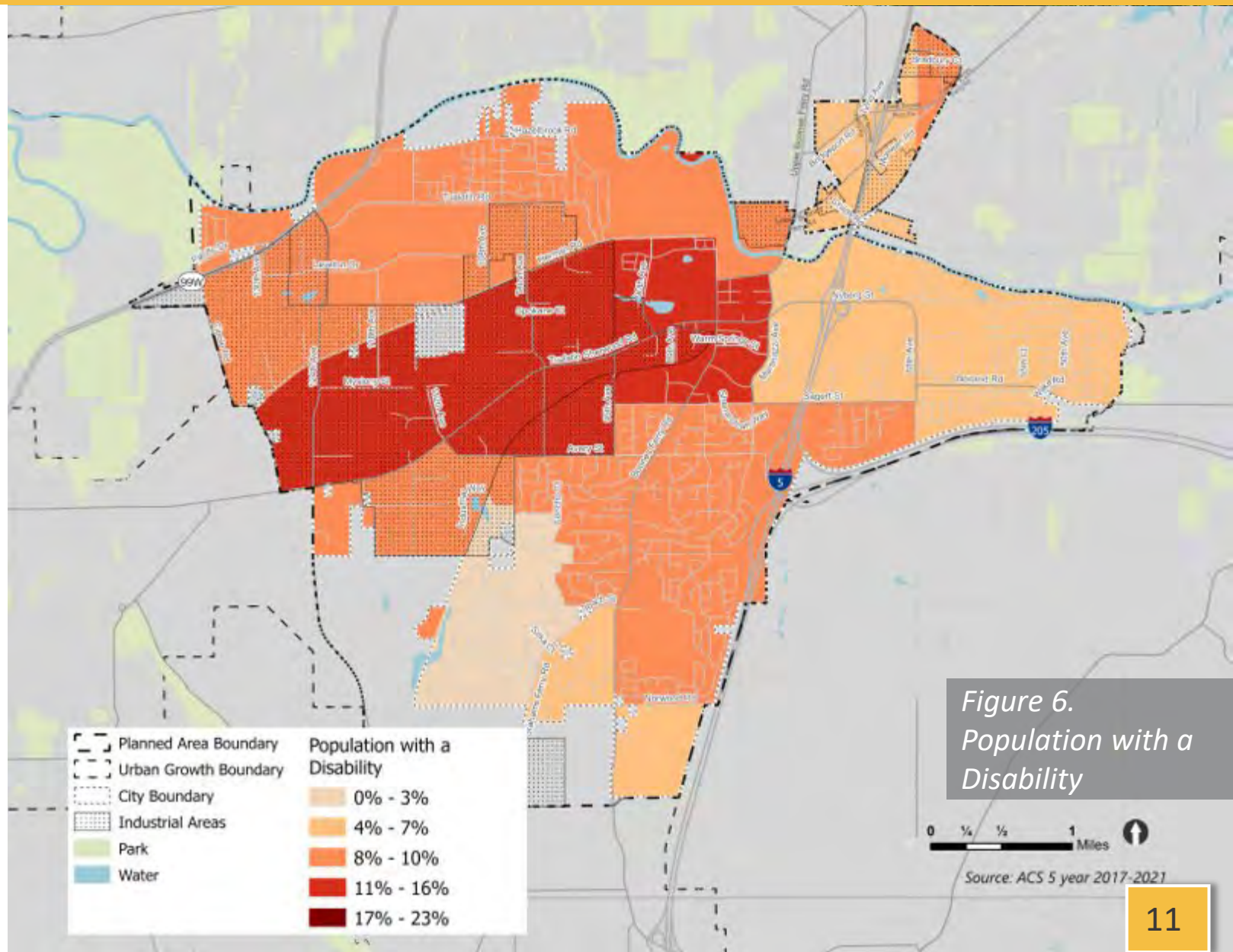


Figure 6. Population with a Disability

Plan Area Demographics

The portion of Tualatin's population that identifies as Non-White and Hispanic or Latino is **greater than the regional average** at 27% and 22%, respectively.

The highest concentration of non-white population in the city is concentrated around the I-5 interchanges in the middle of the city.

Other high concentrations include areas between Tualatin-Sherwood Road and Avery Street and on either side of Borland Road.

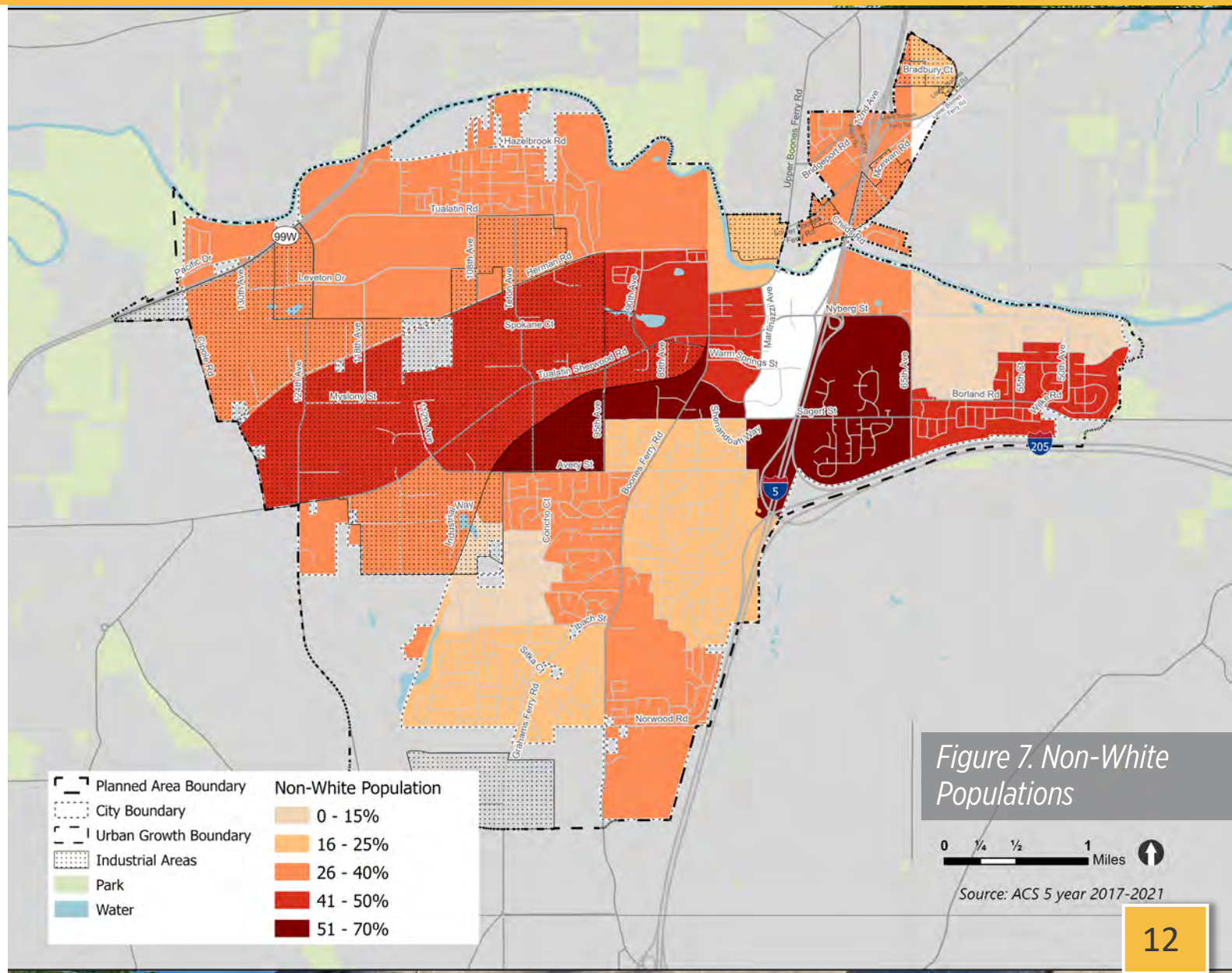


Figure 7. Non-White Populations

Plan Area Demographics

As shown on Figure 8, Limited English-speaking populations in Tualatin tend to live in the same tracts as non-white populations as well as the northernmost part of the city.

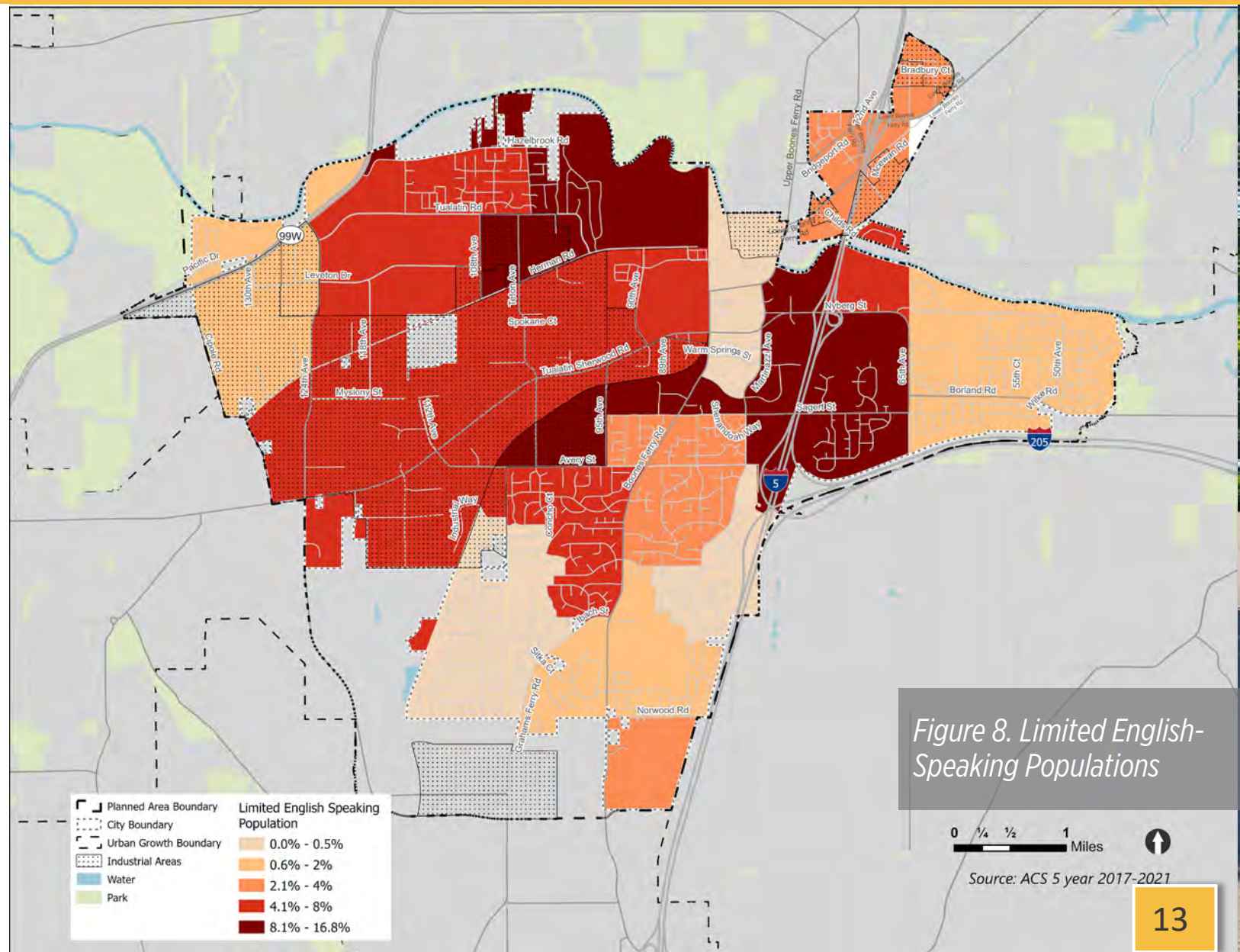


Figure 8. Limited English-Speaking Populations

Plan Area Demographics

The number of households with no vehicles in Tualatin is **three percent lower** than the regional average.

Households with zero vehicles are primarily located in westernmost and eastern most parts of the city as well as the area between the railroad track and Boones Ferry Road.

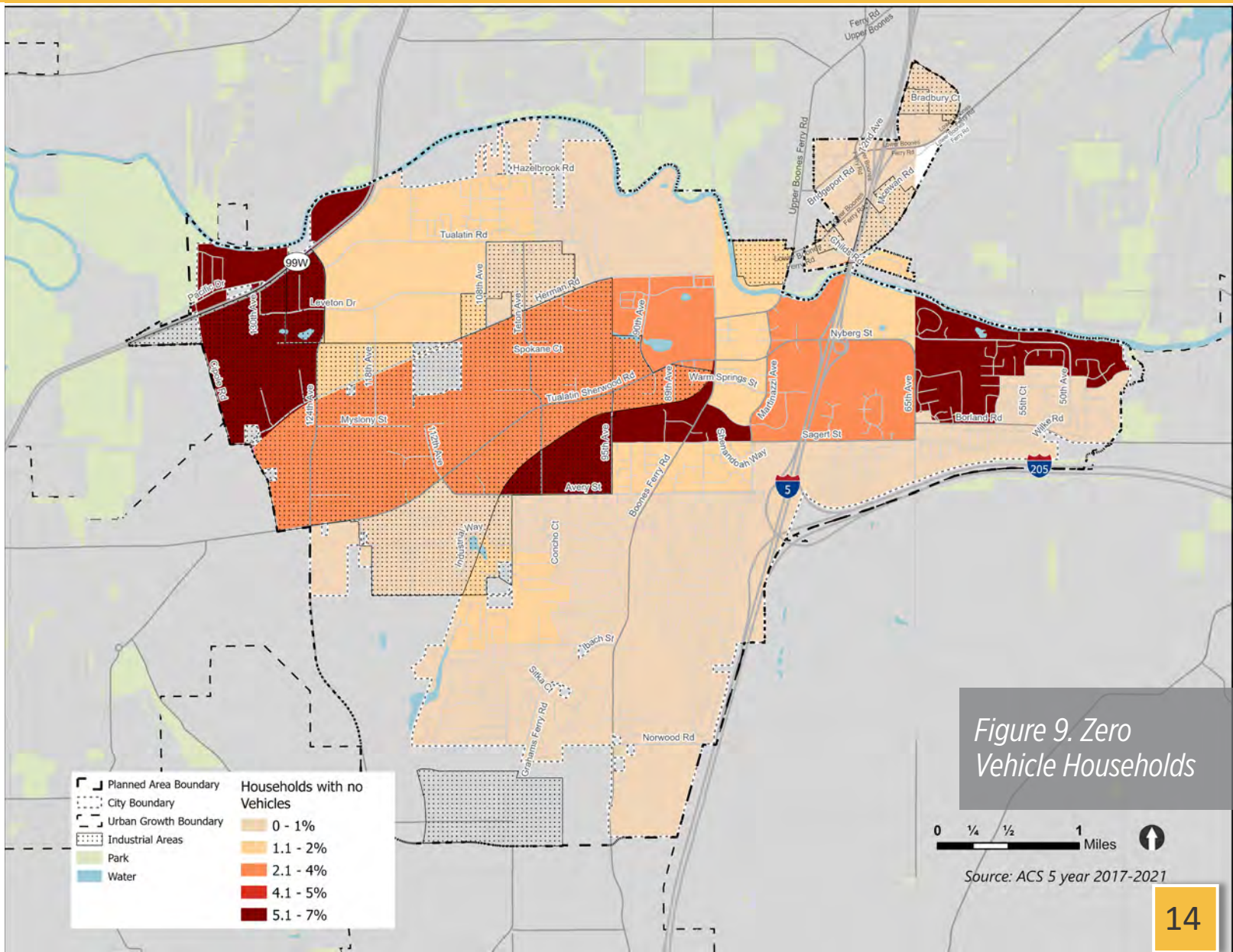


Figure 9. Zero Vehicle Households

Plan Area Employment

There are **five key industry clusters** in Tualatin that provide the majority of employment opportunities. Those five sectors are:

1. Manufacturing
2. Health Care and Social Assistance
3. Wholesale Trade
4. Construction
5. Retail Trade

The largest employer in Tualatin is **Lam Research**, a supplier of wafer-fabrication equipment and related services to the semiconductor industry.

The largest employment clusters are in the western part of the city, which is where most of the industrial uses are located.

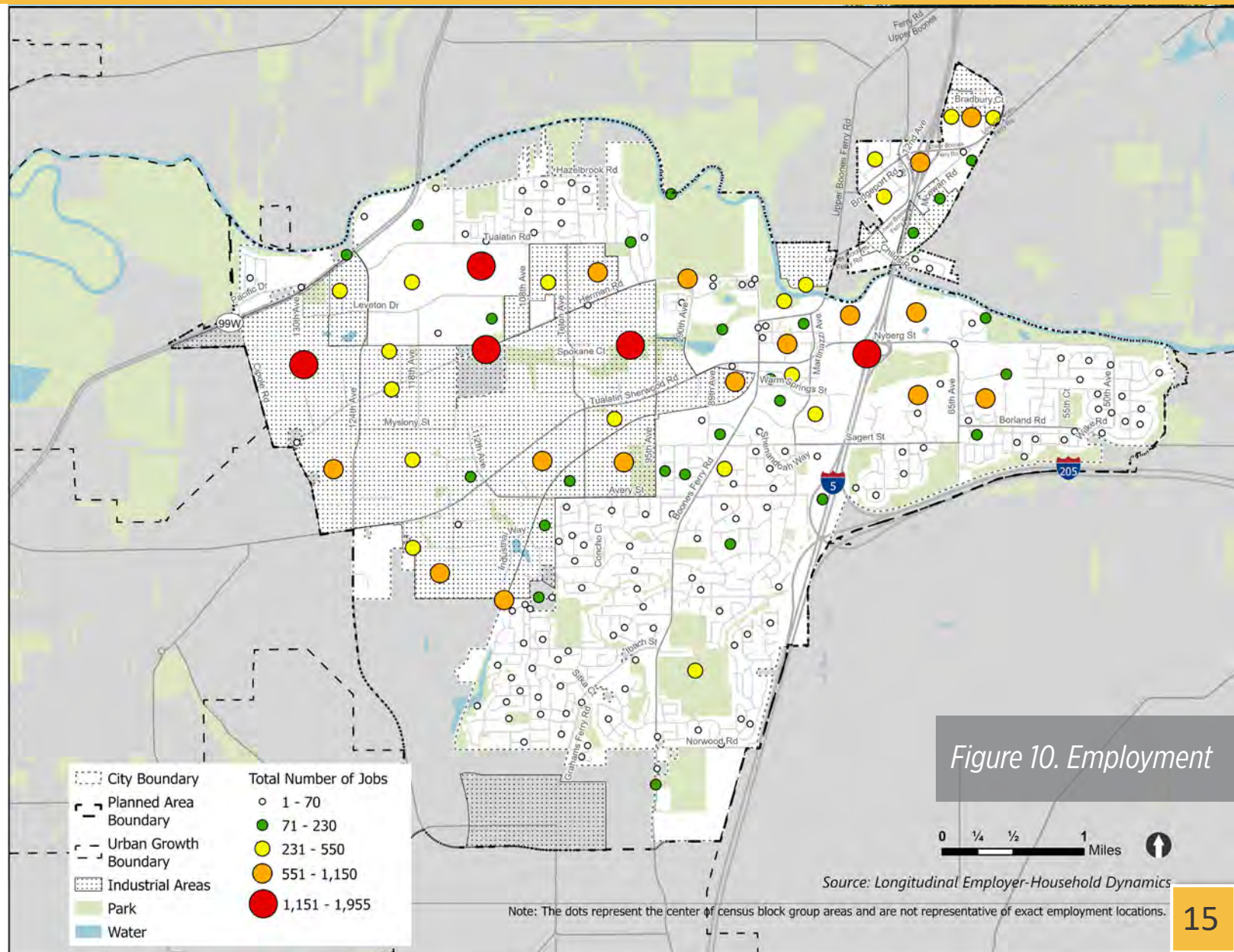


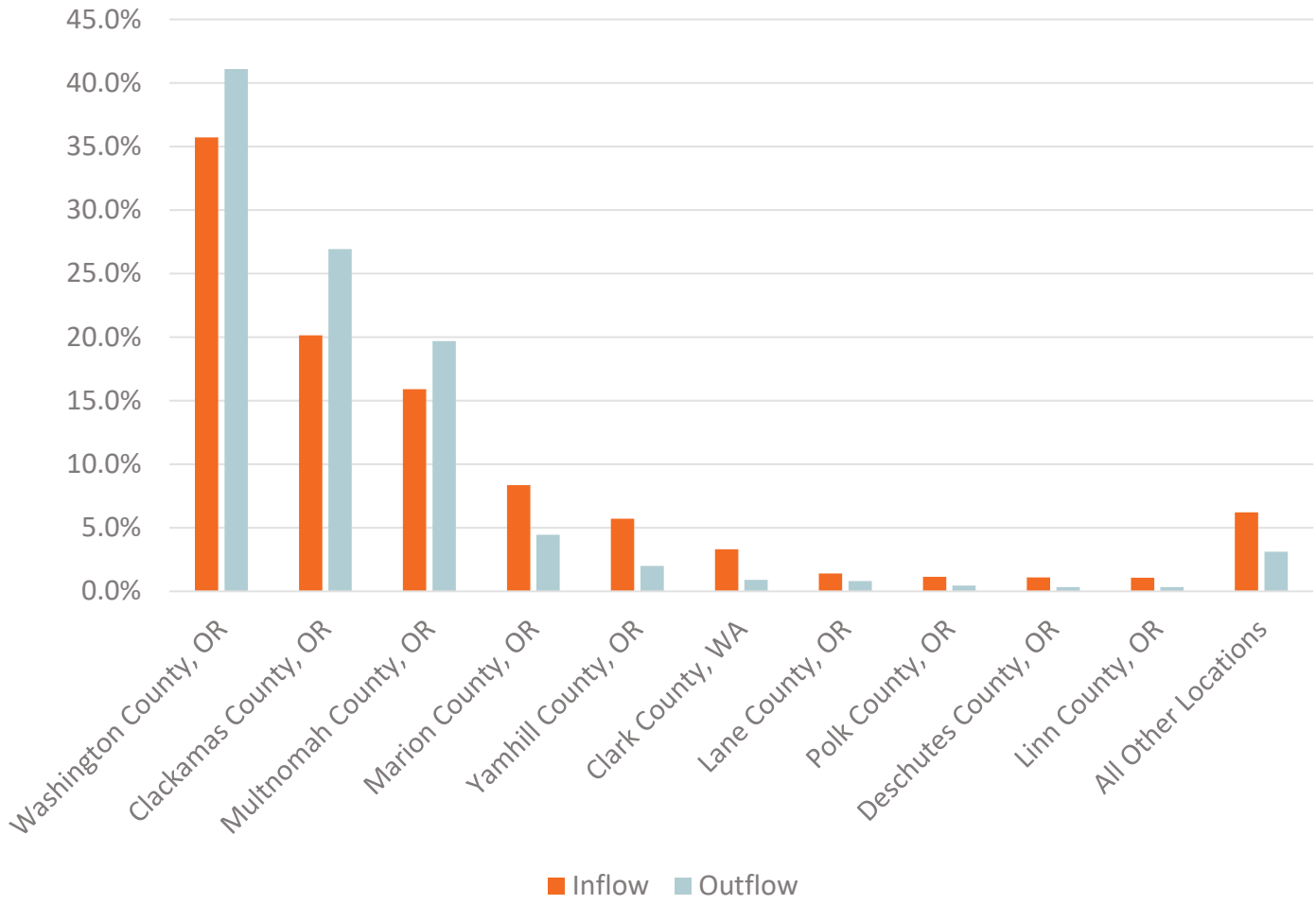
Figure 10. Employment

Plan Area Employment

While Tualatin has many employment centers, many of its workers work in other communities.

12.3% of workers who live in Tualatin work outside the Metro region.

28.3 % of workers in Tualatin live outside the Metro region.



Plan Area Employment

According to the most recent LEHD data on workers who live or work in Tualatin:

- 5%, or 1,947, of workers both live and work in Tualatin.
- 67%, or 27,991, live outside of Tualatin and come to the city to work.
- 28%, or 11,531, live in Tualatin and go outside the city to work.

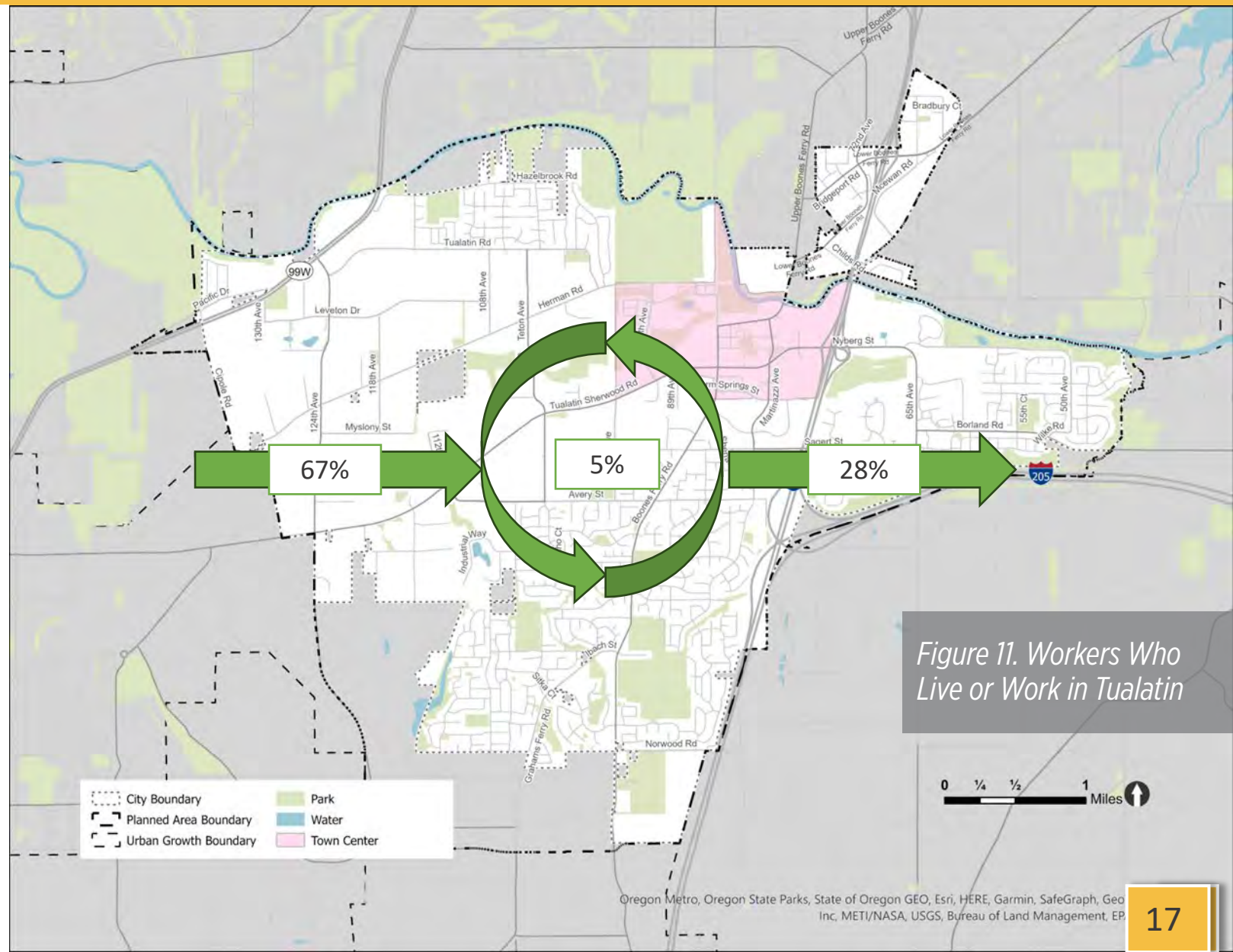


Figure 11. Workers Who Live or Work in Tualatin

Existing System Inventory

Roadway Network

Roadway Network Functional Class

Functional classification is used to sort roadways into classes based on the how a roadway is intended to function and who it is intended to serve.

Arterials are generally intended to prioritize moving vehicles through an area and connecting them to regional destinations.

Collectors are designed to connect users to local destinations, including retail and residential areas.

As shown on Figure 12, Primary Arterials in Tualatin include: 99W, Tualatin-Sherwood Road, and Boones Ferry Road.

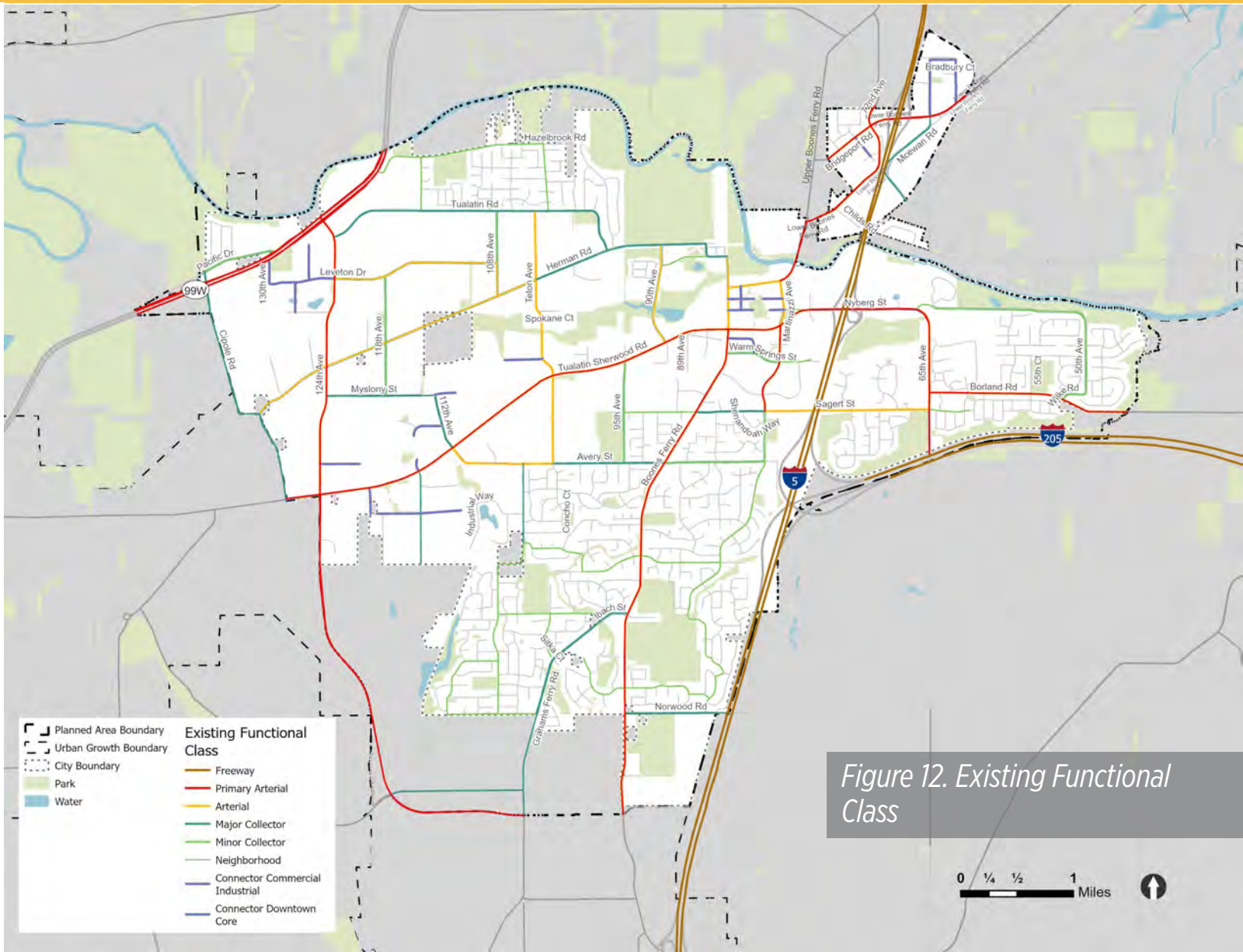


Figure 12. Existing Functional Class

Roadway Network Road Ownership

The agency that owns and operates a roadway is responsible for setting standards for roadway design and operation and must approve any changes to the roadway.

Arterials and collectors in Tualatin are owned and operated by a mix of the Oregon Department of Transportation (ODOT), Washington County, and Tualatin.

Improvements recommended on 99W, Tualatin-Sherwood Road, 66th Avenue and other key roadways not owned by Tualatin will require coordination with Washington County or ODOT.

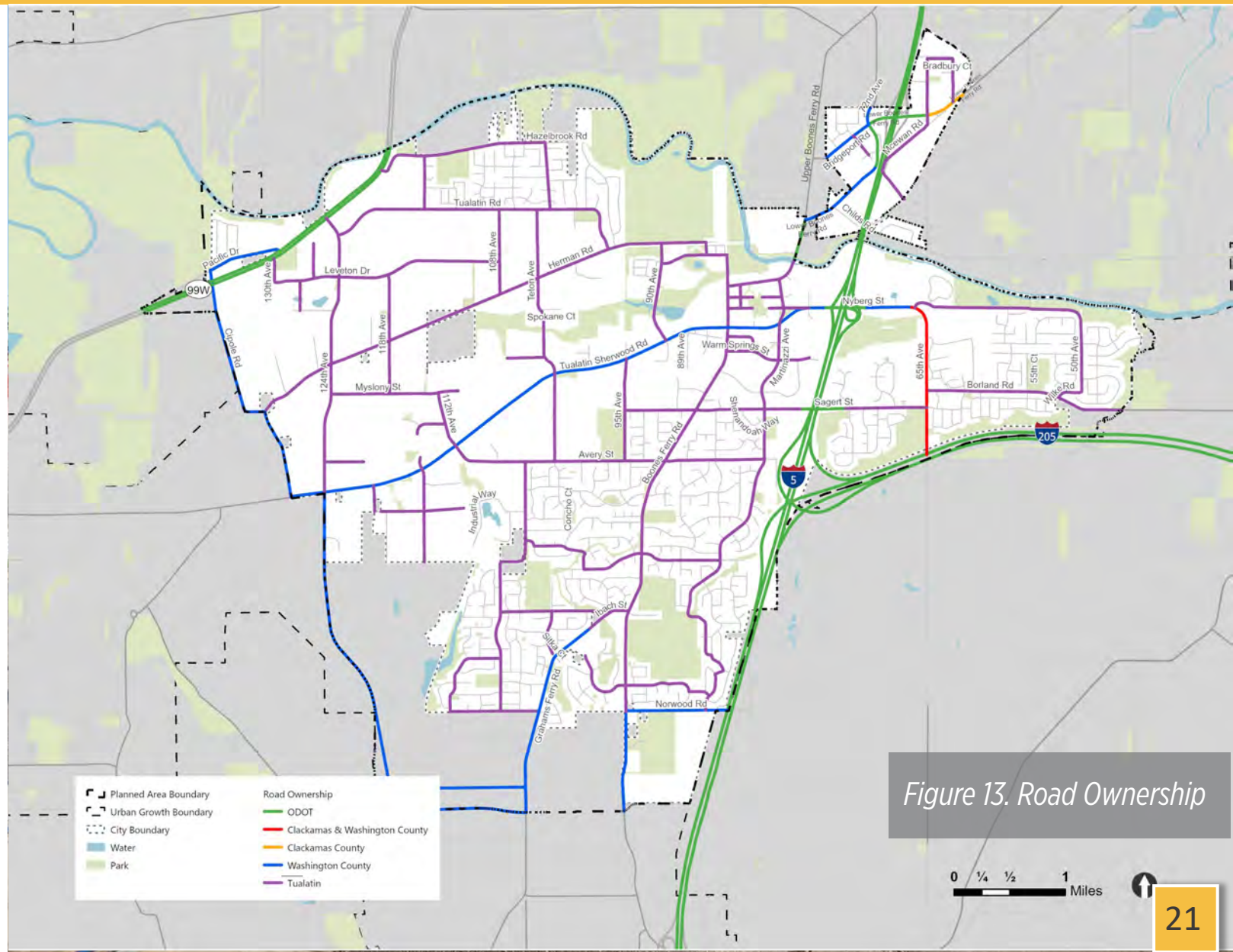


Figure 13. Road Ownership

Roadway Network Travel Lanes

The number of travel lanes provided on a roadway is the primary indicator of roadway capacity.

Figure 14 shows the number of travel lanes on arterials and collectors in Tualatin.

As shown, most roadways within the City provide two travel lanes (one lane in each direction); however, there are several areas, particularly roadways that connect to I-5 and 99W, where additional capacity is provided.

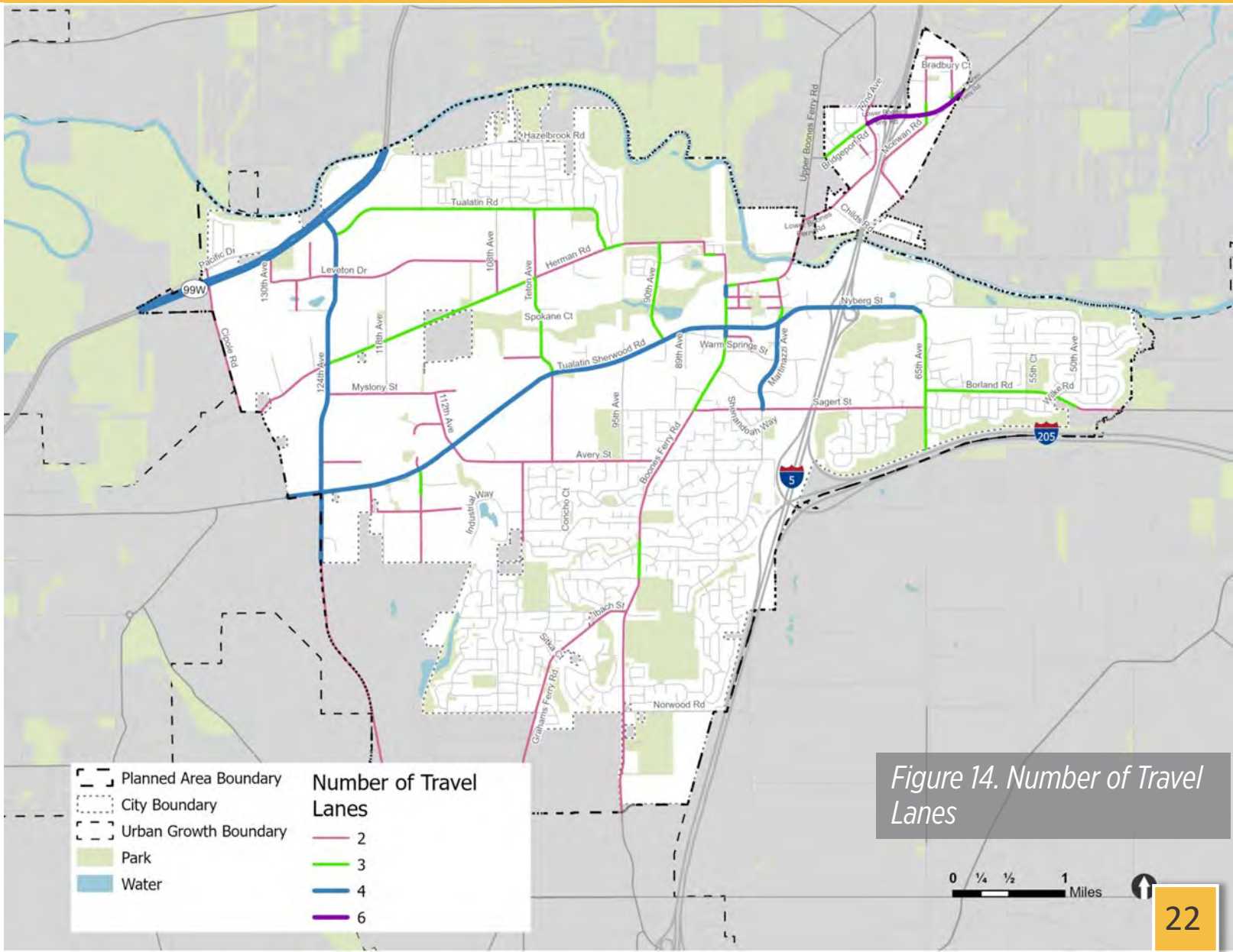


Figure 14. Number of Travel Lanes

Roadway Network Posted Speed Limits

Local streets in Tualatin, which are mostly located in residential areas, have a speed limit of 25 miles per hour (mph).

The arterials and collectors within the city generally have a posted speed limit of 35 mph or lower except for major roadways including:

- Herman Road
- 124th Avenue
- Tualatin-Sherwood Road

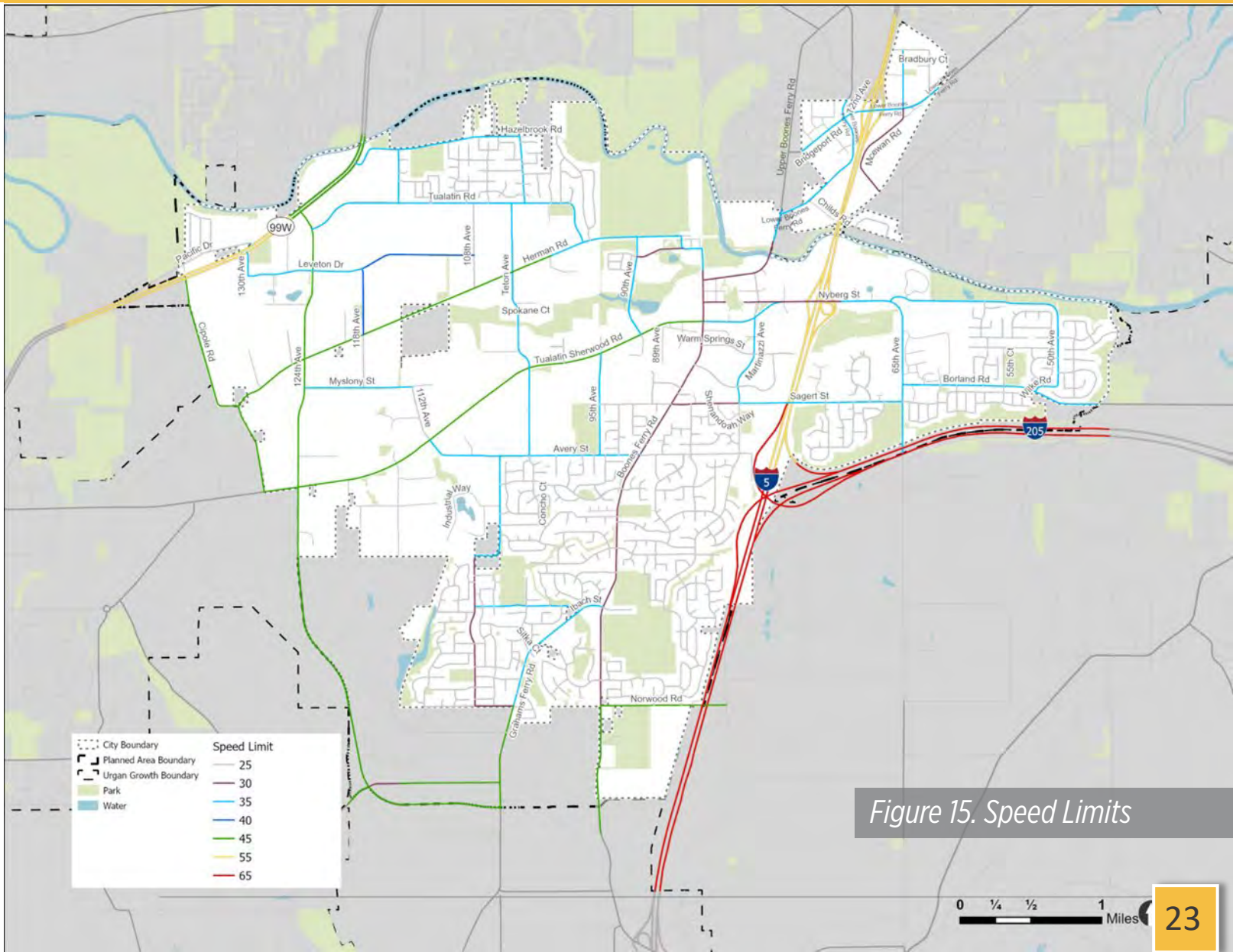


Figure 15. Speed Limits

Roadway Network Traffic Control

Figure 17 shows the existing traffic signals within Tualatin.

Most signalized intersections within the city have at least one marked crosswalk to facilitate pedestrian crossings.

There are a number of rectangular rapid flashing beacons (RRFB) around the city, located primarily on primary arterials and major collectors, that provide safer crossings for pedestrians.

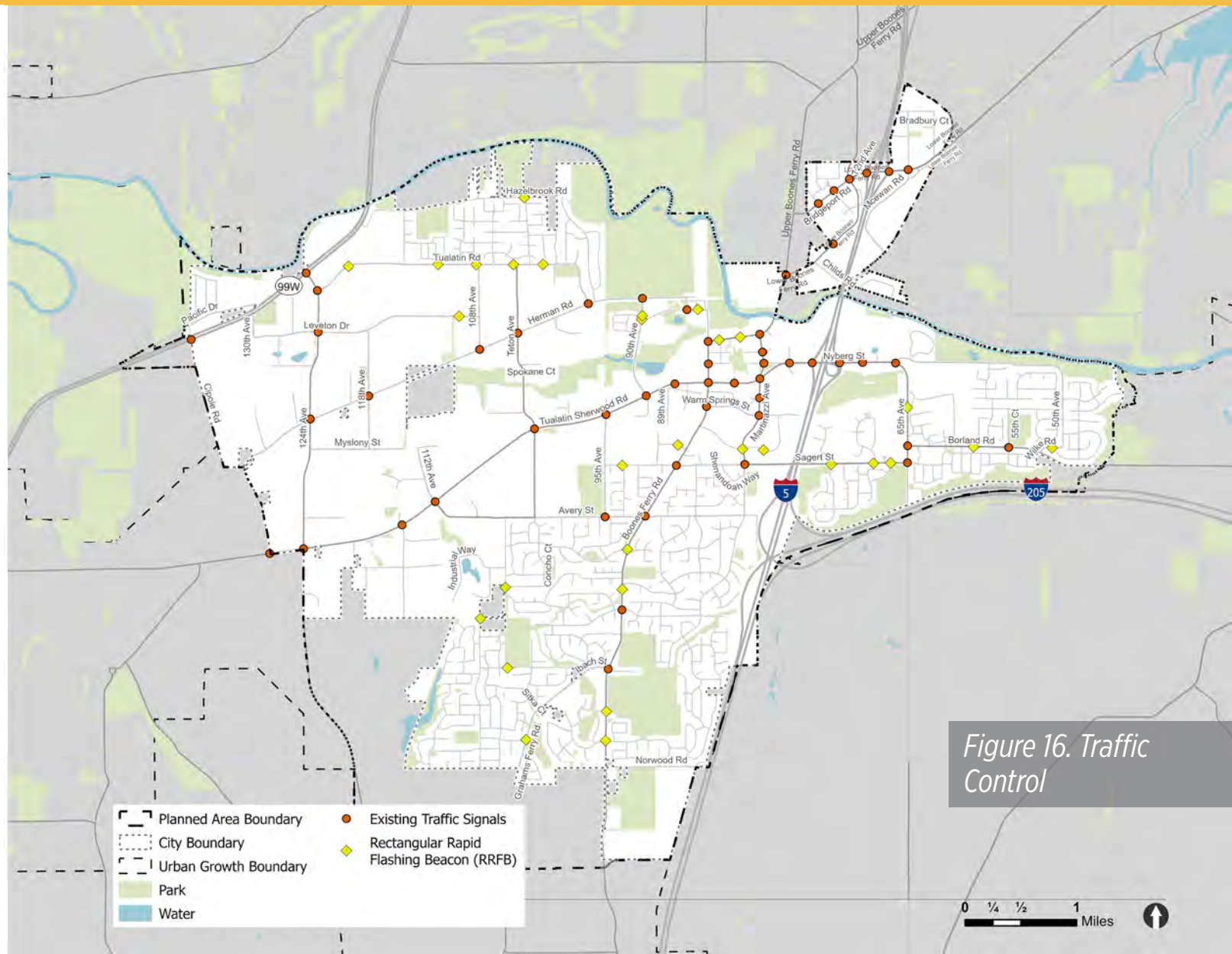


Figure 16. Traffic Control

Roadway Network Bridges

With I-5 bisecting the city and the Tualatin River acting as the northern boundary for the city, bridges are a critical piece of Tualatin's transportation system.

Only three bridges are maintained by the City of Tualatin, all of which are in good condition.

ODOT maintains most of the bridges, specifically along the I-5 and 99W corridors. All bridges maintained by ODOT are also in good or fair condition.

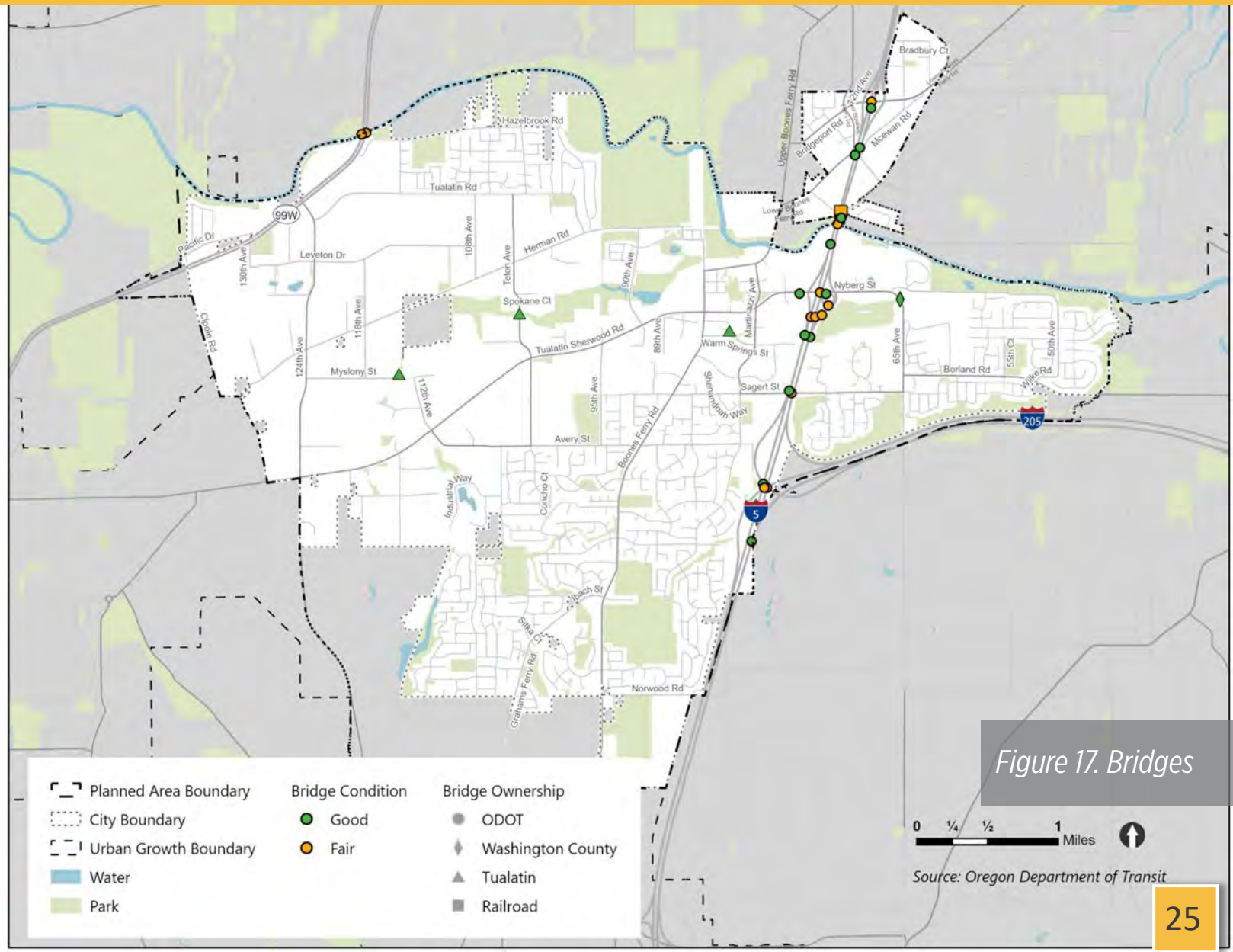
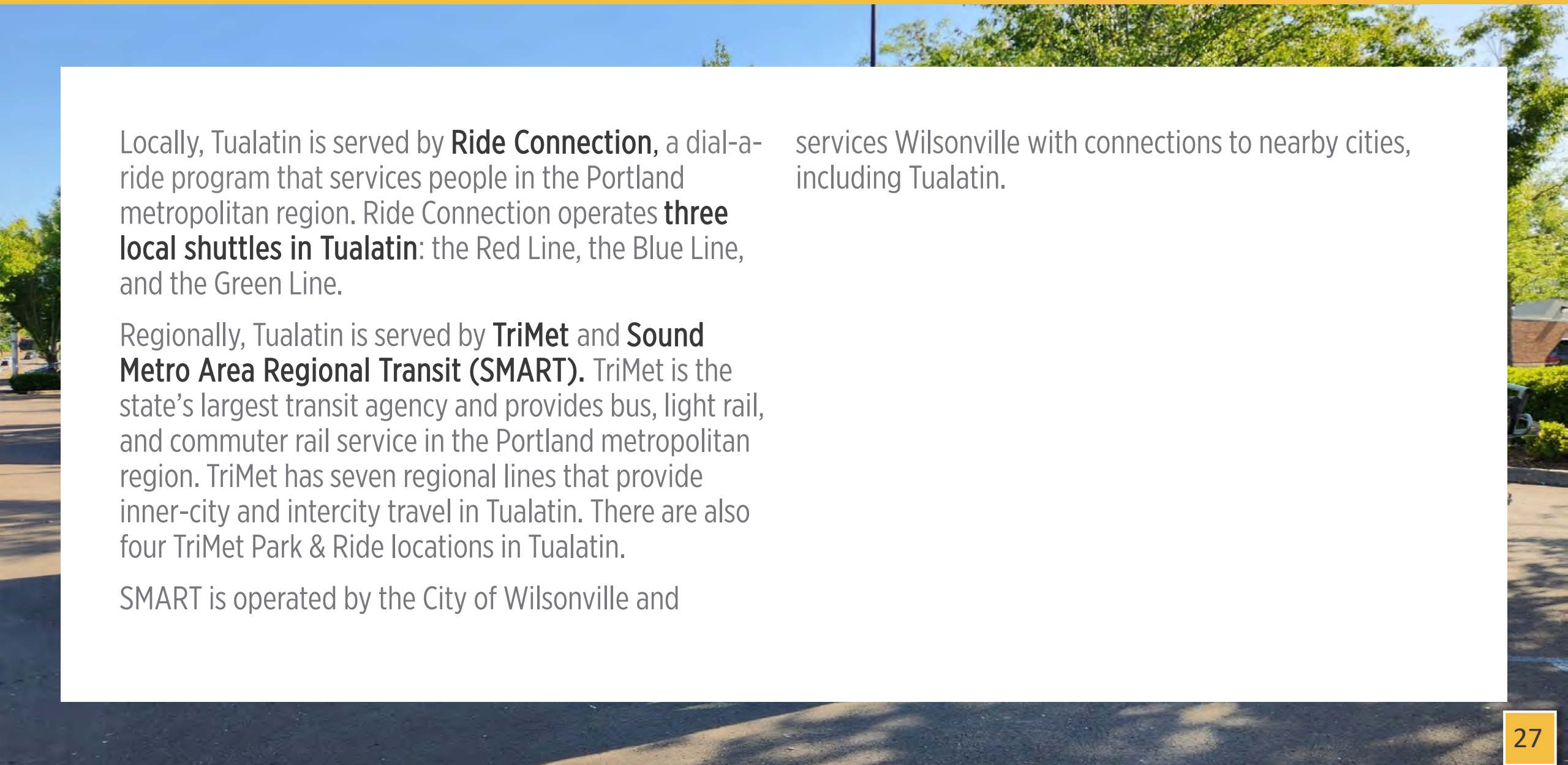


Figure 17. Bridges

Transit System

Transit System Bus Service



Locally, Tualatin is served by **Ride Connection**, a dial-a-ride program that services people in the Portland metropolitan region. Ride Connection operates **three local shuttles in Tualatin**: the Red Line, the Blue Line, and the Green Line.

Regionally, Tualatin is served by **TriMet** and **Sound Metro Area Regional Transit (SMART).** TriMet is the state's largest transit agency and provides bus, light rail, and commuter rail service in the Portland metropolitan region. TriMet has seven regional lines that provide inner-city and intercity travel in Tualatin. There are also four TriMet Park & Ride locations in Tualatin.

SMART is operated by the City of Wilsonville and services Wilsonville with connections to nearby cities, including Tualatin.

Transit System Transit Service

Within Tualatin, bus service is located primarily on roadways that connect users to retail and employment centers in Tualatin or to destinations outside Tualatin.

WES (Westside Express Service), which is also operated by TriMet, is a commuter rail line serving Beaverton, Tigard, Tualatin and Wilsonville. The service operates on weekdays during commute hours with trains every 45 minutes and is intended to connect users to employment centers and MAX service in Beaverton.

In Spring 2023, TriMet reports show that Tualatin had 682 on-boardings and 681 alightings on weekdays.

In Spring 2019, on-boardings and alightings for weekdays were 1,267 and 1,253, respectively, showing that today's number of boardings are approximately half of pre-pandemic levels.

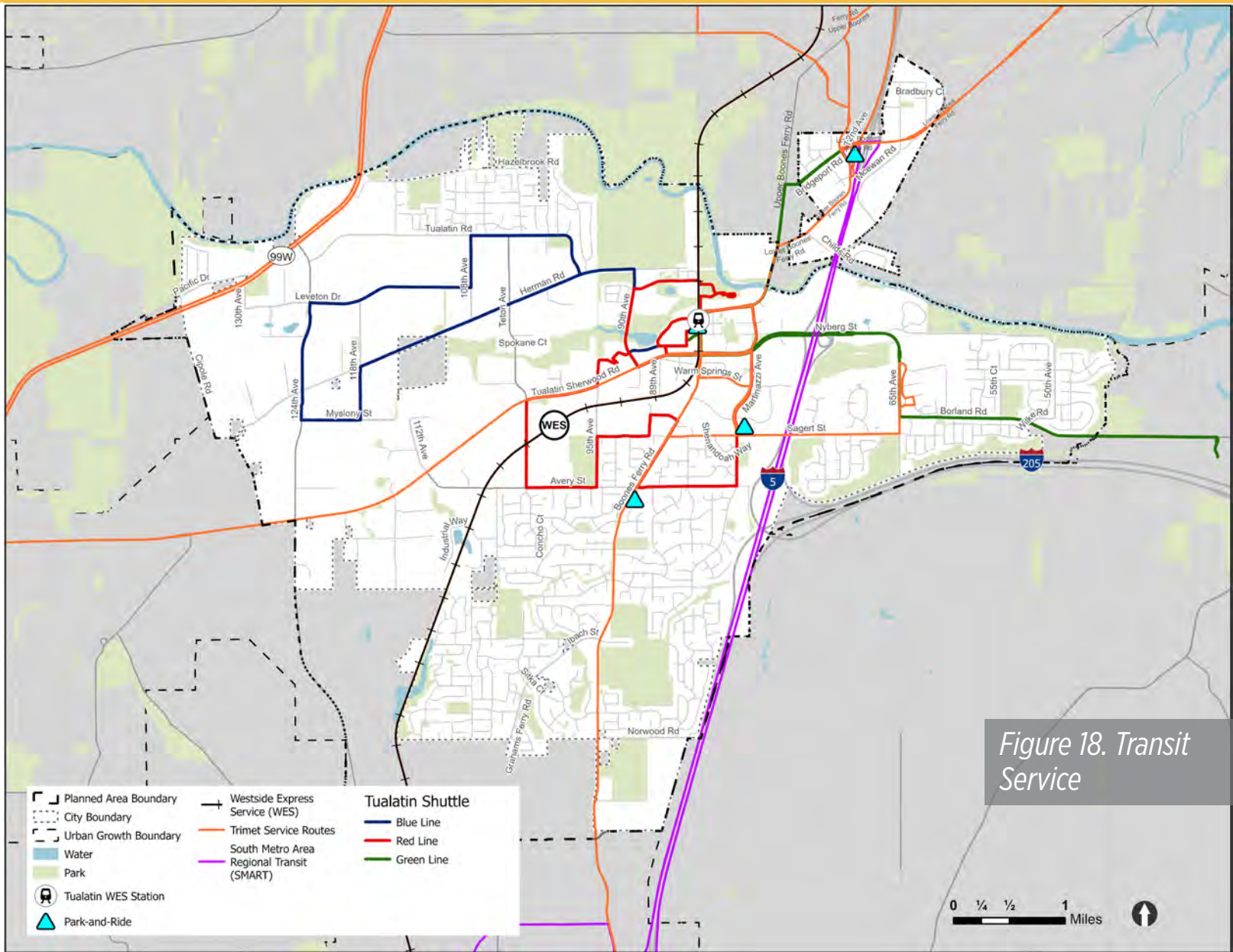


Figure 18. Transit Service

Transit System Transit Frequency

TriMet has one frequent service line in Tualatin, Line 76. It runs between the Beaverton Transit Center and Legacy Meridian Park Hospital with connections at the Tigard Transit Center, Washington Square shopping mall, and Tualatin Park & Rides. Standard service lines run along Boones Ferry Road, Tualatin Sherwood Road, 99W, and Lower Boones Ferry Road.

During weekdays in Spring 2023, 63 people boarded Line 76 at a stop in Tualatin. Around 282 people disembarked at a stop in Tualatin.

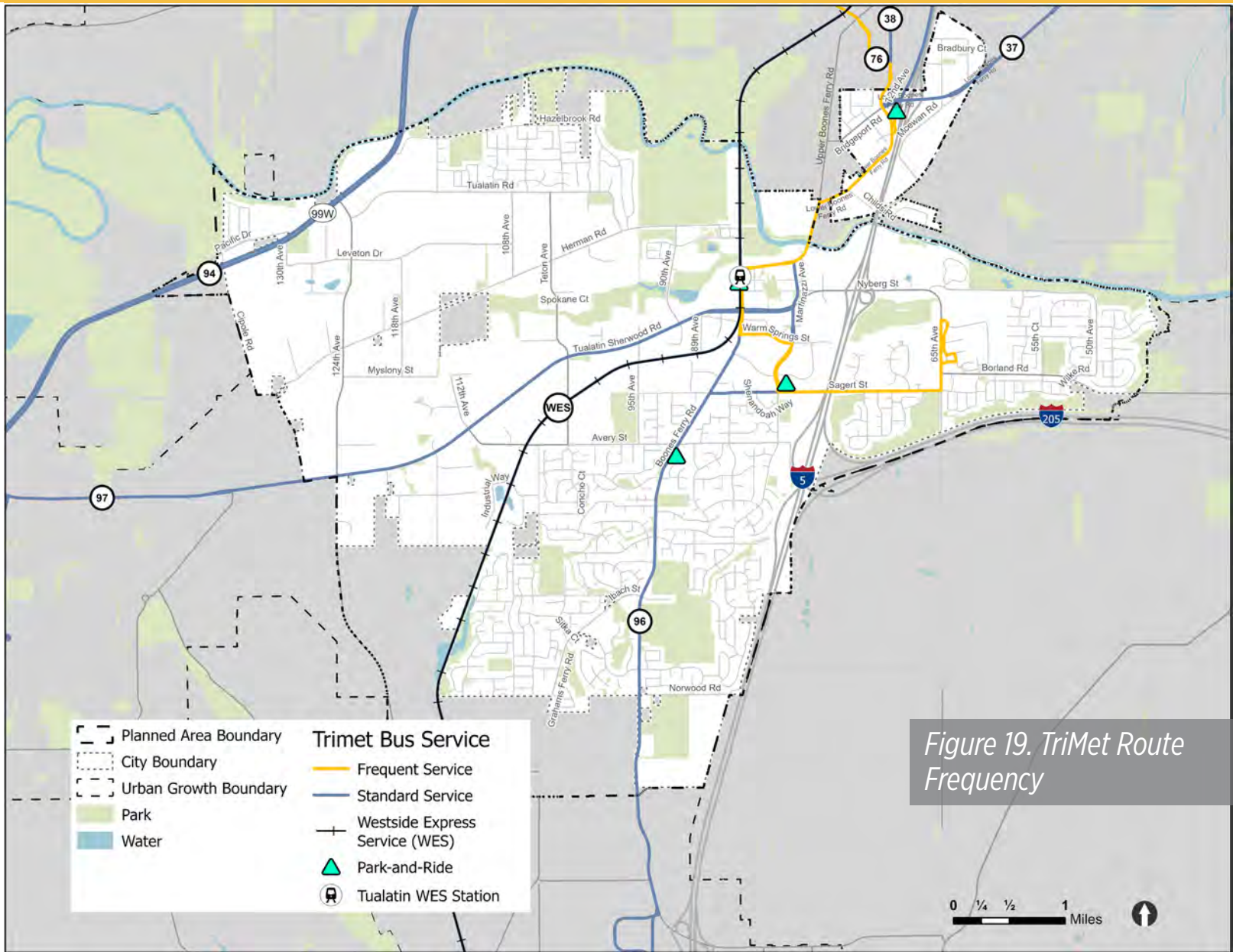


Figure 19. TriMet Route Frequency

Pedestrian System

Pedestrian System Existing Network

Tualatin's pedestrian network is well built out with sidewalks on both sides of residential streets in most neighborhoods. Exceptions to this are neighborhoods near 99W and the Bridgeport area, where some roadways only have streets only have sidewalks on one side.

Today, the trail system provides strong east-west connections, including across I-5, through the area north of Nyberg Street, and through the Ibach neighborhood.

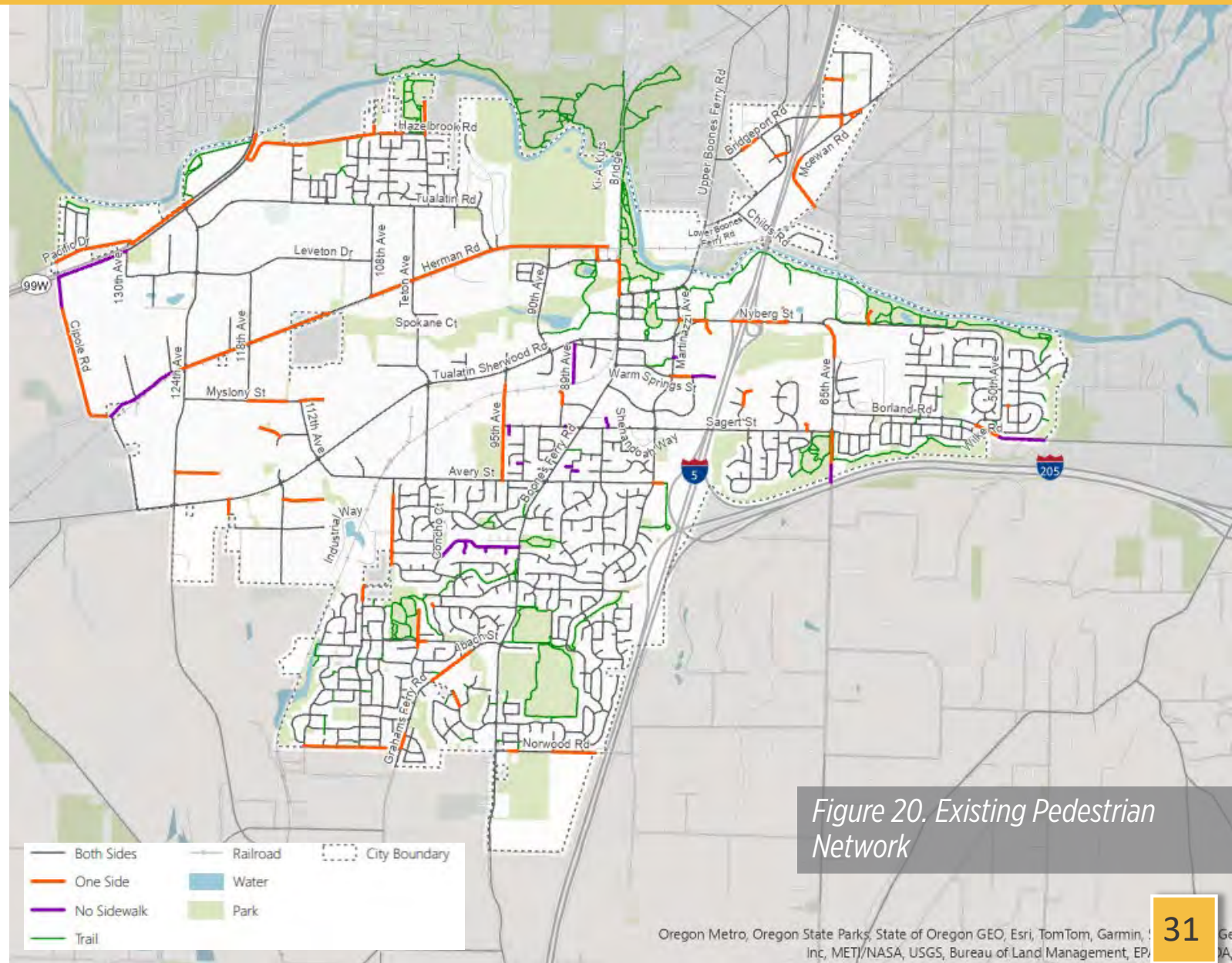


Figure 20. Existing Pedestrian Network

Pedestrian System Sidewalk & Crossing Condition

The sidewalk condition in Tualatin today varies due to pavement quality, American with Disabilities Act (ADA) compliance, and obstructions that reduce the effective width of sidewalks.

There are several roadways within Tualatin where the distance between marked crossings is high. To address this, Tualatin has installed many enhanced crosswalks along arterial and collector streets to improve existing crossings. These enhancements include Rectangular Rapid Flashing Beacons (RRFBs) and refuge islands.

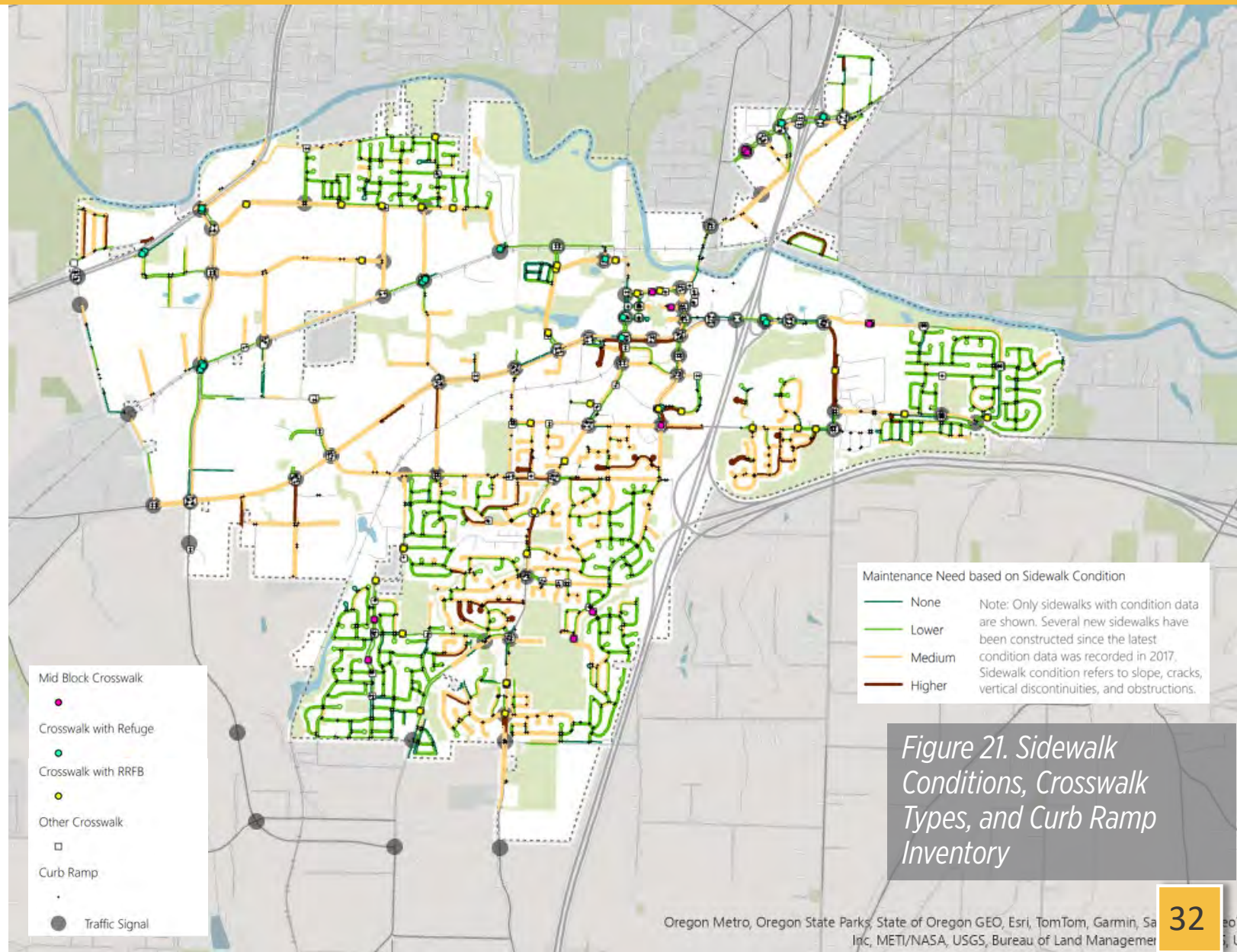


Figure 21. Sidewalk Conditions, Crosswalk Types, and Curb Ramp Inventory

Pedestrian System Crossings

When the distance between marked crossings is high, pedestrians may be more likely to cross at unsafe locations or at unsafe times.

Figure 22 shows the location of marked crossings and the distance between marked crossings on arterials and major collectors. The distance between marked crossings is lowest in downtown and longest in the industrial areas.

There are multiple arterial and collector roadways with crossing distances greater than a quarter mile, including: 99W, Tualatin-Sherwood Road, Herman Road, Sagert St, and Avery Street.

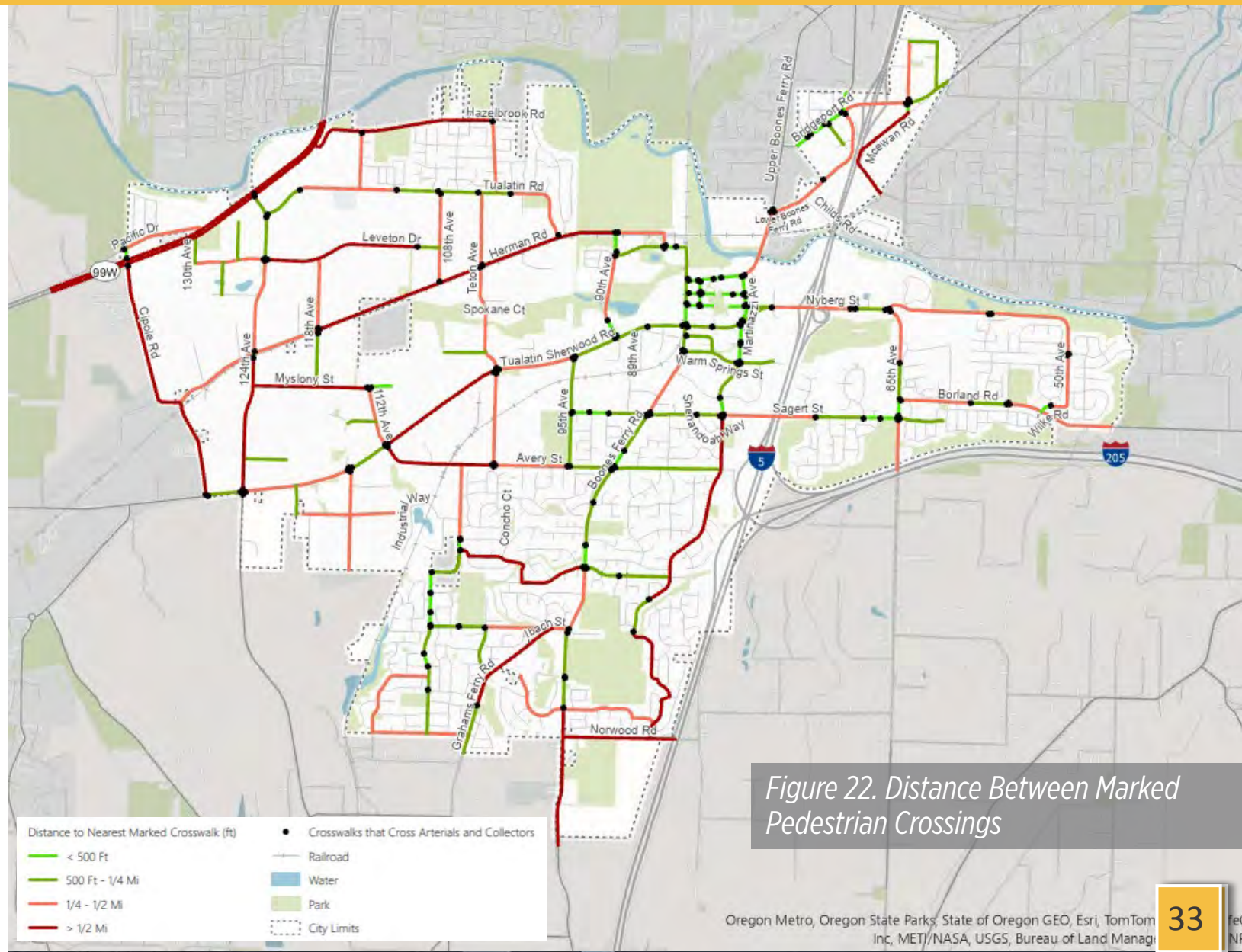


Figure 22. Distance Between Marked Pedestrian Crossings

Pedestrian System Level of Traffic Stress

Level of traffic stress (LTS) is a way to evaluate how comfortable a pedestrian feels walking along a street. LTS ranges from 1 (least stressful) to 4 (most stressful).

Based on analysis completed for the TSP, many collectors and arterials in Tualatin have a pedestrian LTS of 3 or 4, indicating pedestrians may feel high levels of stress or discomfort when waling on these roadways.

There are several high stress roadways such as Boones Ferry Road, which has higher traffic volume and speeds, that make it challenging for pedestrians to walk from residential areas to commercial areas.

Curb tight sidewalks that lack a buffer space for trees or furnishings and signalized intersections with slip lanes and permissive right turns are contributors to higher pedestrian LTS throughout the City.

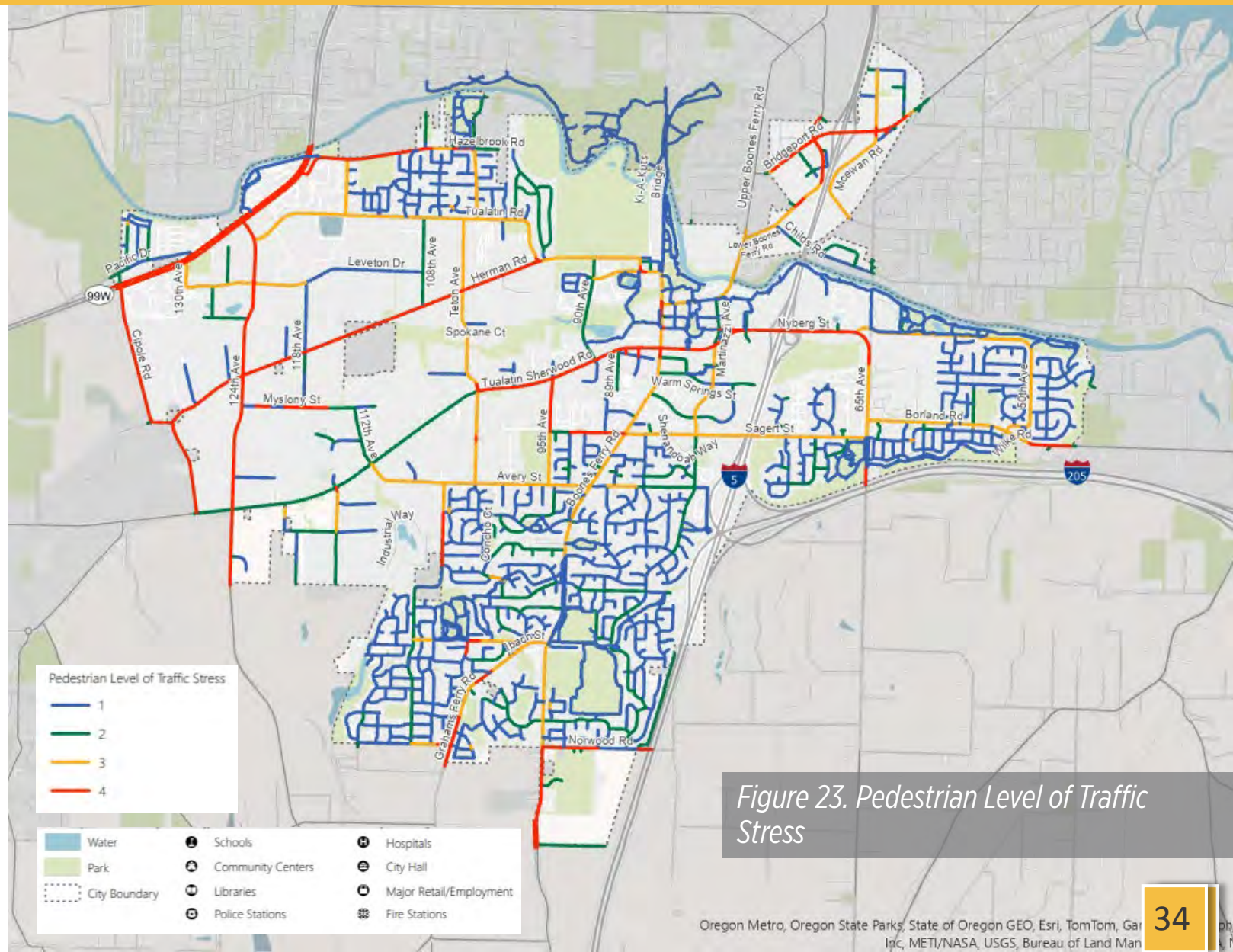


Figure 23. Pedestrian Level of Traffic Stress

Bicycle System

Bicycle System Existing Network

Tualatin's bicycle network is connected, but primarily comprised of striped bike lanes on arterial and collector roads, as shown on Figure 24.

While Tualatin does have an extensive off-street trail system, it lacks connectivity which limits users' ability to travel around the city on it.

Tualatin has begun to build more and more buffered bike lanes (dark blue) though gaps remain. Buffered bike lanes are bicycle lanes paired with a designated buffer space separating the bicycle lane from the adjacent motor vehicle travel lane and/or parking lane.

One challenge facing Tualatin's bicycle network is I-5. Today, there are only two on-street bike lanes that connect bicyclists across the freeway.

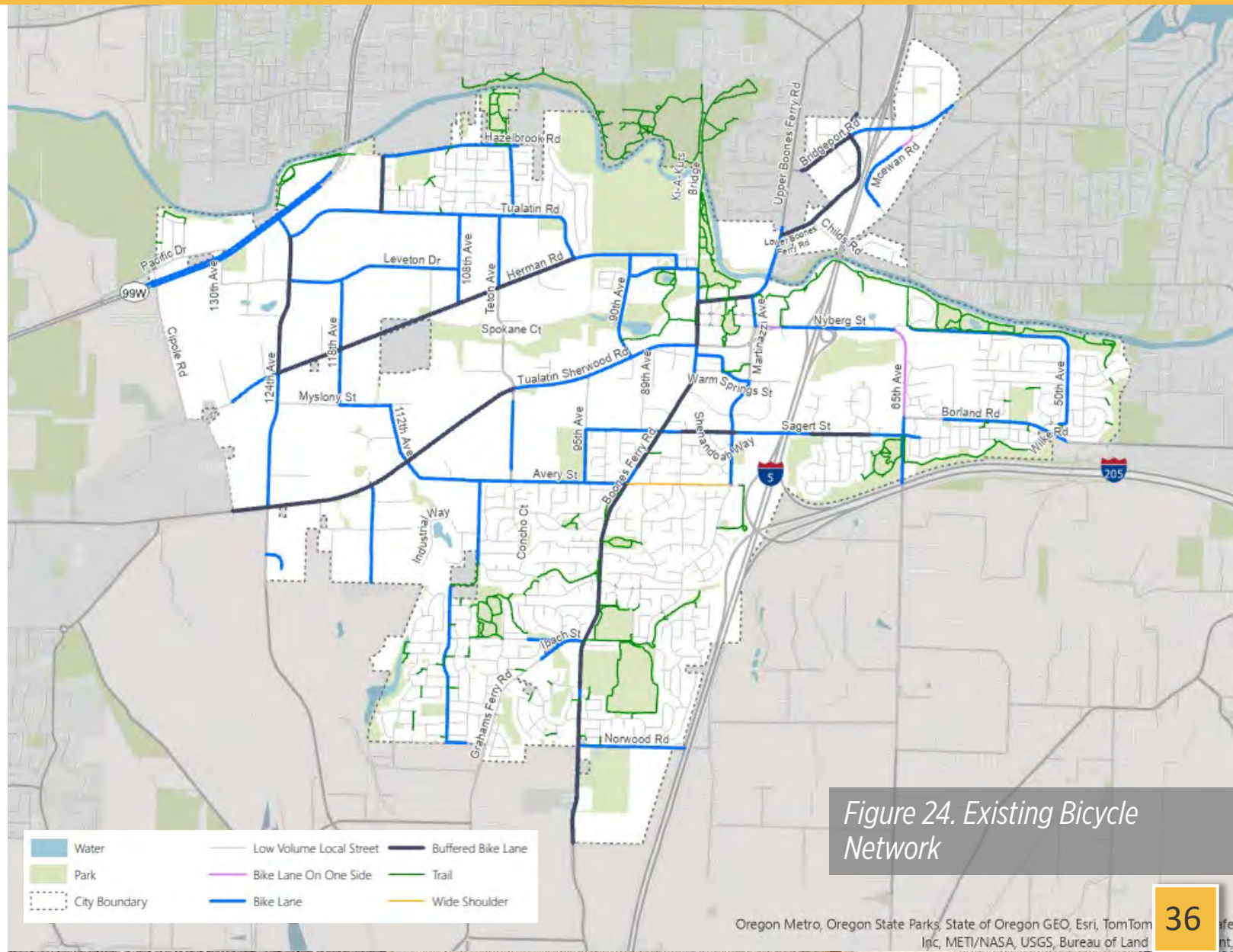


Figure 24. Existing Bicycle Network

Bicycle System Level of Traffic Stress

LTS was also used to evaluate which bicycle facilities feel the most comfortable for bicyclists in Tualatin today and where bicyclists may choose to avoid or may experience high levels of stress when riding.

Today, streets in most residential areas offer comfortable cycling, except in neighborhoods near 99W and the Bridgeport area.

While most collectors and arterials include bike facilities, they are stressful for most riders (BLTS 3-4), including on roadways in downtown Tualatin and near many schools. These multi-lane streets with BLTS 3 and 4 often create barriers between neighborhoods.

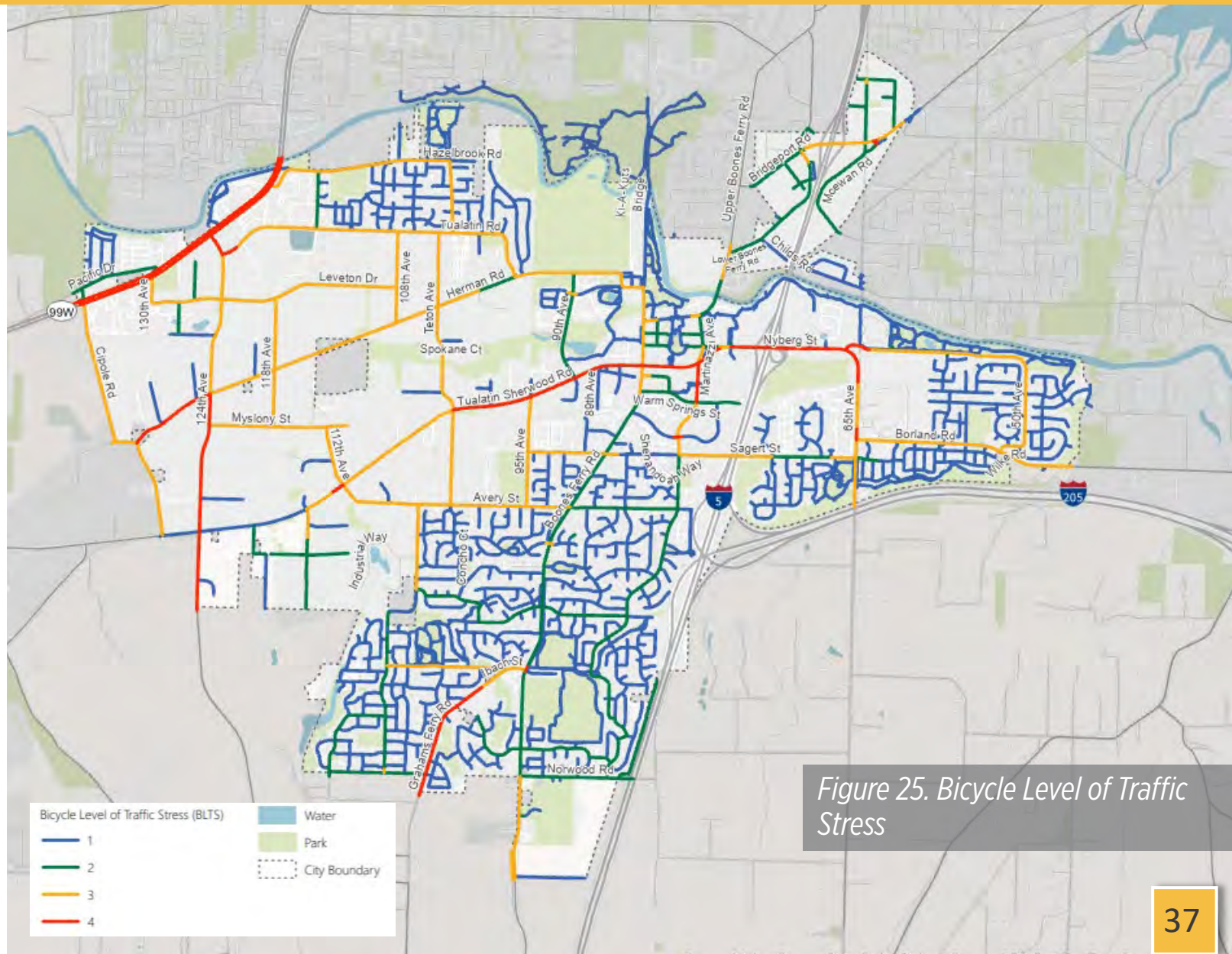


Figure 25. Bicycle Level of Traffic Stress

Freight

Freight

Tualatin's local freight network plays an important role in connecting trucks to industrial areas located in the west part of the city.

Within Tualatin the local freight network uses arterials to connect freight traffic from state highways to industrial areas.

Understanding which routes are designated for freight travel will play an important role in improving travel for pedestrians and bicyclists within Tualatin, as roads with high volumes of large trucks can be some of the most stressful for these users.

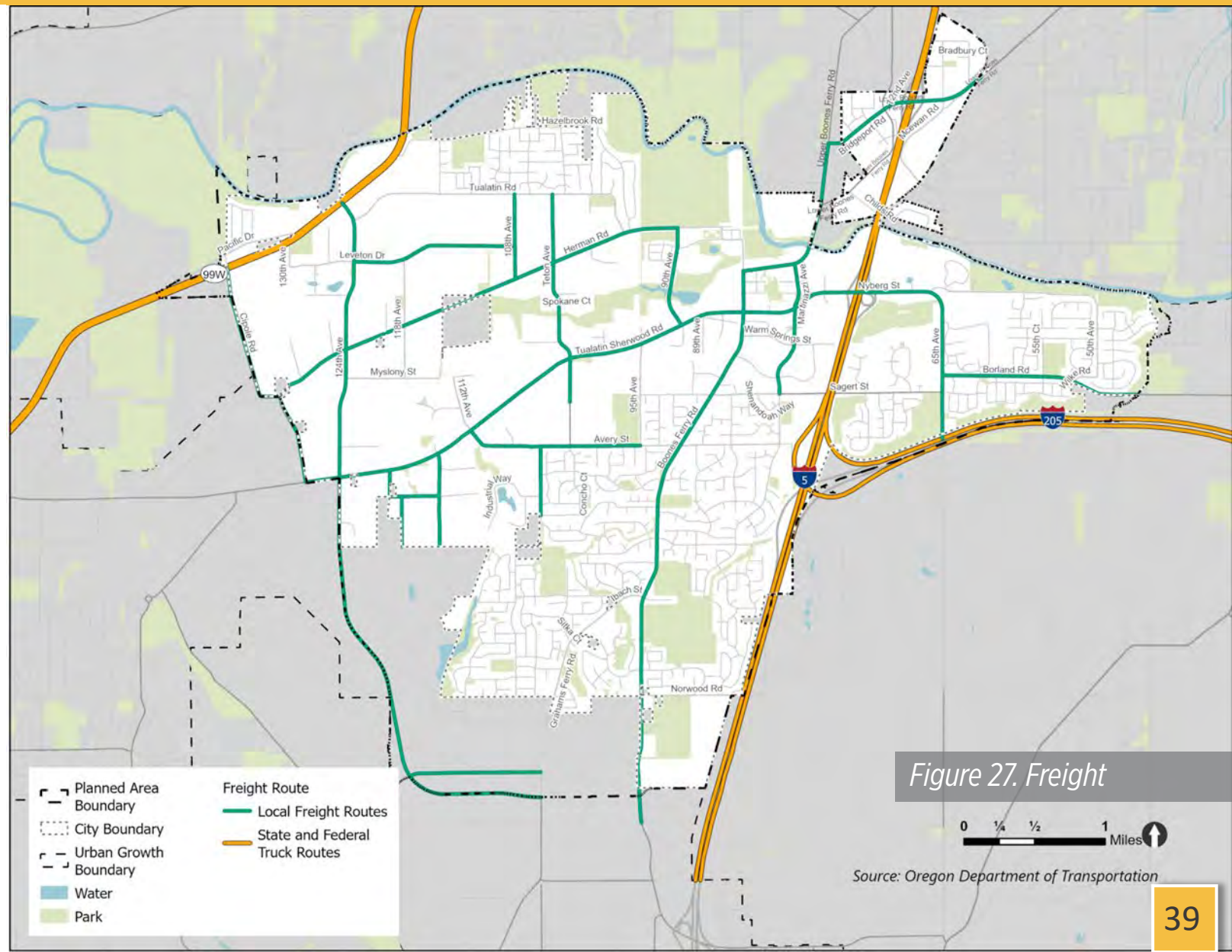


Figure 27. Freight

Rail

Rail

Tualatin has two rail operators, one commuter and one freight line.

The commuter line, WES, carries transit passengers while freight rail is operated by Portland & Western (PNWR).

As shown on the figure, there are multiple at-grade crossings throughout Tualatin, including at the Tualatin-Sherwood Road and Boones Ferry Road intersection, a key intersection for vehicle travel in Tualatin.

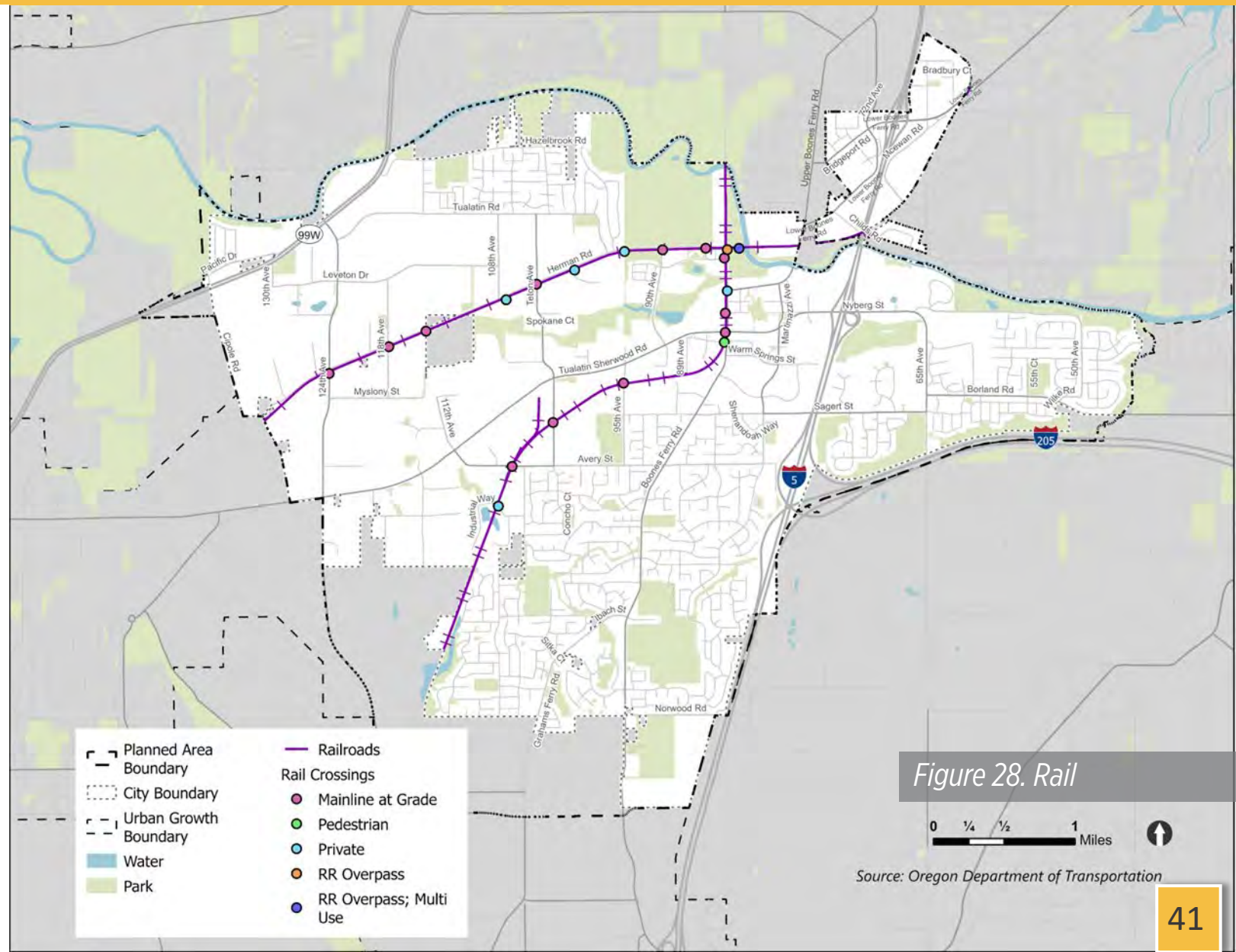


Figure 28. Rail

Source: Oregon Department of Transportation

Air

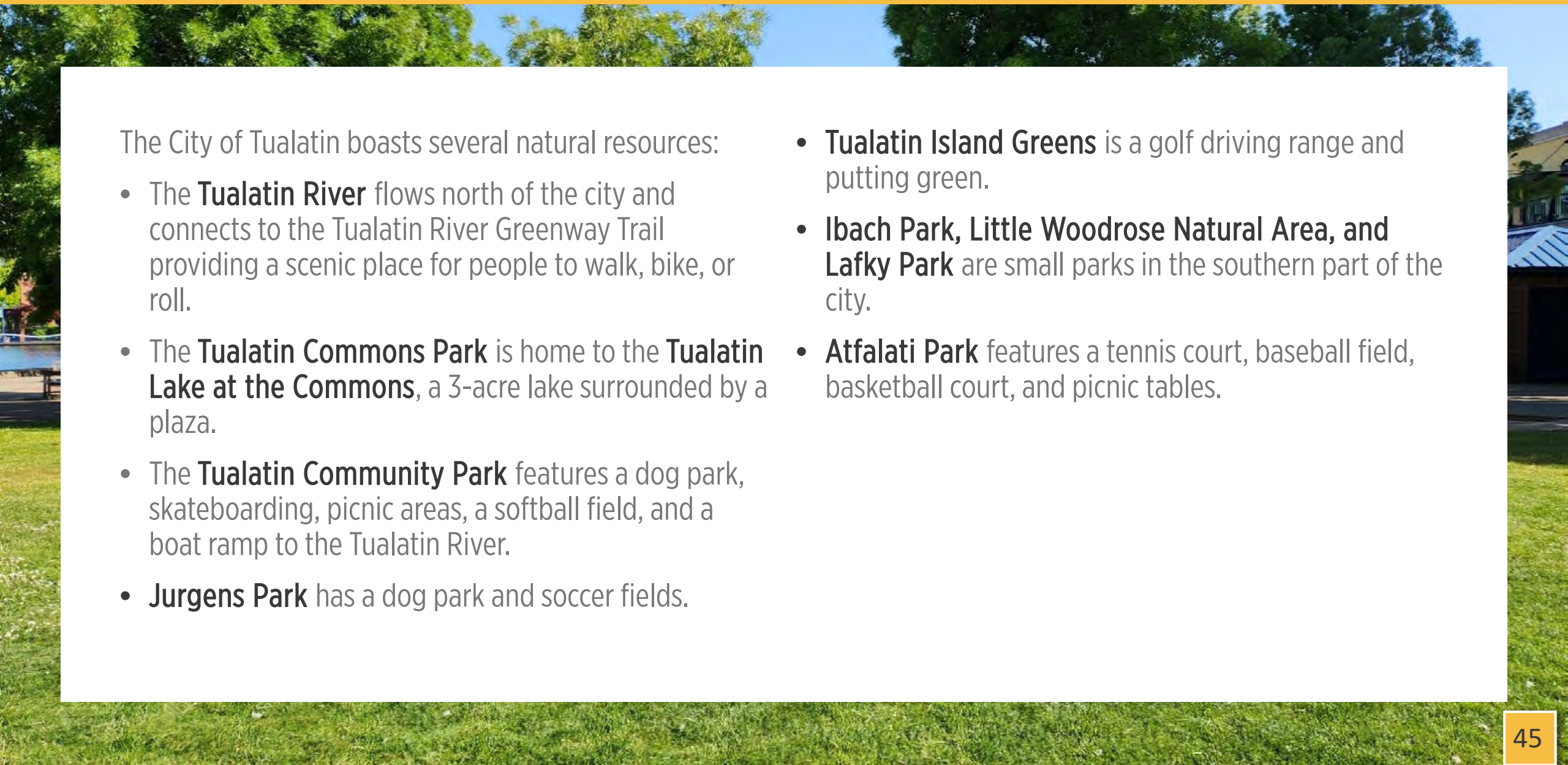
Air

While there are no airports in Tualatin, residents have access to five nearby airports, listed in the table below.

Airport	Distance from Tualatin (mi)	Service Area	Service Type	Airport Classification
Portland International (PDX)	16	International	Civil, Military	Commercial, Freight
Aurora State (UAO)	10	State	Civil	Public
Portland – Hillsboro (HIO)	15	National	Flight School, Civil	Corporate
Portland – Troutdale (TTD)	21	National	Flight School, Civil	Corporate
Pearson Field (VUO)	27	Municipal	Civil	Public

Environmental Resources

Natural Resources



The City of Tualatin boasts several natural resources:

- The **Tualatin River** flows north of the city and connects to the Tualatin River Greenway Trail providing a scenic place for people to walk, bike, or roll.
- The **Tualatin Commons Park** is home to the **Tualatin Lake at the Commons**, a 3-acre lake surrounded by a plaza.
- The **Tualatin Community Park** features a dog park, skateboarding, picnic areas, a softball field, and a boat ramp to the Tualatin River.
- **Jurgens Park** has a dog park and soccer fields.
- **Tualatin Island Greens** is a golf driving range and putting green.
- **Ibach Park, Little Woodrose Natural Area, and Lafky Park** are small parks in the southern part of the city.
- **Atfalati Park** features a tennis court, baseball field, basketball court, and picnic tables.

Environmental Resources

As shown on Figure 29, there are a number of wetland and Flood Protected Areas throughout Tualatin.

Protecting these areas while building out a well-connected transportation system can be challenging. As this TSP explores options to improve transportation in Tualatin, consideration should be given to the impact and potential cost of improving infrastructure in these areas.

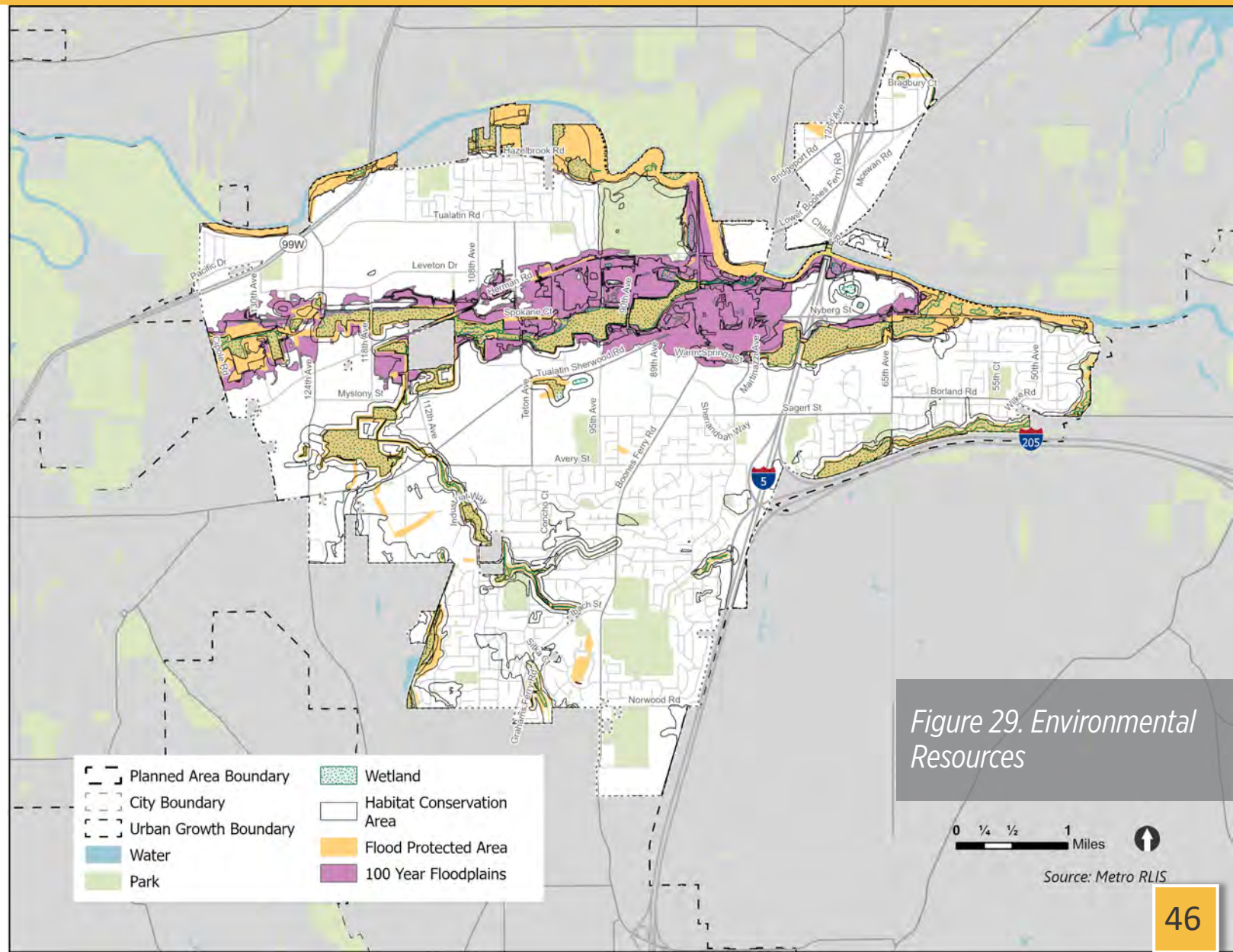


Figure 29. Environmental Resources

Operations and Safety

Operations

To establish a baseline for how Tualatin's transportation system operates today, intersection Level of Service (LOS) was evaluated at key intersections throughout Tualatin using traffic counts collected in Fall 2023 and existing roadway and intersection geometries. LOS defines how well vehicle traffic flows along a street or road.

While most intersections in Tualatin operate at LOS C or better, indicating there is minimal congestion, intersections on Lower Boones Ferry Road, Tualatin-Sherwood Road, and SW 65th Avenue were found to operate at LOS D and E. This indicates that congestion that results in queueing and higher levels of delay is occurring in these areas.

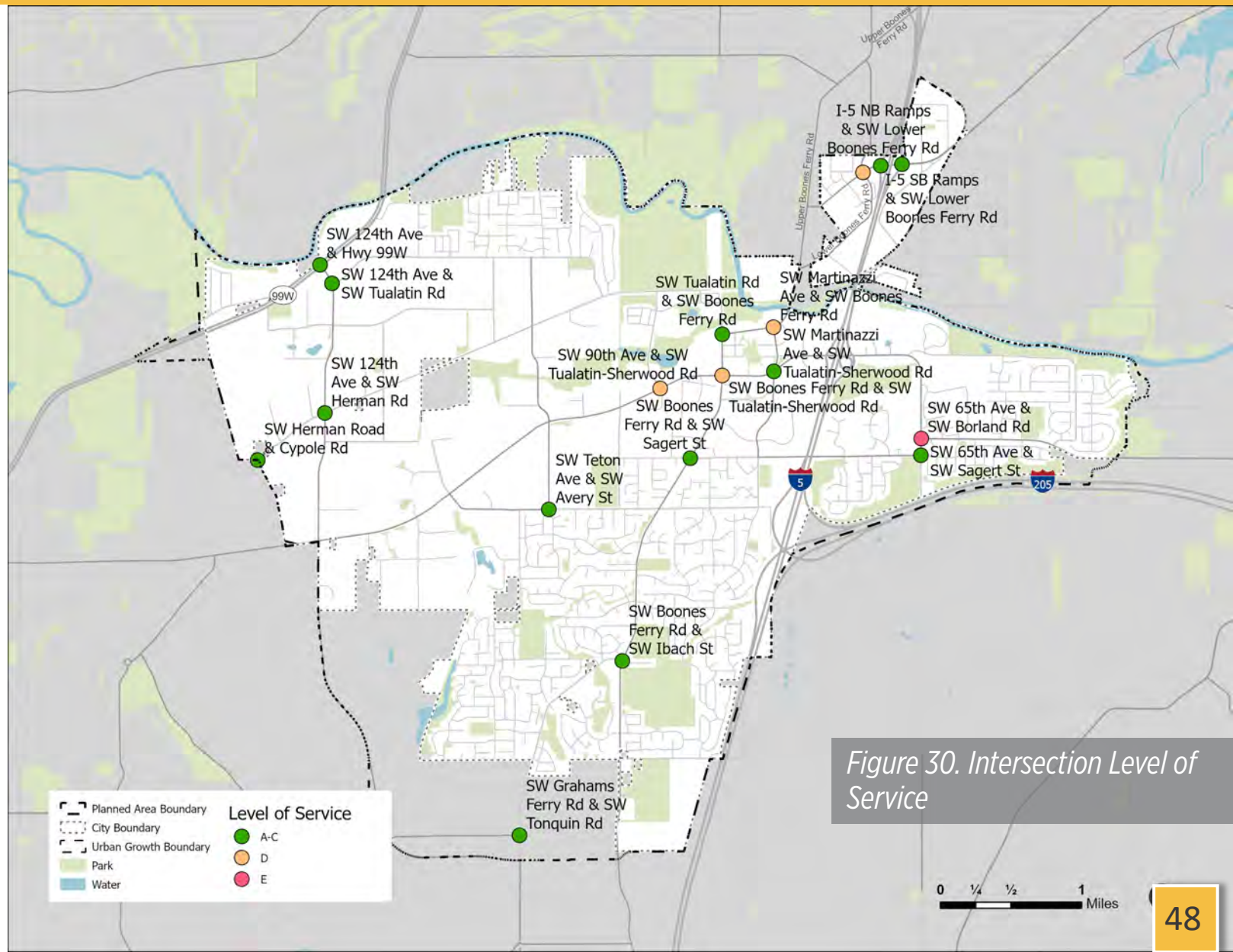


Figure 30. Intersection Level of Service

Safety Collision Density

One indicator of roadway safety is the number of collisions and severity of collisions that occur.

To understand recent trends in Tualatin, five years of collision data was analyzed.

This analysis found the highest concentration of collisions occurs on Tualatin-Sherwood Road with hot-spots near downtown and 124th Avenue.

This was also true for serious injury collisions, with most of those occurring on Tualatin-Sherwood Road or Boones Ferry Road near downtown.

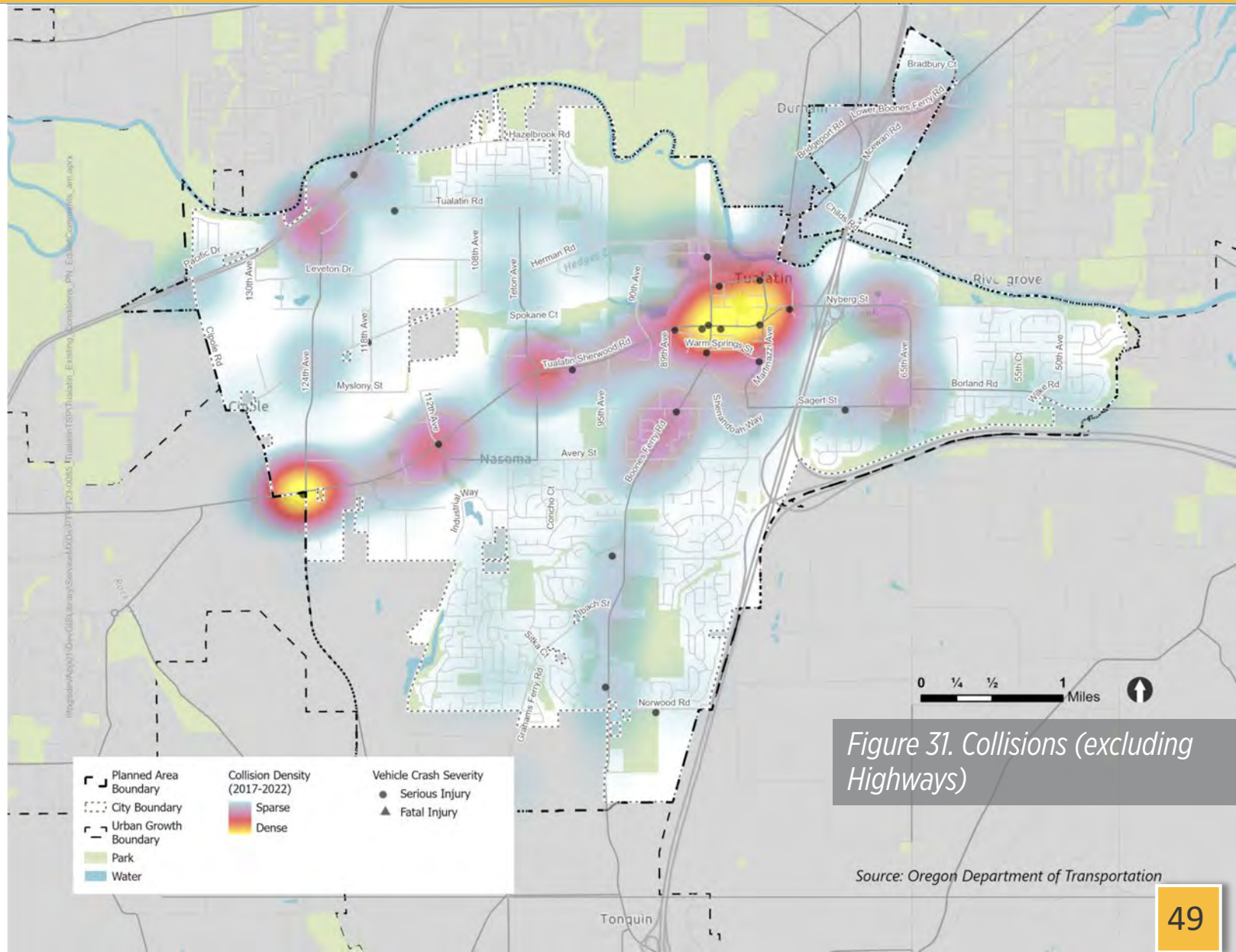


Figure 31. Collisions (excluding Highways)

Source: Oregon Department of Transportation

Safety Bicycle and Pedestrian Collisions

Five years of collision data were analyzed to identify potential hot spots for collisions involving a bicycle or pedestrian.

Of the 2,264 reported collisions in Tualatin within the past five years, 43 collisions (1.9%) involved a pedestrian or bicyclist. Approximately 70% of these occurred at intersections with at least one arterial roadway.

Both Tualatin-Sherwood Road and Boones Ferry Road showed higher numbers of bicycle or pedestrian collisions

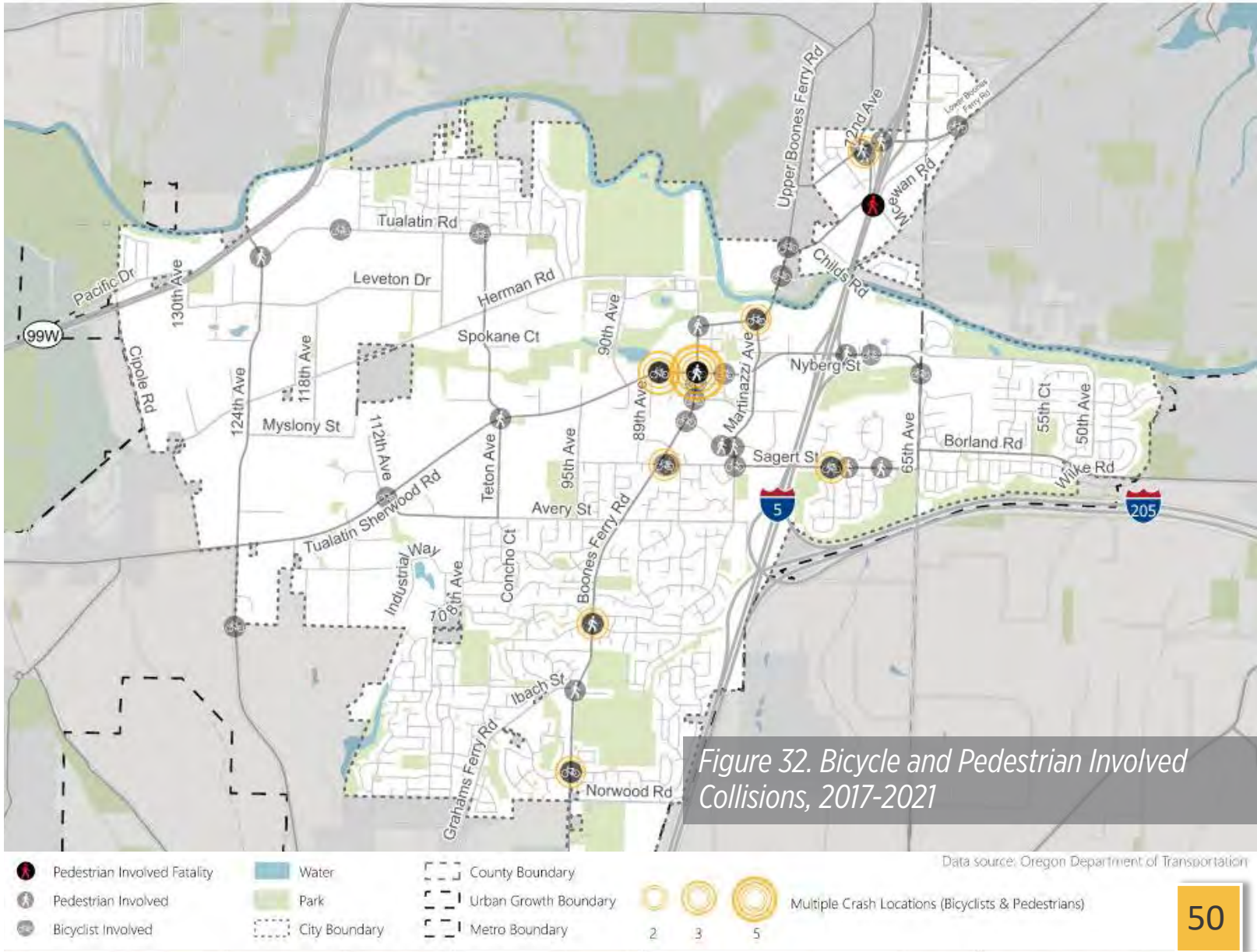


Figure 32. Bicycle and Pedestrian Involved Collisions, 2017-2021

2040 TSP Appendix

Financial Memo

DATE:	November 22, 2024
TO:	Brianna Calhoun, Fehr & Peers
FROM:	Morgan Shook
SUBJECT:	Tualatin TSP Financial Assessment

Introduction

This memorandum provides direction on funding the projects identified in the Tualatin Transportation System Plan (TSP). It includes the following summaries:

- Existing transportation expenses.
- Existing transportation funding sources, including past trends and estimated future expectations.

This chapter addresses requirements for the Transportation Financing Plan, OAR 660-012-0040, under the Transportation Planning Rule. Specifically, it responds to the requirement for transportation system plans to identify the City's existing funding mechanisms and describe how these, along with possible new funding sources, can fund the projects identified in the plan.

Financial Analysis

Summary Existing Transportaion Expenses

In Tualatin, transportation expenses are allocated across several key funds, each with a distinct purpose in supporting the city's transportation infrastructure and operations. These funds help ensure that transportation projects are effectively managed and appropriately financed.

The **Road Utility Fee Fund** is primarily used for the City's ongoing pavement maintenance program, as well as the sidewalk and street tree programs, funded by a fee charged to property owners. This ensures a consistent revenue stream to maintain the existing road network. **The Road Operating Fund** covers daily operational expenses, such as maintenance, minor repairs, and administrative costs related to the transportation system. This fund is critical to keeping the system running efficiently. A small portion of the Road Operating Fund is used for capital projects, but this amount is dwindling as regular maintenance costs increase.

The **Transportation Development Tax Fund** is a restricted revenue source derived from development fees. It is intended for funding transportation infrastructure improvements required due to growth and new developments in the city.

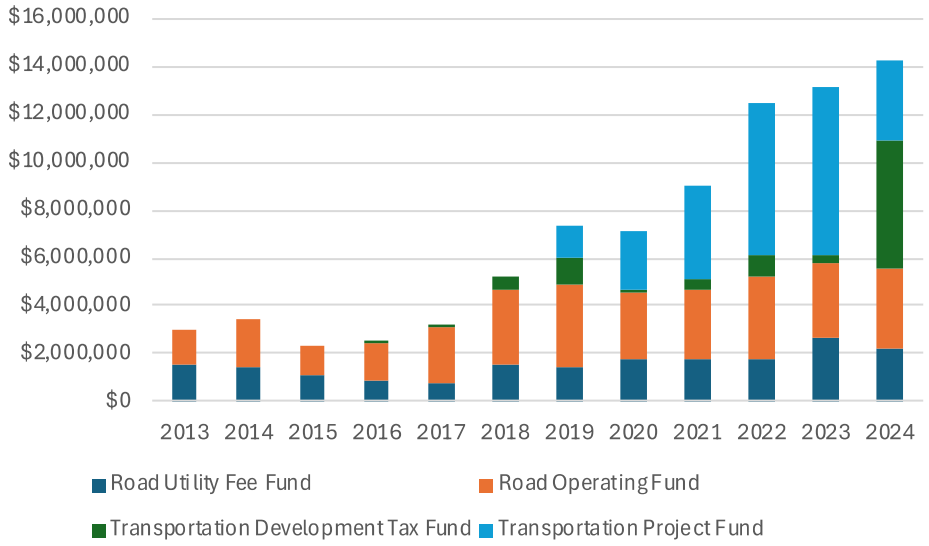
Within these funds, Tualatin organizes its expenditures into several categories. **Personal Services** cover employee salaries, benefits, and other compensation-related costs necessary for the operations and

maintenance of the transportation system. **Materials and Services** encompass day-to-day operational costs, including supplies, contract services, utilities, and maintenance expenditures. These are crucial for ensuring that transportation infrastructure remains safe and operational.

Capital Outlay refers to the funding of major infrastructure projects, such as road construction or purchasing equipment. These are often large, one-time expenses that significantly improve the transportation system. **Debt Service** involves payments on any borrowed funds, including interest, used to finance transportation-related projects. Lastly, **Transfers Out** represent funds moved to other city departments or accounts for transportation-related needs, such as contributing to general overhead costs or providing matching funds for grant applications.

This approach to organizing transportation expenses ensures that Tualatin can balance operational needs, growth-driven improvements, and major infrastructure investments effectively. The next section will delve into the historical expenditures across these funds and categories to provide insight into how these allocations have evolved over time.

Figure 1: Summary of Transportation Fund Expenses



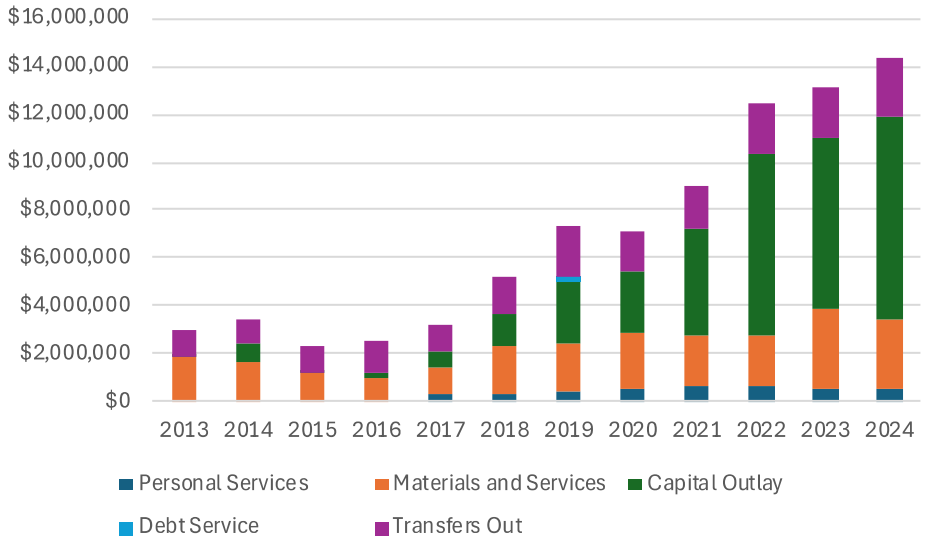
Source: City of Tualatin, 2024 (ECOnorthwest summary)
Note: The Transportation Project Fund was a limited-duration fund (that has now been closed) for spending the revenue from a specific bond measure. Tualatin implemented a transportation bond program known as Tualatin Moving Forward. In May 2018, voters approved a $20 million bond to fund transportation improvements. Due to favorable market conditions, the bonds were sold at a premium, resulting in an additional $3 million. Along with accrued interest, the total investment reached approximately $24.8 million. This funding facilitated the completion of 36 projects aimed at enhancing traffic flow, improving neighborhood safety, and providing safe access to schools and parks.

The chart in Figure 1 shows the allocation of funds across four key transportation funding funds in Tualatin from 2013 to 2024. The chart illustrates a steady increase in transportation expenses. Overall, there has been significant growth in total expenditures, especially starting around 2020, with the total reaching close to $14 million in 2024 (year to date), compared to around $2 million in 2013. The Road Utility Fee Fund has

seen consistent growth, contributing a larger share of the budget in recent years, reflecting a stronger focus on road maintenance and utility-based funding. The Road Operating Fund has grown at a more moderate pace, offering steady support for transportation operations but not increasing as dramatically as the other funds.

The Transportation Development Tax Fund (created in 2018), after which it became a more significant part of the overall funding structure, indicating a growing reliance on development-driven revenue for transportation projects

Figure 2: Summary of Transportation Expense Types

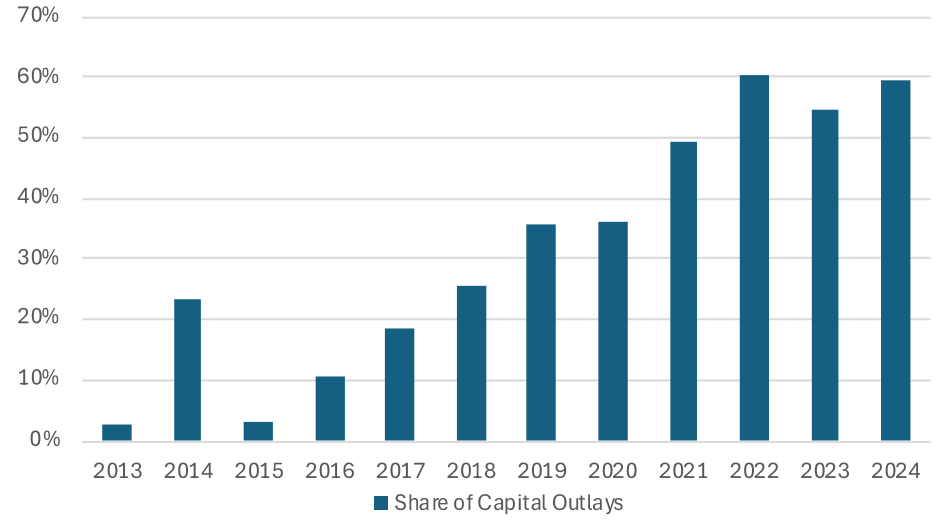


Source: City of Tualatin, 2024 (ECOnorthwest summary)
Note: The Transportation Project Fund was a limited-duration fund (that has now been closed) for spending the revenue from a specific bond measure.

The chart (Figure 2) outlines the breakdown of transportation expenditures in Tualatin from 2013 to 2024, categorized into its five spending areas across all transportation funds: Personal Services, Materials and Services, Capital Outlay, Debt Service, and Transfers Out. The most notable growth is in Capital Outlay and Transfers Out, which have become more substantial parts of the budget starting around 2018, due to greater investment in infrastructure projects and financial commitments, either in transportation budget or adjacent to it.

The expenditures on Materials and Services and Personal Services remain steady throughout the period, reflecting the city's consistent spending on operations and staffing. However, the portion dedicated to Capital Outlay has expanded significantly over time, reflecting a growing focus on major capital improvements to the transportation network (Figure 3).

Figure 3: Summary of Transportation Capital Share



Source: City of Tualatin, 2024 (ECOnorthwest summary)

Summary of Existing Funding

The City of Tualatin currently collects revenue for transportation from federal, state, and local funding sources, including:

State Highway Fund (SHF). A state funding program, composed of several major funding sources: State Motor Vehicle Registration and Title Fees, Driver License Fees, State Motor Vehicle Fuel Taxes, and Weight-Mile Tax. SHF funds are apportioned to three jurisdictional levels in the following amounts: State (50%), Counties (30%), and Cities (20%). Funds must be spent on roads, including bikeways and walkways within the State-owned highway right-of-way. State funds can be used for both capital expenditures and operations and maintenance of state roads.

Transportation System Development Tax. Fees collected when new development and some redevelopment occurs within the City. Revenues are used to fund growth-related capital improvements that are on the City's adopted project list, as prioritized by Council.

Road Utility Fee Revenue. Road Utility Fee Revenue is generated from fees paid by residents and businesses for the maintenance of local roads and transportation infrastructure. In Tualatin, this is collected through a Road Utility Fee, which provides a consistent stream of revenue dedicated and used exclusively for street maintenance, including sidewalk repair, landscape enhancements along the rights-of-way, street tree replacement, and street lighting and for no other purpose without relying heavily on unpredictable state or federal funds.

Sidewalk/Tree Program. This program typically collects fees (and other tax sources) related to maintaining sidewalks and managing urban trees. Revenues generated from this source are directed towards repairing and replacing sidewalks, as well as addressing issues caused by tree roots that impact public infrastructure.

Washington County Gas Tax. Washington County also levies its own gas tax, which supplements the state gas tax. The revenue is earmarked for countywide transportation projects, including local road maintenance and improvements. Cities within the county, including Tualatin, benefit from this additional funding stream on top of the state allocation programs.

Vehicle License Fee. Washington and Clackamas County charges a vehicle license fee, which generates revenue for transportation projects. This fee is generally collected when residents register or renew their vehicle licenses and is used for road and transportation improvements within the county. For Tualatin, which spans both Washington and Clackamas counties, this fee helps supplement the City's Pavement Maintenance Program.

Fee in Lieu. This fee is charged to developers in lieu of making direct transportation improvements when building new developments. Instead of constructing roads or related infrastructure, developers pay this fee to the city, which then uses the funds to invest in transportation projects, ensuring that growth-related transportation demands are met.

Transfers In. Funds transferred into the transportation system from other non-transportation sources to provide additional support for maintenance and operational costs. This ensures that revenue generated from utility fees can be specifically targeted towards transportation-related needs. Past transfers from the Stormwater Fund were allocated to transportation projects that intersect with stormwater management, such as road projects requiring drainage improvements and reimburses the Road Operating Fund for the share of personnel costs related to stormwater that is paid for in the Road Operating Fund; however, this practice is no longer carried forward.

Urban Renewal. A tool that diverts property tax revenues from growth in assessed value inside an urban renewal area (URA) for investment in eligible capital projects. Eligible projects must be located within the URA boundary, be identified in the URA plan, and contribute to the alleviation of blight within the URA. However, revenues can be slow to accumulate, making the actual timing and amount of available funding uncertain.

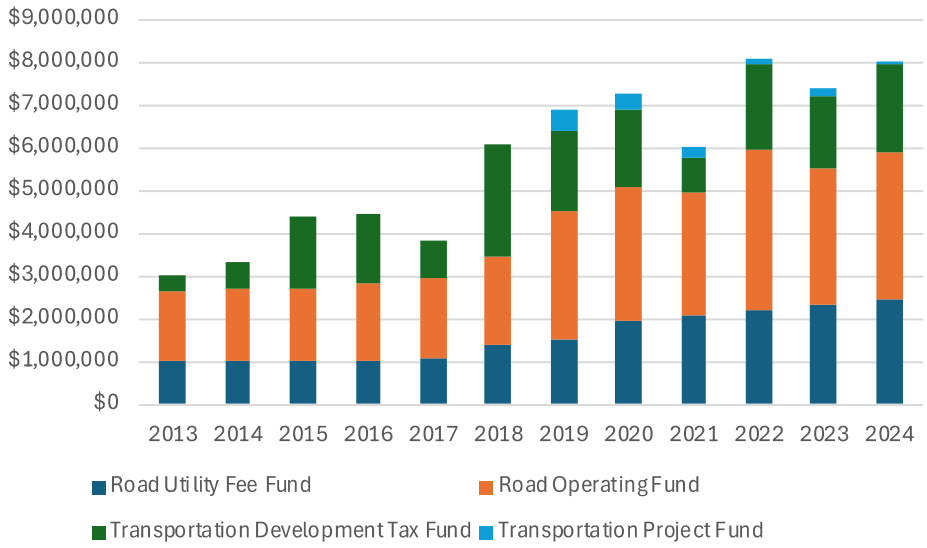
Interest on Investments. Interest on Investments refers to the earnings generated from investing transportation-related funds. This is a small but stable source of revenue that can be reinvested into transportation projects or used to supplement operational costs, helping maximize the city's financial resources.

Grants. The City of Tualatin applies for and receives grants for specific transportation capital projects. Grants are not included in the funding forecasts in this chapter because they are too project-specific and uncertain to predict. However, project costs listed in this plan are the City's share of total costs; some projects (such as those on state highways) are assumed to receive state funding.

Development Mitigation. This "funding" mechanism where land development projects contribute to the improvement of the local transportation system by directly upgrading or constructing new road infrastructure to mitigate the impacts of their development. This approach ensures that new growth does not overwhelm the existing transportation network and that necessary improvements are implemented in

tandem with development. As part of this process, developers are required to construct transportation infrastructure, such as new roads, widened intersections, or pedestrian and bike facilities, that aligns with the city's transportation goals and serves the needs of their project. To encourage and offset these investments, developers may receive credits against their Transportation Development Tax (TDT) obligations. This credit system incentivizes developers to fund and complete these critical infrastructure projects directly, reducing the financial burden on the city while ensuring the transportation system remains safe, efficient, and capable of supporting growth. This approach also fosters collaboration between the city and private developers, aligning development with long-term transportation planning.

Figure 4: Summary of Transportation Revenues by Fund



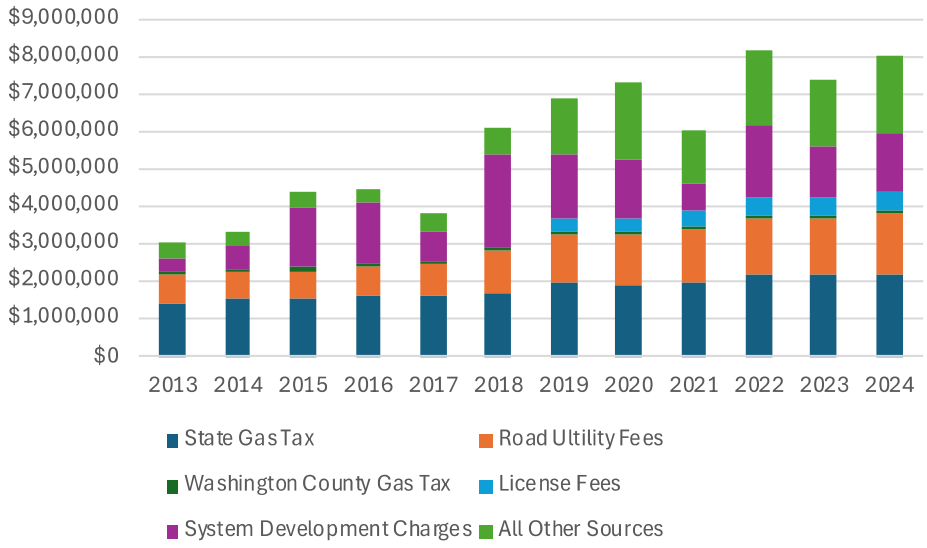
Source: City of Tualatin, 2024 (ECOnorthwest summary)
Note: The Transportation Project Fund was a limited-duration fund (that has now been closed) for spending the revenue from a specific bond measure. Tualatin implemented a transportation bond program known as Tualatin Moving Forward. In May 2018, voters approved a $20 million bond to fund transportation improvements. Due to favorable market conditions, the bonds were sold at a premium, resulting in an additional $3 million. Along with accrued interest, the total investment reached approximately $24.8 million. This funding facilitated the completion of 36 projects aimed at enhancing traffic flow, improving neighborhood safety, and providing safe access to schools and parks.

The chart in Figure 4 shows the revenue trends for Tualatin's transportation system funds from 2013 to 2024, broken down by the fund. Over this period, total revenues have steadily increased, with notable growth beginning in 2018 related to the sale of the transportation bond, sold in August 2018. By 2024, total revenues across all funds reach nearly $8 million, more than doubling from the approximately $3 million collected in 2013.

The Road Utility Fee Fund and Road Operating Fund show relatively stable growth over the years, with both providing a consistent base of revenue. The Road Utility Fee Fund has been a particularly stable contributor, supporting ongoing maintenance and operational needs, while the Road Operating Fund has seen a more gradual increase in revenues. The Transportation Development Tax Fund, which began seeing

significant revenues around 2015, has become a major source of funding, especially as development activity has increased in the city.

Figure 5: Summary of Transportation Revenues by Source



Source: City of Tualatin, 2024 (ECOnorthwest summary)
Note: The Transportation Project Fund was a limited-duration fund (that has now been closed) for spending the revenue from a specific bond measure. Tualatin implemented a transportation bond program known as Tualatin Moving Forward. In May 2018, voters approved a $20 million bond to fund transportation improvements. Due to favorable market conditions, the bonds were sold at a premium, resulting in an additional $3 million. Along with accrued interest, the total investment reached approximately $24.8 million. This funding facilitated the completion of 36 projects aimed at enhancing traffic flow, improving neighborhood safety, and providing safe access to schools and parks.

The chart in Figure 5 summarizes the revenue sources for Tualatin's transportation funding from 2013 to 2024. The largest revenue source throughout this period is the State Gas Tax, which consistently provides a stable foundation for transportation funding. Road Utility Fees and Washington County Gas Tax also contribute steadily, showing slight increases over time to support transportation infrastructure.

Starting around 2018, there is growth in License Fees and System Development Charges, both of which see marked increases as development and vehicle-related revenues rise. The System Development Charges see substantial growth, reflecting the impact of new developments on transportation funding.

Future Transportation Funding

In Oregon, Transportation System Plans are required to not only outline current transportation needs and projects but also identify potential future funding sources to ensure long-term viability. Under Oregon's statewide planning goals, particularly Goal 12, TSPs must include a financial plan that identifies how planned transportation projects will be funded. This involves assessing existing revenue streams, such as gas taxes, development fees, and road utility fees, while also exploring alternative funding sources.

Cities often look at federal and state grants, new local taxes or fees, public-private partnerships, and regional funding programs as possible future revenue streams. The requirement to identify future funding helps ensure cities can implement the necessary infrastructure projects to accommodate both current and future transportation needs.

Future Revenue Forecast

Overall Funding

Tualatin city transportation planners prepared a detailed financial forecast as part of their collaboration with their Regional Transportation Planning Organization. This forecast includes an analysis of current and projected revenues from various sources, such as local taxes, state and federal funding, development fees, and other potential financial mechanisms.

The table in Figure 6 and the chart in Figure 7 provide a forecast of transportation funding from 2024 to 2045, divided between Capital Funding and Operations & Maintenance Funding. Over the 20-year period, both funding categories show a steady increase, with the total funding rising from around $8 million in 2025 to nearly $17 million by 2045. The table shows projected capital and operation & maintenance funding for Tualatin's transportation system from 2024 to 2045. Between 2024 and 2030, $35.41 million is allocated for capital funding and $21.57 million for operation & maintenance, while from 2031 to 2045, capital funding jumps to $116.11 million and operation & maintenance rises to $67.21 million, bringing the total funding over the entire period to $151.53 million for capital and $88.78 million for operations.

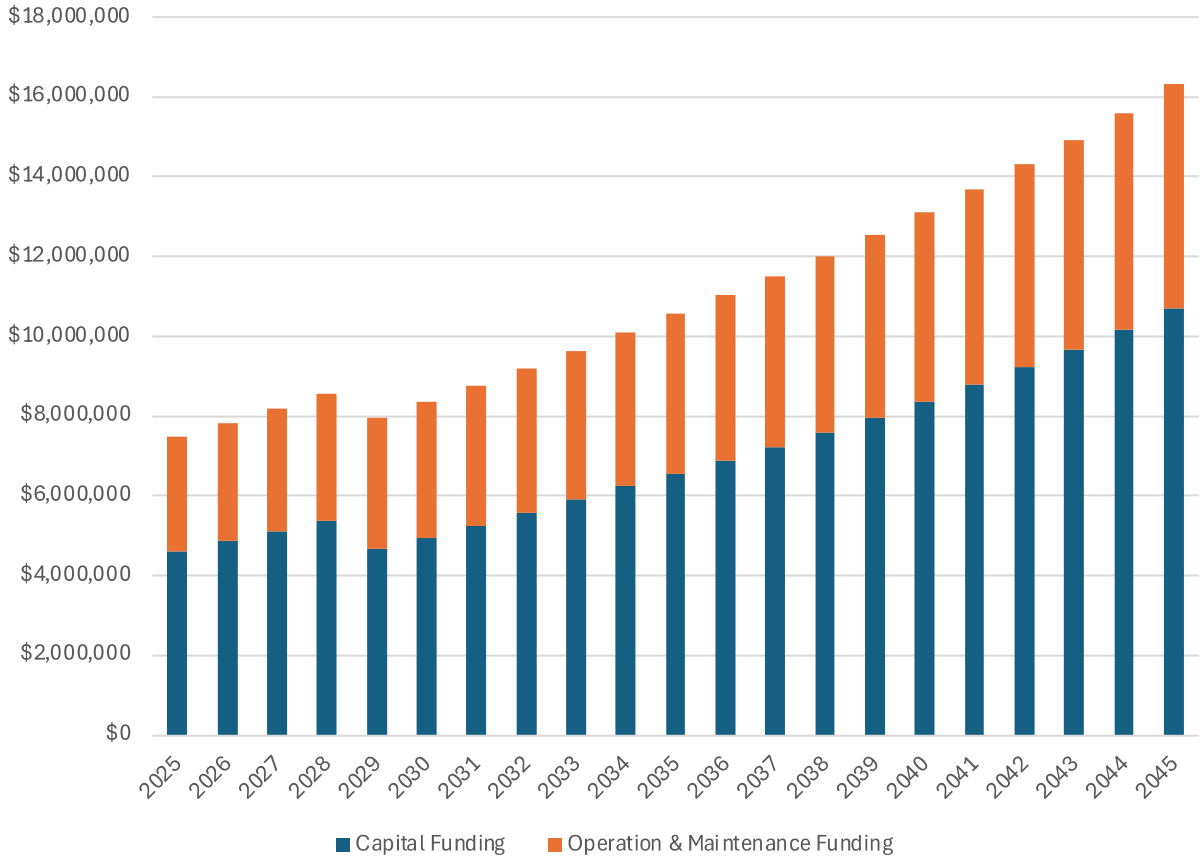
Figure 6: Summary of Transportation Funding

Timeframe	Capital Funding	Operation & Maintenance Funding
2024-2030	$35,410,000	$21,570,000
2031-2045	$116,110,000	$67,210,000
Total Funding	$151,530,000	$88,780,000

Source: City of Tualatin, 2024 (ECOnorthwest summary)

Capital funding consistently constitutes the larger share, though the gap between capital and operations & maintenance funding narrows slightly as the forecast progresses. The funding approach reflects the reality for the need of a significant focus on capital investments—such as new infrastructure and major upgrades—while still ensuring adequate resources are allocated to maintaining and operating the existing transportation network. This balanced funding strategy supports both the expansion and the preservation of Tualatin's transportation system.

Figure 7: Summary of Transportation Funding

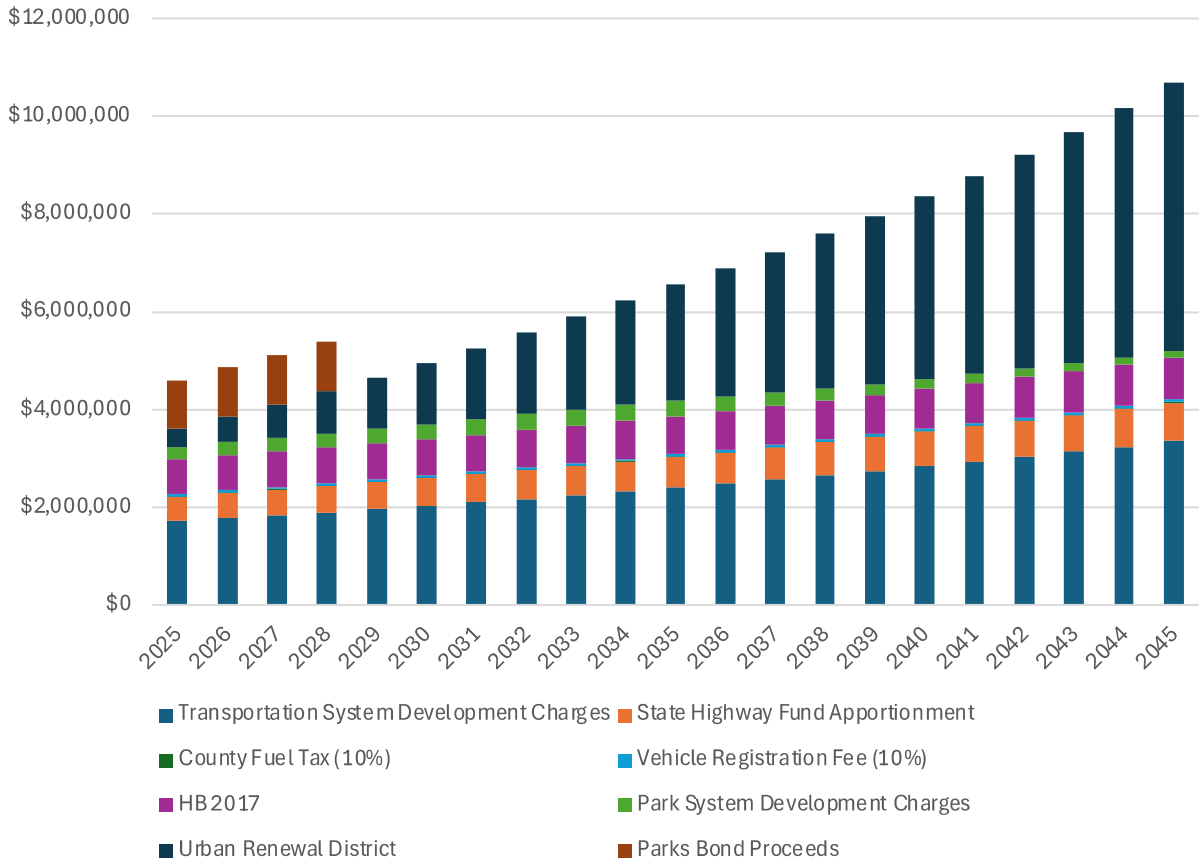


Source: City of Tualatin, 2024 (ECOnorthwest summary)

Capital Funding

The chart in Figure 8 provides a detailed breakdown of the forecast of capital funding sources for Tualatin's transportation infrastructure. The trend over the 20-year period shows a gradual increase in total capital funding, reaching just over $10 million by 2045. The largest component throughout the forecast period is the Transportation System Development Tax, which are projected to grow steadily and constitute the majority of capital funding over time.

Figure 8: Summary of Capital Transportation Funding



Source: City of Tualatin, 2024 (ECOnorthwest summary)

The State Highway Fund Apportionment also provides a consistent stream of revenue. This funding source, derived from fuel taxes and fees collected by the state, is used to support transportation projects, and while its growth is slower than other sources, it remains an essential and steady contributor to the capital funding mix. The County Fuel Tax reflects the city's policy choice of allocating 10% of revenues to capital uses. Its shows a small but consistent revenue contribution, reflecting the local fuel tax. Its contributions remain relatively stable throughout the forecast period.

Vehicle Registration Fees also reflects the city's policy choice of allocating 10% of revenues to capital uses. This fee is projected to provide a modest, consistent contribution over the 20 years. The 10% allocation is an assumption used for planning and not a policy decision and is subject to change. While its growth is limited, it remains an important part of the diversified funding approach. The funding plan also includes allocations from the city's Park System Development Charges as part of the capital funding mix, though their contribution is limited and gradually increases at a very slow rate over the forecast period. This reflects the targeted role of parks-related funding in supporting transportation infrastructure where park projects intersect with transportation needs such as regional trails facilities. However, future funding from park may not be available for transportation funding. Parks System Development Charges (SDCs) are collected based on new development and are not guaranteed to match the projected amounts in this chart.

Furthermore, these revenues are typically designated for parks and recreation projects and may not be allocated to transportation network improvements.

By actively pursuing federal and state grants, the city can reduce the reliance on transportation bonds, thereby lessening the debt burden on the city. This approach not only diversifies our funding sources but also enhances financial flexibility, allowing it to allocate resources more effectively across various transportation projects. However, it's important to recognize that grant funding can be competitive and may not always be guaranteed. Therefore, while we should proactively seek grant opportunities, it must also maintain a balanced funding strategy that includes other reliable sources to ensure the successful implementation of the Transportation System Plan.

Additional funding comes from HB 2017, Urban Renewal District contributions, and Parks Bond Proceeds. HB 2017 funds provide an increasing source of revenue as Oregon's transportation bill supports major infrastructure projects across the state. House Bill 2017 (HB 2017), also known as Keep Oregon Moving, is legislation passed by the Oregon Legislature. HB 2017 includes significant funding for road maintenance, highway improvements, public transit, pedestrian and bicycle infrastructure, and congestion relief projects. For local jurisdictions, including cities and counties, HB 2017 provides increased financial resources for addressing transportation system improvements and maintenance.

Meanwhile, Urban Renewal District funds fluctuate over time, peaking in the earlier years of the forecast before tapering off toward the later years, indicating the support of specific urban renewal projects within the forecast period. Lastly, Parks Bond Proceeds contribute a small but essential part of the overall capital funding picture, particularly in the early years, supporting joint park and transportation infrastructure.

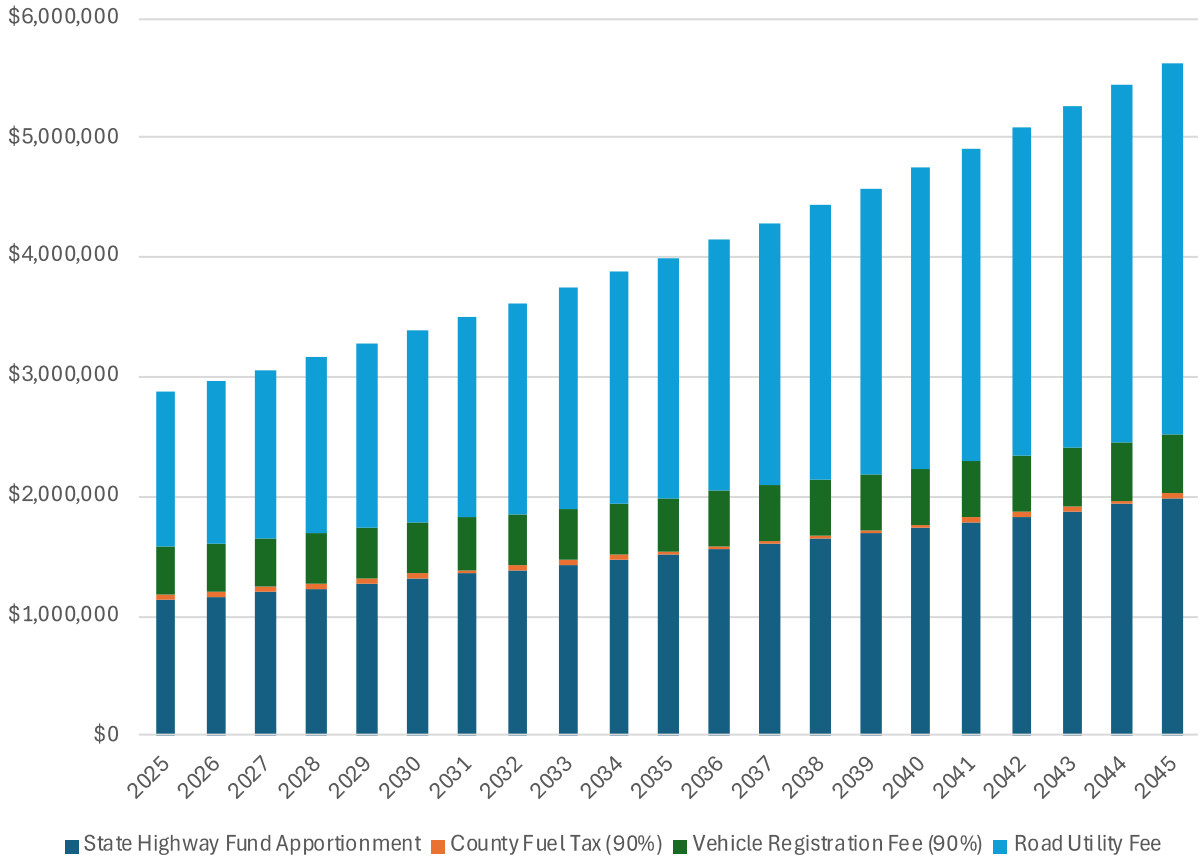
Operations and Maintenance Funding

Tualatin's current operations and maintenance funding is insufficient to meet its paving and maintenance needs. This shortfall is due to inflation and accounting for the additional costs associated with replacing ADA ramps during paving projects. The chart in Figure 9 summarizes Tualatin's forecast for funding operations and maintenance of its transportation system from 2025 to 2045. The main funding sources include the State Highway Fund Apportionment, County Fuel Tax (90% allocation), Vehicle Registration Fee (90% allocation), and the Road Utility Fee, with each contributing varying amounts over the forecast period. The total operations and maintenance funding shows a steady upward growth, starting at around $3 million in 2025 and increasing to nearly $6 million a year by 2045. The 90% allocation is an assumption used for planning and not a policy decision and is subject to change.

The State Highway Fund Apportionment is projected to provide the largest share of operations and maintenance funding throughout the forecast period, growing consistently year over year. This reflects the importance of state-level funding in sustaining local road networks and ensuring they remain operational. The Road Utility Fee, the city's single largest local source contributor, shows a steady increase as the result of indexing the fee to growth metrics, reinforcing the city's reliance on local fee-based revenues to fund routine maintenance and repairs. This fee provides a stable and growing source of revenue that aligns with the increasing maintenance demands of the expanding transportation network.

Smaller, yet important contributions come from the County Fuel Tax and the Vehicle Registration Fee, each projected to maintain a stable and gradually growing role in funding. As per city policy choice, these funds are primarily allocated to operations & maintenance although some funding is dedicated to capital.

Figure 9: Summary of Operations & Maintenance Transportation Funding

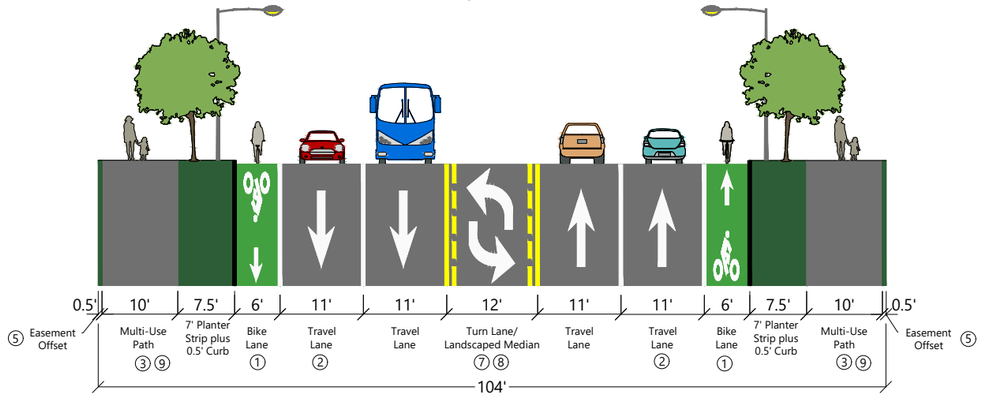


Source: City of Tualatin, 2024 (ECOnorthwest summary)

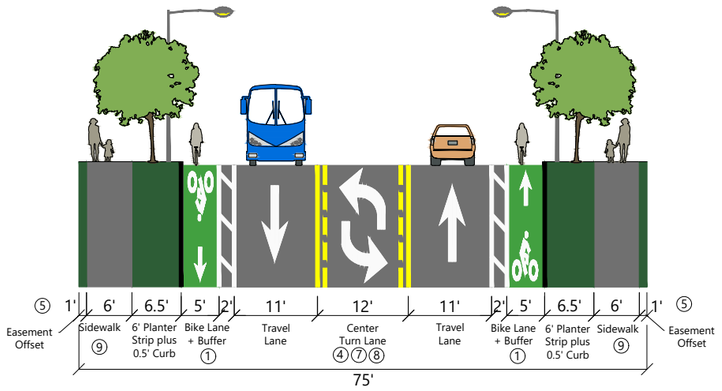
2040 TSP Appendix

Cross-Sections

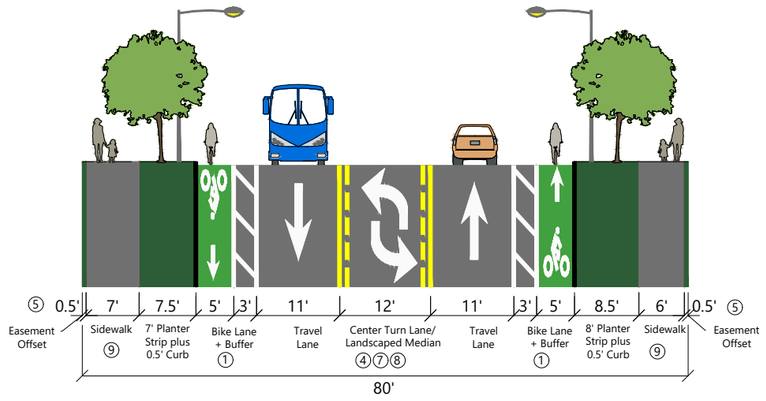
Primary Arterial



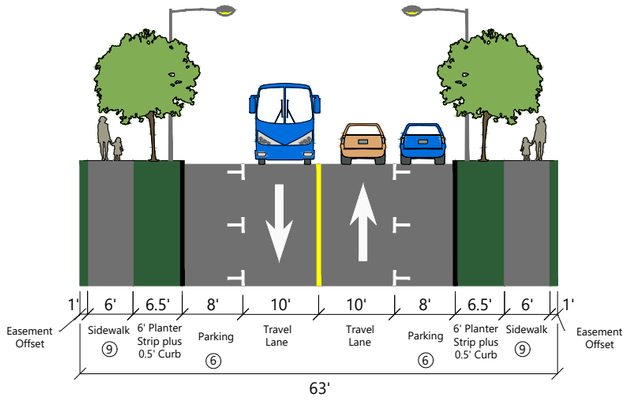
Collectors



Arterial



Neighborhood Route



General Notes

① Additional turn lanes may be required at intersection as determined by the City Engineer based on traffic volumes and/or safety needs as identified in an approved traffic study.

Notes

① The City of Tualatin may allow a 12' multi-use path to be substituted for the sidewalk and bicycle lane on either or both sides. If allowed, the planter strip must be installed between the travel lane and the multi-use path.

② Outside vehicle lanes may be deleted if street is listed as 3-lane Primary Arterial in Tualatin Transportation System Plan

③ Mark for one-way bike and two-way ped traffic.

④ City Engineer may authorize the deletion of center turn lane if they determine 20-year traffic volumes will be less than 8,000 ADT and the center turn lane is not needed for traffic flow and safety.

⑤ Homes must front away from street.

⑥ City Engineer may allow a 6' bike lane in place of on-street parking in non-residential areas with low parking demand as determined by parking study.

⑦ Construct turn lanes within 200ft or to 95th percentile peak hour queue length (as determined by an engineering study) of intersections, whichever is longer. Construct turn lanes within 100ft or 95th percentile peak hour queue length of driveways to multifamily or commercial properties. Construct landscaped medians with 1' shy distance from travel lanes elsewhere.

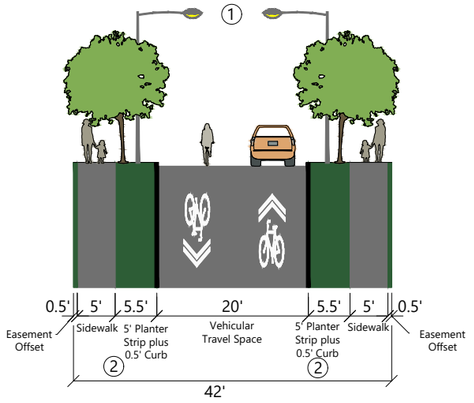
CADD FILE: C:\pboxx\Box_-Projects\PT-Projects\2023Projects\PT23-0085_TualatinTSP\CAD\0085-St-Cross-Section.dwg
Jul 31, 2025

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

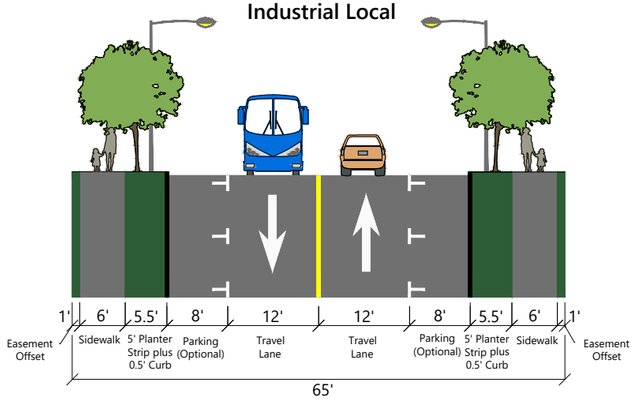
Figure 74-1A

City of Tualatin Transportation System Plan
Typical Roadway Cross Sections

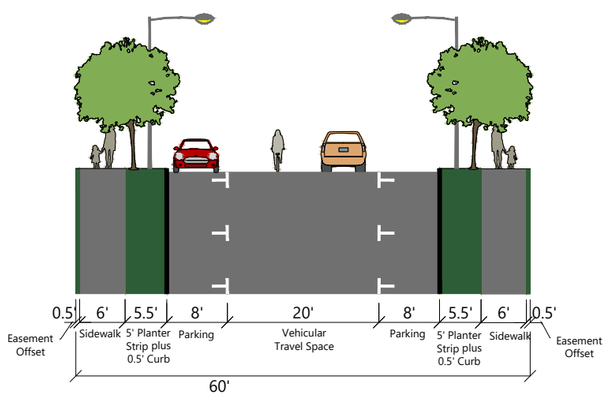
Residential Local



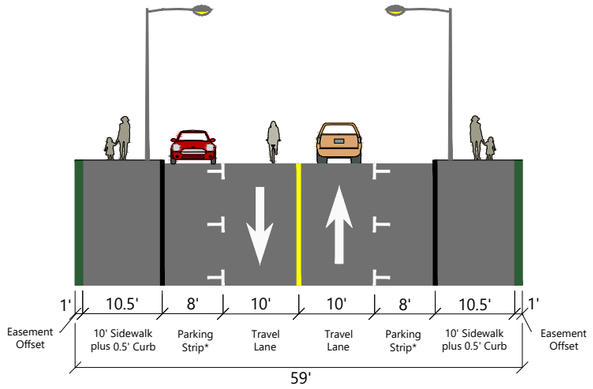
Industrial Local



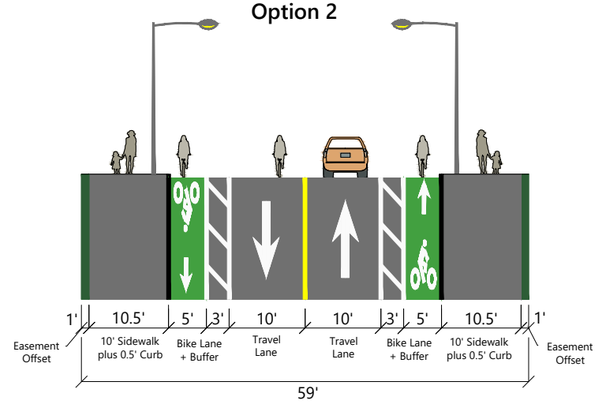
Commercial Local



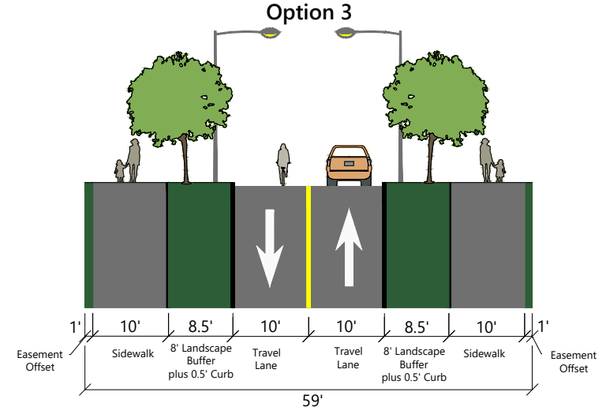
Downtown Connector Option 1



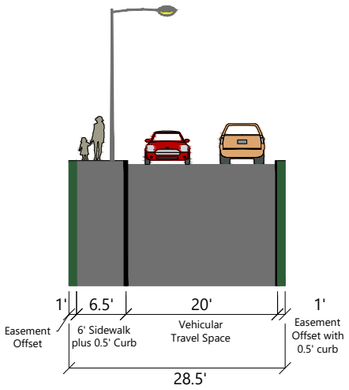
Downtown Connector Option 2



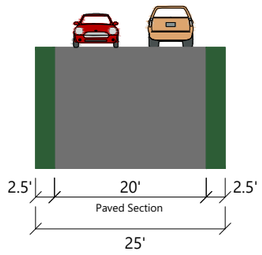
Downtown Connector Option 3



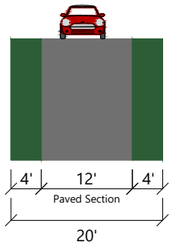
Private Street ③



Alley Way / Shared Access



Flag Lot Access



General Notes

① Local street standard is 32' curb-to-curb with parking on both sides and 5.5' planter strips, 5' sidewalks, and 0.5' easement offset in the 54-foot ROW. City engineer may approve a) 28' curb-to-curb with parking on one side in 50' ROW or b) 20' curb-to-curb with no parking in a 42-foot ROW (or parking in bays in widened ROW) if they determine that driveway density precludes on-street parking or better serves the needs of the public.

② Additional turn lanes may be required at intersection as determined by the City Engineer based on traffic volumes and/or safety needs as identified in an approved traffic study.

Notes

① One standard parking space shall be provided per 50' of local street frontage. Spaces may be parallel, diagonal, or perpendicular to the street and shall be constructed in concrete and drain towards the roadway. These spaces shall be placed within the right-of-way, and shall be between the sidewalk and the street. Acquire/dedicate right-of-way accordingly where parking is provided.

② 5' planter strip (plus 0.5' curb) may be used where parallel parking is provided.

③ Cul-de-sacs allow curb tight reinforced sidewalks with mountable curbs and 48' radius to be back of walk.

Figure 74-1B

City of Tualatin Transportation System Plan
Typical Roadway Cross Sections

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

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Jul 31, 2025

Tualatin Comprehensive Plan

Part II About the Comprehensive Plan
[…]
PLAN IMPLEMENTATION

TECHNICAL MEMORANDA		
Background and Supporting Documents Adopted as part of the Comprehensive Plan		
Title	**Adoption Date**	**Ordinance**
Transportation System Plan (TSP)	August 11, 2025; ~~August 28, 2023; November 25, 2019; April 22, 2019; February 25, 2013~~	1451-25
Stormwater Master Plan	August 12, 2024	1489-24
Economic Opportunities Analysis	August 28, 2023	1480-23
Water Master Plan	July 10, 2023	1476-23
Housing Needs Analysis	December 14, 2020	1450-20
Parks and Recreation Master Plan	November 25, 2019	1427-19
Sewer Master Plan	November 25, 2019	1427-19
Natural Resource Inventory and Local Wetlands Inventory	July 14, 1997	979-97
Historic Resource Technical Study and Inventory	May 24, 1993~~; October 14, 1991~~	894-93; ~~844-91~~
~~Tualatin Drainage Plan~~	~~October 22, 1979~~	~~491-79~~
Area-Specific Concept Plans		
Basalt Creek Parks & Recreation Plan	August 12, 2024	1490-24
Basalt Creek Concept Plan	April 22, 2019	1418-19
Southwest Tualatin Concept Plan	April 25, 2011	1321-11
Northwest Tualatin Concept Plan	June 27, 2005	1191-05

Part III Goals & Policies
[…]

Chapter 8: Transportation

Purpose
This chapter reflects the City's ~~current~~ 2045 Transportation System Plan (TSP) as it applies to development activities and city actions. The Transportation System Plan serves as the principal document for staff, decision makers, and the public to identify the function, performance standards, and location of future transportation facilities, as well as direct resources to fund transportation projects that support anticipated development within Tualatin. ~~guides transportation planning, policy, and investment for Tualatin~~.

Background
The goals and policies contained in Tualatin's Transportation System Plan were developed to guide the long-range planning, development, and management of the City's transportation system. Oregon law requires that the TSP be built around the city's current Comprehensive Plan, ensuring that it can support the expected growth in population and employment. This TSP was developed in alignment with Oregon Revised Statute (ORS) 197.712 and guided by

the Transportation Planning Rule (TPR) OAR 660-012-0000, a rule set by the Department of Land Conservation and Development (DLCD).

The TPR emphasizes the importance of considering all modes of transportation, not just cars. It requires the development of alternative travel options like walking, biking, and public transit, ensuring that the future transportation system is balanced and accessible for everyone. Additionally, the TPR requires cities to update land use and subdivision rules to protect transportation facilities and make sure there are safe, convenient connections between homes, businesses, and workplaces.

Finally, the plan mandates close coordination with county, regional, and state transportation plans, making sure that Tualatin's future transportation system integrates smoothly with the broader network. Coordination with the City's regional partners is particularly important to the successful implementation of these policies. This approach ensures that the City is prepared to grow in a way that's thoughtful, sustainable, and connected. ~~The Tualatin Transportation System Plan (TSP) establishes a long-range vision for the combination of projects, programs, and policies that will achieve Tualatin's transportation goals.~~ The Transportation System Plan is adopted as a technical background document to the Comprehensive Plan as described in Part II.

Goals & Objectives

GOAL 1. ADVANCE OUR LAND USE VISION. CREATE A TRANSPORTATION SYSTEM FOR ALL USERS THAT ENHANCES TUALATIN'S GROWING ECONOMY AND FUTURE LAND USE VISION.

Policy 1.1. Proactively manage a balanced transportation network that is comprised of different roadway functional classes to provide mobility and accessibility for all roadway users.
Policy 1.2. Develop street standards that create safe and reliable multimodal streets. Use AASHTO and MUTCD standards and NACTO guidelines as primary guidance and integrate current best practices from other agencies as appropriate.
Policy 1.3. Design major transportation corridors, arterial routes, highway access, trails, and adjacent land uses in ways that support desired economic development activities and facilitate the efficient movement of people, goods, and services.
Policy 1.4. Encourage transit-oriented development with supportive concentrations of housing and jobs adjacent to frequent transit corridors.
Policy 1.5. Require new development to provide safe access for all modes to and from a publicly dedicated street.
Policy 1.6. Design and construct transportation facilities to meet the requirements of the Americans with Disabilities Act.
Policy 1.7. Develop strategies for access management to enhance safety and mobility.
Policy 1.8. Develop connectivity standards that improve access to destinations, by limiting block lengths, unconnected streets, cul-de-sacs, and other non-through connections.
Policy 1.9. Work cooperatively with railroads operating in Tualatin in facilitating and preserving safe rail freight service to existing and future businesses while mitigating noise impacts on adjacent neighbors.
Policy 1.10. Advocate for regional investments that support managed growth in Tualatin.

GOAL 2. PROVIDE A HIGH QUALITY OF LIFE. SAFELY AND EFFICIENTLY MOVE PEOPLE AND GOODS TO PROVIDE A HIGH QUALITY OF LIFE FOR PEOPLE WHO LIVE, WORK, LEARN, AND PLAY IN TUALATIN.

Policy 2.1. Provide convenient and affordable travel options to jobs, schools, and essential services, particularly for historically marginalized and underserved communities.
Policy 2.2. Develop traffic calming strategies that can be applied to local streets that connect to neighborhood destinations.

Policy 2.3. Develop a safe crossing policy that reduces barriers to walking, rolling, and biking on streets and intersections.
Policy 2.4. Identify bicycle and pedestrian routes to schools, parks, public facilities, and commercial areas; and require appropriate facilities such as sidewalks, trails, and on-street bicycle lanes.
Policy 2.5. Develop a pedestrian-scale lighting policy to increase safety, visibility, and comfort.
Policy 2.6. Develop guidance and encouragement for community use of the right-of-way, including parklets, "streateries", open streets events, and public art.
Policy 2.7. Encourage a resilient transportation network that supports emergency response and disaster recovery.
Policy 2.8. Coordinate with agency partners — including Metro, TriMet, ODOT, Washington and Clackamas County, as well as neighboring cities — to develop safe, reliable, and connected transportation projects which benefit the City of Tualatin and the region as a whole. Alternative routes should be considered to separate local traffic from regional throughways.

GOAL 3. EXPAND OPPORTUNITIES FOR SAFE MULTI-MODAL TRANSPORTATION. EXPAND TRAVEL OPTIONS OF USERS OF ALL AGES, ABILITIES, AND BACKGROUNDS BY IMPROVING OPTIONS FOR WALKING, ROLLING, CYCLING, AND ACCESSING TRANSIT.

Policy 3.1. Develop and facilitate the construction of a citywide low-stress bicycle and micro-mobility network that prioritizes safety and comfort for people of all ages and abilities. This network should target a density of low-stress facilities at least every half-mile in residential and commercial areas.
Policy 3.2. Support "last mile" trips by identifying locations for micro-mobility parking at retail, transit, schools, and other destinations.
Policy 3.3. Require development adjacent to transit routes to provide direct pedestrian accessibility.
Policy 3.4. Prioritize and facilitate the construction of sidewalk and crosswalk gaps adjacent to transit stops, particularly along equity routes. This should include identifying first/last mile barriers to major transit stops.
Policy 3.5. Develop a pedestrian crossing policy that considers maximum spacing between crossings and crossing protection needed based on street characteristics and crossing design.
Policy 3.6. Support TriMet, Ride Connection, and other transit providers in enhancing transit services and amenities, especially along major street corridors and to/ from low-income communities or communities of color.
Policy 3.7. Continue to work with TriMet, ODOT and other regional partners to support existing and planned future commuter rail, high capacity, and other transit service to, from, through and within Tualatin and seek opportunities for increased service frequency and passenger convenience.

GOAL 4. ADVANCE CLIMATE AND HEALTH GOALS. REDUCE GREENHOUSE GAS EMISSIONS FROM THE TRANSPORTATION SYSTEM AND SUPPORT THE CITY'S CLIMATE AND HEALTH GOALS.

Policy 4.1. Support and facilitate emerging technologies to reduce climate impacts from transportation, such as traffic signal optimization, micromobility, mobility as a service, and vehicle electrification.
Policy 4.2. Support land use patterns that reduce vehicle fuel consumption and greenhouse gas emissions and preserve the function of the transportation system.
Policy 4.3. Design capital projects on Tualatin city streets to encourage transit, pedestrian, and bicycle travel along with safe and efficient vehicle travel.
Policy 4.4. Facilitate policies that support the Climate Action Plan goal of net-zero carbon emissions by 2050.
Policy 4.5. Strive to address transportation-related impacts and reverse historical inequity on low-income communities and communities of color in the design, location, and funding of transportation improvements.

Policy 4.6. Identify locations for implementation of mobility hubs – places where multiple forms of transportation are available (such as transit, micro-transit, bike share, and car share) – including placemaking, wayfinding, and information.

Policy 4.7. Support transportation demand management programs that reduce drive-alone trips, offer all travelers more mobility choices, encourage walking, rolling, biking, carpooling, and transit trips, and educate people about the benefits of multimodal transportation.

GOAL 5. INVEST WISELY. MAXIMIZE TRANSPORTATION FUNDING BY EFFECTIVELY MAINTAINING THE TRANSPORTATION ASSETS WE HAVE, FINDING CREATIVE MAINTENANCE SOLUTIONS THAT CAN HELP IMPROVE THE TRANSPORTATION SYSTEM, AND LEVERAGING OUTSIDE FUNDING OPPORTUNITIES.

Policy 5.1. Prioritize transportation projects according to community benefit, including (but not limited to) safety, performance, efficiency and accessibility, as well as considering the associated costs and impacts.

Policy 5.2. Consider equity when making transportation investments, emphasizing projects and programs that serve environmental justice communities and connect underserved areas.

Policy 5.3. Coordinate with regional partners to invest in capital projects that leverage other infrastructure investments or funding sources.

~~**Goal 8.1: Access and Mobility.** Maintain and enhance the transportation system to reduce travel times, provide travel time reliability, provide a functional and smooth transportation system, and promote access for all users.~~

~~**Objectives:**~~
~~(a) Improve travel time reliability/provide travel information for all modes including freight and transit.~~
~~(b) Provide efficient and quick travel between points A and B.~~
~~(c) Provide connectivity within the City between popular destinations and residential areas.~~
~~(d) Accommodate future traffic, bicycle, pedestrian, and transit demand.~~
~~(e) Reduce trip length and potential travel times for motor vehicles, freight, transit, bicycles, and pedestrians.~~
~~(f) Improve comfort and convenience of travel for all modes including bicycles, pedestrians, and transit users.~~
~~(g) Increase access to key destinations for all modes.~~

~~**Goal 8.2: Safety.** Improve safety for all users, all modes, all ages, and all abilities within the City of Tualatin.~~

~~**Objectives:**~~
~~(a) Address known safety locations, including high-crash locations for motor vehicles, bicycles, and pedestrians.~~
~~(b) Address geometric deficiencies that could affect safety including intersection design, location and existence of facilities, and street design.~~
~~(c) Ensure that emergency vehicles are able to provide services throughout the City to support a safe community.~~
~~(d) Provide a secure transportation system for all modes.~~

~~**Goal 8.3: Vibrant Community.** Allow for a variety of alternative transportation choices for citizens of and visitors to Tualatin to support a high quality of life and community livability.~~

~~**Objectives:**~~
~~(a) Produce a plan that respects and preserves neighborhood values and identity.~~
~~(b) Create a variety of safe options for transportation needs including bicycles, pedestrians, transit, freight, and motor vehicles.~~
~~(c) Provide complete streets that include universal access through pedestrian facilities, bicycle facilities, and transit on some streets.~~
~~(d) Support a livable community with family-friendly neighborhoods.~~

(c) Maintain a small-town feel.

Goal 8.4: Equity. Consider the distribution of benefits and impacts from potential transportation options, and work towards fair access to transportation facilities for all users, all ages, and all abilities.

Objectives:
(a) Promote a fair distribution of benefits to and burdens on different populations within the City (that is, low-income, transit-dependent, minority, age groups) and different neighborhoods and employment areas within the City.
(b) Consider access to transit for all users.

Goal 8.5: Economy. Support local employment, local businesses, and a prosperous community while recognizing Tualatin's role in the regional economy.

Objectives:
(a) Support a vibrant city center and community, accessible to all modes of transportation.
(b) Support employment centers by providing transportation options to major employers.
(c) Increase access to employment and commercial centers on foot, bike, or transit.
(d) Consider positive and negative effects of alternatives on adjacent residential and business areas.
(e) Accommodate freight movement.
(f) Facilitate efficient access for goods, employees, and customers to and from commercial and industrial lands, including access to the regional transportation network.

Goal 8.6: Health/Environment. Provide active transportation options to improve the health of citizens in Tualatin. Ensure that transportation does not adversely affect public health or the environment.

Objectives:
(a) Provide active transportation options to area schools to reduce childhood obesity.
(b) Promote active transportation modes to support a healthy public and children of all ages.
(c) Provide interconnected networks for bicyclists and pedestrians throughout the City for all age groups.
(d) Consider air quality effects of potential transportation solutions. Protect park land and create an environmentally sustainable community.
(e) Consider positive and negative effects of potential solutions on the natural environment (including wetlands and habitat areas).

Goal 8.7: Ability to Be Implemented. Promote potential options that are able to be implemented because they have community and political support and are likely to be funded.

Objectives:
(a) Promote fiscal responsibility and ensure that potential transportation system options are able to be funded given existing and anticipated future funding sources.
(b) Evaluate potential options for consistency with existing community, regional, and state goals and policies.
(c) Strive for broad community and political support.
(d) Optimize benefits over the life cycle of the potential option.
(e) Consider transportation options that make the best use of the existing network.
(f) Conduct the planning process with adequate input and feedback from citizens in each affected neighborhood.

Policy Area 8.8 *Functional Classification Policies.* Functional classification policies support the City's transportation goals and objectives. Policies help provide direction for roadways and roadway classifications.

~~**Policy 8.8.1** Major and minor arterials will comprise the main backbone of the freight system, ensuring that freight trucks are able to easily move within, in, and out of the City.~~

~~**Policy 8.8.2** Continue to construct existing and future roadways to standard when possible for the applicable functional classification to serve transportation needs within the City.~~

~~**Policy Area 8.9 *Roadway Policies.*** The following establish the City's policies on roadways.~~
~~**Policy 8.9.1** Implement design standards that provide clarity to developers while maintaining flexibility for environmental constraints.~~

~~**Policy 8.9.2** Ensure that street designs accommodate all anticipated users including transit, freight, bicyclists and pedestrians, and those with limited mobility.~~

~~**Policy 8.9.3** Work with Metro and adjacent jurisdictions when extending roads or multi-use paths from Tualatin to a neighboring City.~~

~~**Policy Area 8.10 *Access Management Policies*** Access management policies are:~~
~~**Policy 8.10.1** No new driveways or streets on arterial roadways within the City, except where noted in the TDC, usually when no alternative access is available.~~

~~**Policy 8.10.2** Where a property abuts an arterial and another roadway, the access for the property shall be located on the other roadway, not the arterial.~~

~~**Policy 8.10.3** Adhere to intersection spacing.~~

~~**Policy 8.10.4** Limit driveways to right-in, right-out (where appropriate) through raised medians or other barriers to restrict left turns.~~

~~**Policy 8.10.5** Look for opportunities to create joint accesses for multiple properties, where possible, to reduce the number of driveways on arterials.~~

~~**Policy 8.10.6** No new single-family home, duplex or triplex driveways on major collector roadways within the City, unless no alternative access is available.~~

~~**Policy 8.10.7** On collector roadways, residential, commercial and industrial driveways where the frontage is greater or equal to 70 feet are permitted. Minimum spacing at 100 feet. Uses with less than 50 feet of frontage shall use a common (joint) access where available.~~

~~**Policy Area 8.11 *Transit Policies.*** The City of Tualatin's policies on public transit are as follows:~~
~~**Policy 8.11.1** Partner with TriMet to jointly develop and implement a strategy to improve existing transit service in Tualatin.~~

~~**Policy 8.11.2** Partner with the Tualatin Chamber of Commerce to support grant requests that would expand the Tualatin Shuttle services.~~

~~**Policy 8.11.3** Partner with TriMet, Metro, and neighboring communities to plan the development of high-capacity transit in the Southwest Corridor, as adopted in the Metro High Capacity Transit System Plan.~~

~~**Policy 8.11.4** Partner with TriMet, Metro, and neighboring communities to plan development of high-capacity transit connecting Tualatin and Oregon City, as adopted in the Metro High Capacity Transit System Plan.~~

Policy 8.11.5 Coordinate with ODOT and neighboring communities on conversations related to Oregon Passenger Rail between Portland and Eugene.

Policy 8.11.6 Develop and improve pedestrian and bicycle connections and access to transit stops.

Policy 8.11.7 Encourage higher-density development near high-capacity transit service.

Policy 8.11.8 Metro in the RTP calls for increased WES service frequency. The City will coordinate with TriMet, Metro, and ODOT to explore service frequency improvements and the possible inclusion of a second WES station in south Tualatin.

In addition to the transit policies included here, Bicycle and Pedestrian Policies, Policy 8.12.7 and Policy 8.12.8 , are applicable to transit.

Policy Area 8.12 *Bicycle and Pedestrian Policies.* The City of Tualatin's policies on bicycle and pedestrian facilities are as follows:
Policy 8.12.1 Support Safe Routes to Schools (SRTS) for all Tualatin schools.

Policy 8.12.2 Work with partner agencies to support and build trails.

Policy 8.12.3 Allow wider sidewalks downtown for strolling and outdoor cafes.

Policy 8.12.4 Add benches along multi-use paths for pedestrians throughout the City (especially in the downtown core).

Policy 8.12.5 Develop and implement a toolbox, consistent with Washington County, for mid-block pedestrian crossings.

Policy 8.12.6 Implement bicycle and pedestrian projects to help the City achieve the regional non-single-occupancy vehicle modal targets in Table 11-1.

Policy 8.12.7 Implement bicycle and pedestrian projects to provide pedestrian and bicycle access to transit and essential destinations for all mobility levels, including direct, comfortable, and safe pedestrian and bicycle routes.

Policy 8.12.8 Ensure that there are bicycle and pedestrian facilities at transit stations.

Policy 8.12.9 Create on- and off-street bicycle and pedestrian facilities connecting residential, commercial, industrial, and public facilities such as parks, the library, and schools.

Policy 8.12.10 Create obvious and easy to use connections between on- and off-street bicycle and pedestrian facilities, and integrate off-street paths with on-street facilities.

Policy Area 8.13 Freight Rail Policies. Following are policies for freight rail:

Policy 8.13.1 Continue to coordinate with PNWR and TriMet to ensure that railroad crossings are safe and have few noise impacts on adjacent neighborhoods

Policy 8.13.2 Look for opportunities to shift goods shipments to rail to help reduce the demand for freight on Tualatin's roads.

Policy 8.13.3 Look for opportunities to create multi-modal hubs to take advantage of the freight rail lines.

Passenger Rail Policies. The City of Tualatin's policies on public transit are described in Policy Area 8.11 as part of the Transit Modal Plan. Those policies that may relate to the existing heavy rail lines in Tualatin include Transit Policies 8.11.3, 8.11.4, 8.11.5, and 8.11.8.

Water, Pipeline, and Air Plan.

This section includes the Water, Pipeline and Air Plans.

(1) *Water Plan.* The Tualatin River is the only large waterway within the City of Tualatin. The river is used primarily for recreation and is open for canoeing and kayaking. Therefore, the TSP does not include any specific policies, programs or projects for the Tualatin River as part of the transportation network. However, several projects are proposed in other sections of the TSP Technical Memorandum (December 2012) to increase access to the river for recreation purposes.

(2) *Pipeline Plan.* A natural gas transmission pipeline and a gasoline pipeline cross through the City. There is no anticipated need to increase pipeline capacity or construct new pipelines through the City, and therefore no such improvements are proposed in the TSP.

(3) *Air Plan.* There are no airports within the City of Tualatin, although several airports are located within 30 miles of the City: the Aurora State Airport, Hillsboro Municipal Airport, and Portland International Airport. These airports meet the commercial, freight, and business aviation needs of Tualatin residents. No plans are proposed to construct airport facilities within the City of Tualatin; existing airports are anticipated to continue serving the citizens of Tualatin adequately.

Policy Area 8.14 Transportation Demand Management Policies. The following policies support other modal plans in the TSP and help Tualatin meet its mode-share targets, as required by the RTP and presented in Table 11-1:

Policy 8.14.1 Support demand reduction strategies, such as ride sharing, preferential parking, and flex-time programs.

Policy 8.14.2 Partner with the Tualatin Chamber of Commerce, the Westside Transportation Alliance, major employers, and business groups to implement TDM programs

Policy 8.14.3 Explore the use of new TDM strategies to realize more efficient use of the City's transportation system

Policy 8.14.4 Support Washington County's regional TDM programs and policies to reduce the number of single-occupancy vehicle (SOV) trips

Policy 8.14.5 Promote the use and expansion of the Tualatin Shuttle program.

Transportation System Management.

(1) Transportation System Management (TSM) measures are designed to increase the efficiency, safety, capacity, and level of service of the transportation system without physically increasing roadway capacity. Typical TSM projects include traffic light synchronization, traffic calming, travel information systems, access management, and parking management strategies. Many of the projects listed in the modal plans—including the Transit, Pedestrian and Bicycle, and Access Management plans—qualify as TSM measures.

Many TSM tools can be implemented inexpensively to help make the existing system work more efficiently. A wide range of TSM strategies are applicable to Tualatin. These are discussed in detail in the TSP Technical Memorandum (December 2012).

Implementation.

~~The construction of roads, storm drainage, water, sewer, and electrical facilities in conjunction with local development activity should be coordinated if the City of Tualatin is to continue to develop in an orderly and efficient way. Consequently, the plans proposed in the TSP Technical Memorandum (December 2012) should be considered in light of developing infrastructure sequencing plans, and may need to be modified accordingly.~~

~~Table 8-1~~
~~Metro Modal Targets~~

~~2040 Regional Designation~~	**~~Non-drive-alone Modal Target~~**	**~~2040 Regional Designation~~**	**~~Non-drive-alone Modal Target~~**
~~Regional Centers~~ ~~Town Centers~~ ~~Main Streets~~ ~~Station Communities~~ ~~Corridors~~ ~~Passenger Intermodal Facilities~~	~~45—55%~~	~~Regional Centers~~ ~~Town Centers~~ ~~Main Streets~~ ~~Station Communities~~ ~~Corridors~~ ~~Passenger Intermodal Facilities~~	~~45—55%~~
~~Industrial Areas~~ ~~Freight Intermodal Facilities~~ ~~Employment Areas~~ ~~Inner Neighborhoods~~ ~~Outer Neighborhoods~~	~~40—45%~~	~~Industrial Areas~~ ~~Freight Intermodal Facilities~~ ~~Employment Areas~~ ~~Inner Neighborhoods~~ ~~Outer Neighborhoods~~	~~40—45%~~

~~Source: Metro's 2035 RTP~~

Tualatin Development Code

Chapter 31 – General Provisions

[…]

TDC 31.060. - Definitions.

As used in this Code, the masculine includes the feminine and the neuter, and the singular includes the plural. For the purposes of the TDC, the following words and phrases, unless the context otherwise requires, mean:

Access Management. City regulations of access to streets, roads, and highways from public roads and private driveways. Regulations may include but are not limited to restrictions on the siting of interchanges, restrictions on the type, number, and location of access to roadways, and use of physical controls, such as signals, channelization, and raised medians. ~~The process of providing and managing access to land while preserving the flow of traffic in terms of safety, capacity, and speed.~~

[…]

At or Near a Major Transit Stop.

At a major transit stop means a parcel that is adjacent to or includes a major transit stop or is located within 200 feet of a major transit stop.

Near a major transit stop means a parcel that is within 300 feet of a major transit stop.

[…]

Bike ~~(Bicycle)~~ Facilities. On and off-street improvements and facilities designed to accommodate or encourage bicycling ~~bicycles~~.

Bike ~~(Bicycle)~~ Lane. The area within the street right-of-way ~~A portion of roadway which has been~~ designated for bicyclists and separated from motorized vehicular traffic by striping, signing, and pavement markings ~~for the preferential or exclusive use of bicyclist~~s.

Bike ~~(Bicycle)~~ Parking, Long-term. Facilities for parking bicycles for stays of more than four hours.

Bike ~~(Bicycle)~~ Parking, Short-term. Facilities for parking bicycles for stays of less than four hours.

Bike ~~(Bicycle)~~ Path. A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the public street right-of-way or within an independent right-of-way or easement.

Bikeway. Any path or roadway facility that is intended for and suitable for bicycle use~~street, road, path or way open to bicycle travel regardless of whether such facilities are designated for the preferential use of bicycles or are to be shared with other transportation modes~~.

[…]

Pedestrian Facilities. On and off-street improvements and facilities that provide a continuous, unobstructed, reasonably direct route between two points that are intended and suitable for pedestrian use. Pedestrian facilities include but are not limited to ~~such as~~ sidewalks, walkways, pedestrian paths, trails, outdoor recreation access routes, and accessways~~, and other amenities designed to accommodate pedestrians~~.

[…]

Chapter 32 – PROCEDURES

TDC 32.010. Purpose and Applicability.

[…]

Table 32-1—Applications Types and Review Procedures

Application/Action	Procedure Type	Decision Body*	Appeal Body*	Pre-Application Conference Required	Neighborhood/ Developer Mtg Required	Applicable Code Chapter
[…]						
Architectural Review						
• Architectural Review (except as specified below) (limited land use)	II	CM	CC	Yes	Yes	TDC 33.020
• Single Family Dwelling, Duplexes, Townhouses, Triplexes, Quadplexes, and Cottage Clusters following Clear and Objective Standards Accessory Dwelling Units (ADUs) following Clear and Objective Standards • Minor AR including façade and landscape modifications	I	CM	Circuit Court	No	No	TDC 33.020
• Commercial Buildings 50,000 square feet and larger • Industrial Buildings 150,000 square feet and larger • Multifamily Housing Projects 100 units and above (or any number of units abutting a single family district)	III	ARB	CC	Yes	Yes	TDC 33.020

•as requested by the CM						
Driveway Approach ~~and Closure~~ Permits (limited land use)	II	CM	CC	No	No	TDC 33.030
[…]						

* City Council (CC); Planning Commission (PC); Architectural Review Board (ARB); City Manager or designee (CM); Land Use Board of Appeals (LUBA).
[…]

Chapter 33 – APPLICATIONS AND APPROVAL CRITERIA

[…]

TDC 33.020. Architectural Review.

[…]

(4) *Application Materials.* The application must be on forms provided by the City. In addition to the application materials required by TDC 32.140 (Application Submittal), the following application materials are also required:

(a) The project name and the names, addresses, and telephone numbers of the architect, landscape architect, and engineer on the project;

(b) Existing conditions plan, site plan, grading plan, utility plan, landscape plan, and lighting plan all drawn to scale;

(c) A street plan showing all existing streets, proposed streets (public and private), and accessways on the subject property and extending 1,000 feet in all directions from the site, including location, centerline, right-of-way and pavement width, approximate radius of curves and approximate grades of proposed streets;

(~~c~~d) A building materials plan that includes a written description and image representation of facade, windows, trim, and roofing materials, colors, and textures;

(~~d~~e) Title report; and

(~~e~~f) A Service Provider Letter from Clean Water Services.

[…]

TDC 33.030. - ~~Permit for New~~ Driveway Approach Permit ~~and Closure Decisions~~.

~~All requests for driveway approaches and closures are as provided in TDC 75.020 and TDC 75.030.~~

(1) *Applicability.* A driveway approach permit must be obtained prior to constructing, relocating, reconstructing, enlarging, or altering any driveway approach.

(a) Exceptions. The following do not require a driveway approach permit:

(i) The construction, relocation, reconstruction, enlargement, or alteration of any driveway approach that requires a state highway access permit; or

(ii) The construction, relocation, reconstruction, enlargement or alteration of any driveway approach that is part of the construction of a publicly or privately engineered public improvement project for which the developer has obtained a Public Works Permit.

(2) *Procedure Type.* A Driveway Approach Permit is processed as a Type II procedure under TDC 32.220 (Type II).

(3) *Specific Submittal Requirements.* In addition to the application materials required by TDC 32.140 (Application Submittal), the following application materials are also required:

(a) A site plan, of a size, and form meeting the standards established by the City Manager and containing the following information:

(i) The location and dimensions of the proposed driveway approach;

(ii) The relationship to nearest street intersection and adjacent driveway approaches;

(iii) Topographic conditions;

(iv) The location of all utilities;

(v) The location of any existing or proposed buildings, structures, or vehicular use areas;

(vi) The location of any trees and vegetation adjacent to the location of the proposed driveway approach that are required to be protected pursuant to TDC Chapter 73B or 73C; and

(vii) The location of any street trees adjacent to the location of the proposed driveway approach.

(b) Identification of the uses or activities served, or proposed to be served, by the driveway approach; and

(c) Any other information, as determined by the City Manager, which may be required to adequately review and analyze the proposed driveway approach for conformance with the applicable criteria.

(4) *Approval Criteria.* A Driveway Approach Permit must be granted if:

(a) The proposed driveway approach meets the standards of Chapter 75 and the Public Works Construction Code;

(b) No site conditions prevent placing the driveway approach in the required location;

(c) The number of driveway approaches onto an arterial are minimized;

(d) The proposed driveway approach, where possible:

(i) Takes access from the lowest classification of street abutting the property; or

(ii) Is shared with an adjacent property.

(e) The proposed driveway approach meets vision clearance standards and sight distance standards;

(f) The proposed driveway approach does not create traffic hazards and provides for safe turning movements and access;

(g) The proposed driveway approach does not result in significant adverse impacts to the vicinity;

(h) The proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections; and

(i) The proposed driveway approach balances the adverse impacts to residentially zoned property and the functionality of adjacent streets.

(5) *Effective Date.* The effective date of a Driveway Approach Permit approval is the date the notice of decision is mailed.

(6) *Permit Expiration.* A Driveway Approach Permit approval expires one year from the effective date, unless the driveway approach is constructed within the one-year period in accordance with the approval decision and City standards.

(7) *Driveway Approach Closure*. The City Manager may require the closure of a driveway approach where:

(a) The driveway approach is not constructed in conformance with the Tualatin Development Code and the Public Works Construction Code;

(b) The driveway approach is not maintained in a safe manner;

(c) A public street improvement project is being constructed, and closure of the driveway approach will more closely conform to the current driveway approach standards;

(d) The driveway approach has been abandoned; or

(e) There is a demonstrated safety issue.

(i) *Notice.* Notice of the driveway approach closure must be given in writing to the property owner and any affected tenants stating the grounds for closure, the date upon which the closure becomes effective, and the right to appeal.

(ii) *Appeals.* Any person entitled to notice under subsection (i) of this section may appeal the decision to the City Council.

(iii) *Effect.* Closure is effective immediately upon the mailing of notice of the decision. Unless otherwise provided in the notice, closure terminates all rights to continue the use of the driveway approach for which the notice of closure has been issued.

(iv) *Failure to Close Driveway.* If the owner fails to close the driveway approach to conform to the notice within 90 days, the City Manager may cause the closure to be completed, and all expenses assessed against the property owner.

[…]

CHAPTER 36 - SUBDIVIDING, PARTITIONS, AND PROPERTY LINE ADJUSTMENTS

[…]

TDC 36.040. Applications and Submittal Requirements.

(1) Applications subject to this Chapter must follow the procedures specified in TDC Chapter 32; however, in case of conflict the procedures specified in TDC Chapter 36 prevail.

(2) Additional Submittal Requirements. In addition to the application materials required by TDC 32.140 (Application Submittal), the following application materials are also required to subdivide, partition, or replat land:

(a) Subdivision or partition plan map;

(b) Proposed plat name, approved by the County Surveyor;

(c) The names, addresses, and contact information of the design engineer and surveyor;

(d) The date the plan was prepared;

(e) North arrow;

(f) Scale of drawing;

(g) Location of the subdivision or partition by 1-4 Section, Township and Range;

(h) Preliminary utility plans for existing and proposed water, sanitary sewer and storm drainage, including the size and grade;

(i) A street plan showing all ~~E~~existing streets, ~~and~~ proposed streets (public and private), and accessways on the subject property and extending 1,000 feet in all directions from the site, including location, centerline, right-of-way and pavement width, approximate radius of curves and approximate grades of proposed streets ~~on the subject property and within three hundred feet of the site~~;

[…]

TDC 36.115. Housing Clear and Objective Tentative Partition Plan Approval Criteria.

Unless the applicant elects to use the discretionary criteria contained in TDC 36.110, for housing applications entitled to clear and objective review pursuant to state statute, the City Manager must approve, conditionally approve, or deny the partition application based on the following criteria:

(1) The proposed land uses is consistent with the land use zone.

(2) The proposed partition complies with all of the following, unless specifically exempt from compliance through a code provision applicable to a special area zone or overlay zone:

(a) The applicable lot dimensions, setbacks, and density requirements for the subject zone and any applicable overlay zones;

(b) The Residential Design Standards in TDC 73A.100 through 73A.130; or Cottage Cluster Design Standards in 73A.150;

(c) The Landscape Standards in 73B.020, 73B.050, and 73B.060;

(d) The Parking Standards in TDC 73C.010 through 73C.090;

(e) The ~~Public~~ Installation of Improvement Requirements in TDC 74.160 ~~74.110 through 74.140~~;

(f) The ~~Right-of-Way~~ Street Standards in ~~74.210,~~ TDC 74.030 and TDC 74.060 ~~74.410~~ through 74.070;

(g) The Greenway, Natural Area, Bike, and Pedestrian Path Requirements in TDC 72 ~~and TDC 74.310~~;

(h) The Easement Requirements in TDC 74.080~~74.320 through 74.350~~;

(i) The Bikeway and Pedestrian Path Requirements in TDC 74.090~~74.450~~;

(j) The Mid-Block Accessway Requirements in TDC 74.100~~74.460~~;

(k) The Street Name and Sign Requirements in TDC 74.130 ~~74.475~~ and 74.140 ~~74.480~~;

(l) ~~The Street Tree requirements in TDC 74.485;~~

(~~m~~) The Utility Standards in TDC 74.110~~74.610 through 74.670~~; TMC 3-02 (Sewer), TMC 3-03 (Water), and TMC 3-5-010 through 35—190 (Stormwater);

(~~n~~m) The Street Tree Standards in TDC 74.150 ~~74.765~~;

(~~o~~n) The Access Management Standards in TDC Chapter 75;

(~~p~~o) The Floodplain Development Standards in TDC Chapter 70;

(~~q~~p) Any applicable Special Setback Standards;

(~~r~~q) Vision Clearance Area in TDC 75.020 ~~75.040(12);~~

(~~s~~r) The Requirements in the Clean Water Services Service Provider Letter;

(~~t~~s) The Surface Water Management Standards in TMC 3-5-200 through 3-5-460;

(~~u~~t) For development in the Wetland Protection District, the requirements in TDC 71;

(~~v~~u) The Existing Structures and Appurtenances Provisions in TDC 36.340; and

(~~w~~v) The applicable Lot Dimensions in TDC 36.400.

(3) The proposed partition will not cause any existing improvements on the proposed lots to be inconsistent with applicable standards in this land use code.

(4) The proposed partition provides for the provision of pedestrian, bicycle and transit circulation among buildings located within the development site, as well as to adjacent and nearby residential areas, transit stops, neighborhood activity centers, office parks, and industrial parks. "Nearby" means uses within ¼ mile that can reasonably be expected to be used by pedestrians, and uses within two miles that can reasonably be expected to be used by bicyclists.

(5) The partition complies with development standards explicitly addressed in the application.

[…]

TDC 36.125. Housing Clear and Objective Tentative Subdivision Plan Approval Criteria.

Unless the applicant elects to use the discretionary criteria contained in TDC 36.120, for housing applications entitled to clear and objective review pursuant to state statute, the City Manager must approve, conditionally approve, or deny the subdivision application based on the following criteria:

(1) The proposed land uses is consistent with the land use zone.

(2) The proposed subdivision complies with all of the following, unless specifically exempt from compliance through a code provision applicable to a special area zone or overlay zone:

(a) The applicable lot dimensions, setbacks, and density requirements for the subject zone and any applicable overlay zones;

(b) The Residential Design Standards in TDC 73A.100 through 73A.130; or Cottage Cluster Design Standards in 73A.150;

(c) The Landscape Standards in 73B.020, 73B.050, and 73B.060;

(d) The Parking Standards in TDC 73C.010 through 73C.090;

(e) The ~~Public~~ Installation of Improvement Requirements in TDC 74.160 ~~74.110 through 74.140~~;

(f) The ~~Right-of-Way~~ Street Standards in ~~74.210,~~ TDC 74.030 and TDC 74.060 ~~74.410~~ through 74.070;

(g) The Greenway, Natural Area, Bike, and Pedestrian Path Requirements in TDC 72 ~~and TDC 74.310~~;

(h) The Easement Requirements in TDC 74.080~~74.320 through 74.350~~;

(i) The Bikeway and Pedestrian Path Requirements in TDC 74.090~~74.450~~;

(j) The Mid-Block Accessway Requirements in TDC 74.100~~74.460~~;

(k) The Street Name and Sign Requirements in TDC 74.130 ~~74.475~~ and 74.140 ~~74.480~~;

(l) ~~The Street Tree requirements in TDC 74.485;~~

(~~m~~) The Utility Standards in TDC 74.110~~74.610 through 74.670~~; TMC 3-02 (Sewer), TMC 3-03 (Water), and TMC 3-5-010 through 35—190 (Stormwater);

(~~n~~m) The Street Tree Standards in TDC 74.150 ~~74.765~~;

(~~o~~n) The Access Management Standards in TDC Chapter 75;

(~~p~~o) The Floodplain Development Standards in TDC Chapter 70;

(~~q~~p) Any applicable Special Setback Standards;

(~~r~~q) Vision Clearance Area in TDC 75.020 ~~75.040(12);~~

(~~s~~r) The Requirements in the Clean Water Services Service Provider Letter;

(~~t~~s) The Surface Water Management Standards in TMC 3-5-200 through 3-5-460;

(~~u~~t) For development in the Wetland Protection District, the requirements in TDC 71;

(~~v~~u) The Existing Structures and Appurtenances Provisions in TDC 36.340; and

(~~w~~v) The applicable Lot Dimensions in TDC 36.400.

(3) The proposed subdivision will not cause any existing improvements on the proposed lots to be inconsistent with applicable standards in this land use code.

(4) The proposed subdivision provides for the provision of pedestrian, bicycle and transit circulation among buildings located within the development site, as well as to adjacent and nearby residential areas, transit stops, neighborhood activity centers, office parks, and industrial parks. "Nearby" means uses within ¼ mile that can reasonably be expected to be used by pedestrians, and uses within two miles that can reasonably be expected to be used by bicyclists.

(5) The subdivision complies with development standards explicitly addressed in the application.

[…]

TDC 36.400. - Lot Dimensions.

(1) Double Frontage and Reverse Frontage.

(a) Double frontage and reversed frontage lots must be avoided except where essential to provide separation of residential development from railroad tracks or crossings, traffic on arterials or collectors, adjacent nonresidential uses, or to overcome specific disadvantages of topography and orientation.

(b) ~~Residences on double frontage lots must be oriented towards the lower classification street adjacent to the lot:~~ Vehicular access on double frontage lots must be oriented towards the lowest classification street adjacent to the lot as follows:

(i) ~~Local street instead of collector or arterial; and~~ Alley;

(ii) ~~Collector street instead of arterial.~~ Local street; or

(iii) Neighborhood route.

~~(c) If two local streets are adjacent to a series of adjacent double frontage lots, then residences on all such lots must be oriented towards the same local street.~~

2) *Large Lots.* When subdividing, partitioning or adjusting land into large lots which at some future time are possible to be resubdivided, repartitioned, or readjusted to a size which more closely conforms to the other lots in the subdivision or area, the applicant must submit a future streets plan. The future streets plan must indicate that proposed large lots be of such size and shape and contain such building site restrictions as will provide for the extension and opening of streets at such intervals and the subsequent division of any such large lot into smaller size lots which meet the requirements of the TDC.

(3) *Side Lot Lines.* The side lines of lots, as far as practicable, must run at right angles to the street upon which the lots face.

(4) *Lot Size and Shape.* The lot size, width, shape and orientation must be appropriate for the location of the lot and comply with the zone (planning district) standards for the type of development and use contemplated.

(5) *Frontage on Public Streets.* All lots created after September 1, 1979 must abut a public street, except for the following:

(a) Secondary condominium lots, which must conform to TDC 73C and TDC 75;

(b) Lots and tracts created to preserve wetlands, greenways, Natural Areas and Stormwater Quality Control Facilities identified by TDC Chapters 71, 72, and ~~the Surface Water Management Ordinance,~~ TMC Chapter 3-5 Surface Water Management ~~respectively~~, or for the purpose of preserving park lands in accordance with the Parks and Recreation Master Plan;

(c) Residential lots where frontage along a public street is impractical due to physical site restraints. Access to lots ~~must~~ may be provided by ~~occur via~~ a private street under the provisions of Chapter 74.060 ~~shared driveway within a tract~~. The private street ~~tract~~ must have no adverse impacts to surrounding properties or roads and may only be approved if it meets the following criteria:

~~(i) Does not exceed 250 feet in length;~~

~~(ii) If the tract exceeds 150 feet in length, it has a turnaround facility as approved by the Fire Marshal for fire and life safety;~~

~~(iii) The tract does not serve more than six lots;~~

(i~~v~~) A public street is not needed to provide access to other adjacent properties as required by TDC Chapter 74;

(iiv) A recorded document providing for the ownership, use rights, and allocation for liability for construction and maintenance has been submitted to the City Manager prior to issuance of a building permit; and

(~~v~~ii) Access easements have been provided to all properties needing access to the driveway.

(d) Lots in the Manufacturing Park Zone Planning District which have access to the public right-of-way in accordance with TDC 73C and TDC Chapter 75 via permanent access easement over one or more adjoining properties, creating uninterrupted vehicle and pedestrian access between the subject lot and the public right-of-way.

[…]

CHAPTER 38 – SIGN REGULATIONS

[…]

TDC 38.110. - Sign Types.

[…]

(12) *Lawn Signs.* Lawn signs may be erected subject to the following limitations without first obtaining a sign permit. The purpose of lawns signs is to allow property owners and real estate agencies to show that a property or building is for sale or rent, and to display political messages.

[…]

(c) For undeveloped land in multi-family, institutional, commercial and industrial planning districts.

(i) They shall be temporary pole or monument signs.

(ii) Number: On a property being offered for sale, one per public street frontage. An unlimited number of additional lawn signs may be erected during the period 60 days prior to and extending no more than 12 days after a general, primary or special election.

(iii) Number of Sides: No more than two.

(iv) Height of Sign: No higher than 12 feet. Additional lawn signs erected during the election period specified above shall be no higher than three feet.

(v) Sign Face Area: No greater than 64 square feet for properties fronting on arterial or collector streets, and no greater than 32 square feet for properties fronting on connectors, neighborhood routes, or local streets. Additional lawn signs erected during the election period specified above shall be no more than four square feet.

(vi) Illumination: Not permitted.

(vii) Consent: They shall be erected with the documented consent of the property owner or authorized representative.

[…]

TDC 38.190. - Signs Permitted in the Office Commercial (CO) and Mid-Rise Office Commercial (CO/MR) Planning Districts.

(1) No sign shall be permitted in the CO and CO/MR Planning Districts for permitted and conditional uses except the following:

(a) Monument signs are permitted~~.~~, ~~I~~if a Major Commercial Center Directory Sign is not used~~.~~. ~~t~~The following standards apply~~.~~:

(i) Number: One per frontage on a public street right-of-way with a maximum of two, except in the CO/MR District where the maximum of two does not apply, and no more than one on each frontage.

(ii) Number of Sides: No more than two.

(iii) Height Above Grade: No higher than ten feet.

(iv) Area: No more than 32 square feet.

(v) Illumination: Indirect or internal.

(vi) Location: No greater than 30 feet from the frontage property line along the public right-of-way.

(b) ~~If a~~ Major Commercial Center Directory Signs ~~is used,~~ are permitted in Major Commercial Centers. ~~t~~The following standards apply:

(i) ~~The Directory~~ Signs shall be freestanding monument signs.

(ii) Number: Up to two signs per center. ~~The Directory Signs are allowed in a Major Commercial Center in CO, CO/MR, Planning Districts.~~

(iii) Number of Sides: no more than two. ~~A Major Commercial Center may choose to erect up to two Major Commercial Center Directory Signs for the center.~~

(iv) Height of Sign: No higher than eight feet. ~~Location on Site: A Major Commercial Center Directory sign shall be located out of the public right-of-way and adjacent to a private driveway or turnout in a manner that will be visually accessible to the public street and allow a driver to safely pull up and view the sign from their vehicle. The sign shall be located no greater than 50 feet from frontage property line along the public right-of-way and shall not be located within 50 feet of a Major Collector or Arterial Street right-of way.~~

(v) Sign Face Area: No more than 100 square feet. Copy may be up to two inches in height, except that 20 percent of the sign face area may have copy up to ten inches. Map size is not restricted by this subsection. ~~Location as Part of a Fence: Not permitted.~~

(vi) Illumination: Indirect or internal.

(vii) Location: Outside of the public right-of-way and adjacent to a private driveway or turnout in a manner that will be visually accessible to the public street and allow a driver to safely pull up and view the sign from their vehicle. The sign shall be located greater than 50 feet from an arterial or collector street frontage.

~~Number of Sides: no more than two.~~

~~Height of Sign: No higher than eight feet.~~

~~Sign Face Area: a Major Commercial Center Directory sign may be up to 100 square feet.~~

~~Illumination: Indirect or internal.~~

~~Height of Copy: No higher than two inches, except that 20 percent of the sign face area may have copy up to ten inches. Map size is not restricted by this subsection.~~

~~Location as Part of a Fence: Not permitted.~~

[…]

CHAPTER 39 – USE CATEGORIES

[…]

TDC 39.640. - Transportation Facilities.

(1) *Characteristics.* Transportation Facilities are any physical facility constructed for the movement of people or goods.

(2) *Examples of Uses.*

- The operation, maintenance, repair and preservation activities of existing facilities including but not limited to road, bicycle, pedestrian and rail facilities
- Bus stops, shelters and other elements of the transit system (as defined in TDC 31.060 ~~39.060~~).
- The installation of improvements including but not limited to culverts, fencing, guardrails, landscaping, lighting, medians and pathways within the existing right-of-way.
- Emergency transportation measures necessary for the safety and protection of people and property.
- Acquisition of right-of-way for public roads, highways and other transportation improvements designated in the Transportation System Plan ~~TDC Chapter 11~~.
- Construction of a street or road as part of an approved subdivision, land partition, architectural review or other land use decision consistent with the TDC.

(3) *Exceptions.*

- Electricity, sewage and water systems are classified as Basic Utilities.
- School bus yards are classified as Vehicle Storage.
- Transit vehicle storage and maintenance yards are classified as Vehicle Storage.

[…]

CHAPTER 51 – NEIGHBORHOOD COMMERCIAL ZONE (CN)

[…]

TDC 51.310. Additional Development Standards.

(1) *Building and Driveway Orientation.* All commercial uses in CN District must be oriented and have primary driveway access to an ~~A~~arterial or ~~Major C~~collector street. No more than one driveway may access ~~Minor Collector~~ a neighborhood route~~,~~ or ~~L~~local ~~Residential, or Cul-De-Sac~~ street.

(2) *Building Design.* All commercial buildings must be of a general residential character, including the following design elements:

(a) *Facade Design.* All building facades must be of wood or brick and, if painted, must be in muted, earth tone colors.

(b) *Roof Forms.* All roofs must be compatible with the surrounding residential area as determined through the Architectural Review process.

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CHAPTER 73B – LANDSCAPE STANDARDS

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TDC 73B.040. - Additional Minimum Landscaping Requirements for Nonresidential Uses.

(1) *General.* In addition to requirements in TDC 73B.020, nonresidential uses, except those located in the Mixed-Use Commercial (MUC) zone which has its own standards, must comply with the following:

(a) All areas not occupied by buildings, parking spaces, driveways, drive aisles, pedestrian areas, or undisturbed natural areas must be landscaped.

(i) This standard does not apply to areas subject to the Hedges Creek Wetlands Mitigation Agreement.

(b) Minimum 5-foot-wide landscaped area must be located along all building perimeters viewable by the general public from parking lots or the public right-of-way, but the following may be used instead of the 5-foot-wide landscaped area requirement:

(i) Pedestrian amenities such as landscaped plazas and arcades; and

(ii) Areas developed with pavers, bricks, or other surfaces, for exclusive pedestrian use and contain pedestrian amenities, such as benches, tables with umbrellas, children's play areas, shade trees, canopies.

(c) Five-foot wide landscaped area requirement does not apply to:

(i) Loading areas;

(ii) Bicycle parking areas;

(iii) Pedestrian egress/ingress locations; and

(iv) Where the distance along a wall between two vehicle or pedestrian access openings (such as entry doors, garage doors, carports and pedestrian corridors) is less than eight feet.

(d) Development that abuts an RL or MP Zone must have landscaping approved through Architectural Review and must provide and perpetually maintain dense, evergreen landscaped buffers between allowed uses and the adjacent RL and MP zones.

(e) Landscape screening provisions are superseded by the vision clearance requirements of Figure ~~73B-4~~ 73-2.

(2) *Wetland Buffer.* Wetland buffer areas up to 50 feet in width may be counted toward the required

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TDC 73B.050 - Additional Minimum Landscaping Requirements for all uses in the Mixed Use Commercial Zone.

(1) *General.* In addition to requirements in TDC 73B.020, all uses within the Mixed-Use Commercial (MUC) zone, must comply with the following:

(a) All areas not occupied by buildings, parking spaces, driveways, drive aisles, pedestrian areas, or undisturbed natural areas must be landscaped:

(i) This standard does not apply to areas subject to the Hedges Creek Wetlands Mitigation Agreement.

(b) A landscape area may be occupied by utilities, screening, sidewalks, bikeways; and

(c) Landscape screening provisions are superseded by the vision clearance requirements of Figure ~~73B-4~~ 73-2.

(2) *Standards.* The matrices in Tables 73B-3 and 73B-4 must be used in calculating widths of landscape buffer areas, as well as screening improvements to be installed between proposed uses and abutting uses. Landscape buffers are not required between abutting uses that are of a different type when the uses are separated by a street.

(a) *Buffer.* The minimum improvements within a buffer area must include landscaping and screening specified in Tables 73B-3 and 73B-4. Landscape improvements must meet the following specifications:

(i) At least one row of trees must be planted. Deciduous trees must be a minimum of two-inch caliper at four feet in height and evergreen trees must be a minimum height of five feet high at the time of planting. Spacing for trees must be as follows:

(A) Small or narrow-stature trees, under 25 feet tall or less than 16 feet wide at maturity must be spaced not more than 15 feet apart;

(B) Medium-sized trees between 25 feet to 40 feet tall and with 16 feet to 35 feet wide branching at maturity must be spaced not more than 30 feet apart;

(C) Large trees, over 40 feet tall and with more than 35 feet wide branching at maturity, must be spaced not more than 30 feet apart.

(ii) At least ten five-gallon shrubs or 20 one-gallon shrubs must be planted for each 1,000 square feet of required buffer area;

(iii) The remaining area must be planted in lawn or other living ground cover.

(b) *Screening.* Where screening is specified in Tables 73B-3 and 73B-4, the following standards apply, in addition to those required for buffering:

(i) The prescribed heights of required screening must be measured from the actual adjoining level of finished grade, except that where parking, loading, storage or similar areas are located above finished grade, the height of fences, walls or landscaping required to screen such areas or space shall be measured from the level of such improvements. When the use to be screened is located downhill from the adjoining use, the prescribed heights of required fences, walls, or landscape screening must be measured from the actual grade of the adjoining property. In this case, fences and walls may exceed the permitted six foot height at the discretion of the City Manager, as a condition of approval. When steep grades make the installation of walls, fences, or landscaping to the required height impractical, a detailed landscape/screening plan must be submitted for approval;

(ii) A hedge of narrow or broad leaf evergreen shrubs must be planted which will form a four-foot high continuous screen within two years of planting; or

(iii) An earthen berm planted with narrow or broad leaf evergreen shrubs must be provided which will form a continuous screen of the height specified in Table 73B-4 within two years. The unplanted portion of the berm shall be planted in lawn or other living ground cover: or

(iv) A fence or wall of the height specified in Table 73B-4 must be constructed of materials commonly used in the construction ~~offences~~ of fences and walls such as wood, stone, rock or brick, or as determined in the Architectural Review process and provide a continuous sight obscuring screen.

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CHAPTER 73G MASONRY WALL STANDARDS

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TDC 73G.020. Applicability.

(1) New Construction of Access-Restricted Lot Lines in the RL and RML Zones. A masonry wall is required to be installed for all properties in the RL and RML zones that meet either of the following:

(a) The property has access-restricted lot lines abutting the following streets for a distance greater than 60 feet:

(i) ~~Major c~~Collectors;

(ii) ~~Minor collectors~~ Arterials; or

(iii) ~~Major~~ Primary arterials~~;~~.

~~(iv) Minor arterials;~~

~~(v) Expressway right-of-way; or~~

~~(vi) Interstate highway.~~

(b) No existing masonry wall is located along an access restricted lot line and more than 50 percent of masonry walls are constructed along the abutting access restricted street to the nearest intersecting streets, or hypothetical extensions thereof on both sides of the subject property (See Figure 73-5 for illustration), meet the masonry wall standard, then any new masonry wall must be in conformance with the required design standards.

(2) Subdivisions and Partitions of Access-Restricted Lot Lines in the RL and RML Zones. A masonry wall is required to be installed for all subdivisions and partitions in the RL and RML zones that have access-restricted lot lines abutting the following streets for a distance greater than 60 feet:

(a) ~~Major c~~Collectors;

(b) ~~Minor collectors~~ Arterials; or

(c) ~~Major~~ Primary arterials~~;~~.

~~(d) Minor Primary arterials;~~

~~(e) Expressway right-of-way; or~~

~~(f) Interstate highway.~~

(3) Replacement and Repair of Nonconforming Masonry Wall.

(a) Where a nonconforming masonry wall exists and 60 percent or more of the length of the masonry wall is removed, the entire length of the masonry wall must comply with current standards if more than 50 percent of masonry walls are constructed along the abutting access restricted street to the nearest intersecting streets, or hypothetical extensions thereof on both sides of the subject property (See Figure 73-6 for illustration).

(b) The repair or replacement of the masonry wall must be completed within six months from the date that any portion of the masonry wall is removed.

(4) Exceptions to Masonry Wall Location or Configuration. The following exceptions apply to the masonry wall location or configuration requirements:

(a) Where the City Manager determines that vehicular access is to be provided from the arterial/collector ~~/expressway~~ to a parcel or lot abutting the arterial/collector~~/expressway~~, the masonry wall is not required along the arterial/collector~~/expressway~~ frontage of that particular parcel or lot.

(b) For public streets classified as an arterial/collector~~/expressway~~, where the City Manager determines that an opening or passage through the masonry wall must be provided, the masonry wall must include such required opening. ~~The same must be provided in masonry walls along state-owned interstate highways when required by the state or Tualatin Valley Fire & Rescue or the City Manager.~~

(c) All vision clearance requirements must be met.

(d) The City Manager, in the case of public streets classified as an arterial/collector~~/expressway~~, ~~or the state in the case of state-owned interstate highways,~~ may require an alternate location or configuration of the masonry wall alignment to accommodate stormwater facilities, easements, or other requirements, such as, but not limited to, bicycle paths, multi-use paths, or for maintenance purposes.

~~(e) For state-owned interstate highways, where an area of vegetation at least 200 linear feet in width runs parallel to the interstate highway and forms a visual, esthetic or acoustic barrier, or land in a Natural Resource Protection Overlay (NRPO) district or other protected area as defined in TDC Chapter 72 runs parallel to the interstate highway, and such land is located between the interstate highway property line and the developable area of a property being developed in the RL or RML Planning District, a masonry wall is not required. Where the area of vegetation is less than 200 linear feet in width, the required masonry wall must be located entirely outside the vegetated, NRPO or other protected area and as close as physically possible to, approximately parallel with, the edge of said vegetated, NRPO or other protected area on the developable portion of the property being developed.~~

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CHAPTER 74 PUBLIC AND PRIVATE TRANSPORTATION FACILITIES AND UTILITIES ~~IMPROVEMENT REQUIREMENTS~~

~~In General~~

~~Improvements~~

~~Right-of-Way~~

~~Easements and Tracts~~

~~Utilities~~

~~*IN GENERAL*~~

TDC 74.010. Purpose.

~~The City's Community Plan sets forth the requirements for providing adequate transportation and utility systems to serve the community's present and future needs. Land development without adequate transportation and utility systems will adversely affect the overall economic growth of the City and cause undue damage to the public health and welfare of its citizens. Consequently, the City finds that it is in the public interest to require land development to meet the following improvement requirements.~~ The purpose of this chapter is to provide construction standards for the implementation of public and private facilities and utilities such as streets, water mains, sewers, and drainage.

TDC 74.020. ~~Authority~~Applicability.

(1) Unless otherwise provided, construction, reconstruction or repair of public and private transportation facilities and utilities must comply with the provisions of this chapter. No development may occur and no land use application may be approved unless the public and private facilities related to development comply with the requirements established in this chapter and adequate public facilities are available. Applicants may be required to dedicate land and build required improvements only when the required exaction is directly related to and roughly proportional to the impact of the development.

(2) Development must also comply with the applicable requirements of the Tualatin Municipal Code, Tualatin Public Works Construction Code, and Clean Water Services Design and Construction Standards.

(3) Adjustments to the provisions in this chapter related to transportation facility and utility improvements shall be requested as an exception in conjunction with an Architectural Review, Subdivision, Partition, or Driveway Approach Permit application consistent with the requirements of 74.040. Adjustment to the provisions in this chapter requested under 74.040 may also be requested as a separate application through a Type II procedure.

~~(1) The City Manager may develop standard forms, including but not limited to deeds, easements, interim access agreements, escrow agreements, street improvement agreements, subdivision compliance agreements and agreements to dedicate right-of-way, to include the contents and warranties when they are submitted, and the procedure for implementation necessary to carry out the purpose of this chapter.~~

~~(2) Easements submitted on a final plat or on a separate easement form must be subject to this chapter.~~

~~(3) Supervision of Planting. The City Manager has jurisdiction over all trees, plants and shrubs planted or growing in or upon the public rights-of-way of the City and their planting, removal, care, maintenance and protection. The City Manager is to enforce these provisions.~~

TDC 74.030. Street Standards.

(1) *Improvement Standards*. Street improvements must comply with the following standards:

(a) Dedication and improvement to existing or future streets adjacent to or located on property proposed for development must be made consistent with Figures 74-1A through 74-1B. Right-of-way dedication must be for the full width of the property abutting the roadway and slope and utility easements. For development applications that will impact existing streets not adjacent to the applicant's property and require construction of street improvements to mitigate those impacts, which would require additional right-of-way, the applicant must be responsible for obtaining the necessary right-of-way from the applicable property owner(s).

(i) For subdivisions or partitions, the dedication must be shown on the final subdivision or partition plat prior to approval of the plat by the City, or prior to releasing the security provided by the applicant to assure completion of such improvements or as otherwise specified in the development application approval.

(ii) For all other developments, the dedication must be made to the City for use by the public prior to issuance of a Certificate of Occupancy, release of a Construction Improvement Bond, or Final Approval, whichever comes first.

(b) Where development abuts an existing street, the improvement required must apply only to that portion of the street right-of-way located between the property line of the parcel proposed for development and the centerline of the right-of-way, plus any additional pavement and right-of-way dedication beyond the centerline necessary to meet requirements for tapering in accordance with the Public Works Construction Code.

(c) All required street improvements must include curbs, sidewalks with appropriate buffering, storm drainage, street lights, street signs, street trees, and, where designated, bikeways and transit facilities.

(d) In addition to land adjacent to an existing or proposed street, the requirements of this section apply to land separated from such a street only by a railroad right-of-way.

(e) The applicant must comply with the requirements of the Oregon Department of Transportation (ODOT), Tri-Met, Washington County, and Clackamas County when a proposed development site is adjacent to a roadway under any of their jurisdictions, in addition to the requirements of this chapter.

(f) Intersections must be improved to operate at a level of service of at least D for signalized, all-way-stop, and roundabout intersections and at least E for other unsignalized intersections.

(2) *Street Connectivity and Future Street Extensions*. Streets must be extended to the proposed development site boundary and must comply with the minimum location, orientation, and spacing identified in the Functional Classification Plan (Comprehensive Plan Map 8-1), Local Streets Plan (Comprehensive Plan Map 8-3), Typical Street Design Standards (Figures 74-1A through 74-1B), Access Management (Chapter 75), and the following standards:

(a) Local streets and major driveways, as defined in TDC 31.060, proposed as part of new residential or mixed residential/commercial developments must comply with the following standards:

(i) Maximum Block Length and Perimeter.

(A) The block length shall not exceed 400 feet, and the block perimeter shall not exceed 1,600 feet, except where prevented by barriers.

(B) The maximum block length and perimeter standard may be met with a full street connection, an alley that conforms with the standards in TDC 74.070, or a mid-block pedestrian and bicycle accessway that conforms with the standards in TDC 74.100.

(ii) Cul-de-sacs.

(A) Where provided, cul-de-sacs and closed-end streets must be no longer than 200 feet and shall provide access to no more than 25 dwelling units, except for streets stubbed to future developable areas.

(B) If the end of a proposed cul-de-sac or other closed-end street is within 150 feet of a street or other public pedestrian facility, a bicycle and pedestrian accessway shall connect the cul-de-sac/closed-end street to the pedestrian facility, unless prevented by barriers. The accessway connection must meet the standards in TDC 74.100.

(b) For residential or mixed residential/ commercial redevelopments of a site over 2 acres that does not meet the block length or connectivity standards in TDC 74.030(2)(a), new connections meeting these standards shall be required, provided the City Manager makes findings that the required improvements have a clear nexus with, and are roughly proportional to, the development's impacts.

(c) Streets proposed as part of new industrial or commercial development must comply with Functional Classification Plan (Comprehensive Plan Map 8-1).

TDC 74.040. Exceptions.

(1) When, in the opinion of the City Manager, the construction of improvements in accordance with TDC 74 would result in the creation of a hazard, or would be impractical, or would be detrimental to the City, the City Manager may modify the scope of the required improvement to eliminate such hazardous, impractical, or detrimental results. Examples of conditions requiring modifications to improvement requirements include but are not limited to horizontal alignment, vertical alignment, significant stands of trees, fish and wildlife habitat areas, the amount of traffic generated by the proposed development, timing of the development or other conditions creating hazards for pedestrian, bicycle or motor vehicle traffic. The City Manager may determine that, although an improvement may be impractical at the time of development, it will be necessary at some future date. In such cases, a written agreement guaranteeing future performance by the applicant in installing the required improvements must be signed by the applicant and approved by the City. It is the intent of Figures 74-1A through 74-1B to allow for modifications to the standards when deemed appropriate by the City Manager to address fish and wildlife habitat.

(2) When the City Manager determines that modification of the improvement requirements in TDC 74.030 is warranted pursuant to subsection (1) of this section, the City Manager must prepare written findings of modification. These findings and a determination by the City Manager must be included in the subject application for development, or the applicant may request a separate determination under this section pursuant to the Type II process.

TDC 74.050. Traffic Study.

(1) A traffic study must be provided with an application for development or when any of the following is proposed:

(a) A plan amendment;

(b) An increase in average daily site traffic volume generation of more than 100 trips;

(c) An increase in peak hour site traffic volume generation of more 20 trips;

(d) An increase in site traffic that results in queuing within the public right-of-way; or

(e) An increase in site traffic where the location of an existing or proposed access driveway does not meet minimum sight distance requirements or is located on a street that is designated as restricted in TDC 75.

(2) The traffic study must include, at a minimum:

(a) An analysis of the existing situation, including the level of service on adjacent and impacted facilities;

(b) An analysis of any existing safety deficiencies;

(c) Proposed trip generation and distribution for the proposed development;

(d) Projected levels of service on streets on which the property has frontage or takes access or contributes 5 percent or more to total daily or peak hour traffic volumes;

(e) Recommendation of necessary improvements to ensure an acceptable level of service for roadways and a level of service of at least D for signalized, all-way stop, and roundabout intersections and at least E for unsignalized intersections, after the future traffic impacts are considered; and

(f) The study must be conducted by a registered engineer in the state of Oregon.

TDC 74.060. Private Streets.

In new residential or mixed residential/commercial developments, private streets may be used to provide vehicular access to a site, provided they comply with the following standards:

(1) The private street must be limited to 150 feet in length;

(2) Private streets must comply with minimum block length, public street spacing standards, and local street connectivity as shown on the Local Streets Plan (Comprehensive Plan Map 8-3);

(3) If the terminus of the private street is within 150 feet of a street or other public pedestrian facility, a bicycle and pedestrian accessway shall connect the private street to the pedestrian facility, unless prevented by barriers. The accessway connection must meet the standards in TDC 74.100; and

(4) Be constructed in accordance with the Typical Street Design Standards (Figures 74-1A through 74-1B) and in accordance with all federal ADA standards and regulations.

TDC 74.070. Public Alleys.

In new residential or mixed residential/commercial developments, public alleys may be used to provide vehicular access to a site, provided they comply with the following standards:

(1) Alleys with a single access point must be limited to 150 feet;

(2) The alley must be at least 25 feet wide, with a paved width of at least 20 feet;

(3) Mountable curbs shall be installed with a minimum width of 6 inches;

(4) The alley must meet minimum fire access requirements;

(5) Each lot abutting an alley must also have frontage on a public street. Vehicle access must be derived from the alley; and

(6) The alley must be dedicated as public right-of-way and be constructed in accordance with the Typical Street Design Standards (Figures 74-1A through 74-1B) and in accordance with all federal ADA standards and regulations.

TDC 74.080. Easements.

(1) Easements shall be required for the following:

(a) Greenways, natural areas, and bikeway and pedestrian paths;

(b) Slope areas necessary to support street improvements, accessways, or utility improvements;

(c) Public utilities, such as water, sanitary sewer, storm drainage, electric lines, cable, and gas;

(d) Watercourse or drainage way areas that traverse development; and

(e) Public improvement maintenance.

(2) For subdivision and partition applications, easement areas must be dedicated to the City on the final subdivision or partition plat, prior to approval of the plat by the City.

(3) For all other development applications, easement dedications must be submitted to the City Manager. The applicant must obtain City acceptance of the easement dedication prior to issuance of building permits or release of construction improvement bonds, whichever comes first.

(4) When off-site public utility easements are required to serve the proposed development, the public utility easement must have an 8-foot width adjacent to the street.

(5) When storm water easements are required, the easement must be sized to accommodate the existing water course and all future improvements in the drainage basin. There may be additional requirements as set forth in TDC Chapter 72, Greenway and Riverbank Protection District.

(6) All easements dedicated to the City during the development application process must be surveyed, staked, and marked with a City approved boundary marker, prior to acceptance by the City.

TDC 74.090. Bikeways and Pedestrian Paths.

(1) Where proposed development abuts or contains an existing or proposed bikeway, pedestrian path, or multi-use path identified in the Bicycle and Pedestrian Plan (Comprehensive Plan Map 8-4), it must be constructed within an easement or dedication provided to the City.

(2) Where required, bikeways and pedestrian paths must be provided as follows:

(a) Bike and pedestrian paths must be constructed and surfaced in accordance with the Public Works Construction Code.

(b) The applicant must install the striping and signing of the bike lanes and shared roadway facilities, where designated.

TDC 74.100. Mid-Block Accessways.

Mid-block accessways in residential, commercial and industrial subdivisions and partitions may be used in-lieu of full street connections and must meet the following standards.

(1) Accessways must be constructed by the applicant and created within public rights-of-way, public tracts, or private tracts with public access easements. If created within a public right-of-way or tract, the accessway must be dedicated to the City on the final residential, commercial or industrial subdivision or partition plat, and accepted by the City.

(2) Accessways must be provided between the proposed subdivision or partition and all of the following locations that apply:

(a) Adjoining publicly-owned land intended for public use, including schools and parks. Where a bridge or culvert would be necessary to span a designated greenway or wetland to provide a connection, the City may limit the number and location of accessways to reduce the impact on the greenway or wetland;

(b) Adjoining arterial or collector streets upon which transit stops, sidewalks, or bike lanes are provided or designated;

(c) Adjoining undeveloped residential, commercial or industrial properties;

(d) Adjoining neighborhood activity centers;

(e) Adjoining developed sites where an accessway is planned or provided.

(3) In designing residential, commercial and industrial subdivisions and partitions, the applicant is expected to design and locate accessways in a manner which does not restrict or inhibit opportunities for developers of adjacent property to connect with an accessway. The applicant is to have reasonable flexibility to locate the

required accessways. When developing a parcel which adjoins parcels where accessways have been constructed or approved for construction, the applicant must connect at the same points to provide system continuity and enhance opportunities for pedestrians and bicyclists to use the completed accessway.

(4) Accessways must not exceed 300 feet in length.

(5) Accessways must be sufficiently straight that both end points are visible from any point on the accessway.

(6) Accessways must be located and improved within a right-of-way, tract, or easement of no less than 15 feet.

(7) Where possible, accessways must be combined with utility easements.

(8) Accessway must have a paved width of at least 10 feet, constructed of asphalt or concrete, unless pervious pavement has been approved by the City Engineer based on usage and site conditions. The slope shall not exceed 5 percent.

(9) Accessways must be constructed in accordance with the Public Works Construction Code.

(10) Curb ramps must be provided wherever the accessway crosses a curb and must be constructed in accordance with the Public Works Construction Code.

(11) The Federal Americans With Disabilities Act (ADA) and Public Right of Way Accessibility Guidelines (PROWAG) apply to development in the City of Tualatin. Accessways must comply with the Oregon Structural Specialty Code's (OSSC) accessibility standards.

(12) Lighting must be provided in an accessway to achieve a minimum lighting level of 0.5 foot-candles and a maximum of 2 foot-candles. Lighting must be shielded to minimize glare on abutting properties.

(13) Fences and gates which prevent pedestrian and bike access must not be allowed at the entrance to or exit from any accessway. Removable bollards are permitted to allow emergency vehicle access.

(14) The developer must obtain City approval of final design and location of accessways.

(15) If an accessway is not dedicated as public right-of-way, to ensure accessway maintenance over time, a maintenance agreement must be recorded that specifically requires present and future property owners to provide for liability and maintenance of the accessways to City standards.

(16) Outdoor Recreation Access Routes must be provided between a subdivision or partition and parks, bikeways and greenways where a bike or pedestrian path is designated.

TDC 74.110. Utilities.

(1) *Water Service*. Water lines must be installed to serve each property in accordance with City codes and standards.

(a) The developer must obtain City approval of water line construction prior to construction.

(b) If there are undeveloped properties adjacent to the subject site, public water lines must be extended by the applicant to the common boundary line of these properties. The lines must be sized to provide service to future development, in accordance with the Water System Plan (Comprehensive Plan Map 9-1).

(c) As set forth in the Water System Plan (Comprehensive Plan Map 9-1), the City has three water service levels. All development applicants must be required to connect the proposed development site to the service level in which the development site is located. If the development site is located on a boundary line between two service levels the applicant must connect to the service level with the higher reservoir elevation. The applicant may also be required to install or provide pressure reducing valves to supply appropriate water pressure to the properties in the proposed development site.

(2) *Sanitary Sewer Service*. Sanitary sewer lines must be installed to serve each property in accordance with City codes and standards.

(a) Sanitary sewer construction plans and calculations must be submitted to the City Manager for review and approval prior to construction.

(b) If there are undeveloped properties adjacent to the proposed development site which can be served by the gravity sewer system on the proposed development site, the applicant must extend public sanitary sewer lines to the common boundary line with these properties. The lines must be sized to convey flows to include all future development from all up-stream areas that can be expected to drain through the lines on the site, in accordance with the Sewer System Master Plan (Comprehensive Plan Map 9-2).

(3) *Storm Drainage System.* Storm drainage lines must be installed to serve each property in accordance with City codes and standards.

(a) Storm drainage construction plans and calculations must be submitted to the City Manager for review and approval prior to construction.

(b) The storm drainage calculations must confirm that adequate capacity exists to serve the site. The discharge from the development must be analyzed in accordance with the Tualatin Municipal Code and Public Works Construction Code.

(c) If there are undeveloped properties adjacent to the proposed development site which can be served by the storm drainage system on the proposed development site, the applicant must extend storm drainage lines to the common boundary line with these properties. The lines must be sized to convey expected flows to include all future development from all up stream areas that will drain through the lines on the site, in accordance with Storm System Master Plan (Comprehensive Plan Map 9-3).

(4) *Grading*. Development sites must be graded to minimize the impact of storm water runoff onto adjacent properties and to allow adjacent properties to drain as they did before the new development.

(a) A development applicant must submit a grading plan showing that all lots in all portions of the development will be served by gravity drainage from the building crawl spaces; and that this development will not affect the drainage on adjacent properties.

(b) The City Manager may require the applicant to remove all excess material from the development site.

(5) *Water Quality, Storm Water Detention, and Erosion Control*. The applicant must comply with the water quality, storm water detention and erosion control requirements in the Tualatin Municipal Code, Public Works Construction Code, and Clean Water Services standards, including:

(a) The applicant must construct a permanent on-site water quality facility and storm water detention facility.

(i) For subdivision and partition applications, the applicant must submit stormwater construction plans and calculations in compliance with the Tualatin Municipal Code and obtain a Stormwater Connection Permit from Clean Water Services and must construct the improvements prior to approval of the final plat.

(ii) For all other development applications, the applicant must submit stormwater construction plans and calculations in compliance with the Tualatin Municipal Code and obtain a Stormwater Connection Permit from Clean Water Services prior to issuance of any building permit and must construct the stormwater infrastructure prior to issuance of a Certificate of Occupancy or release of a Construction Improvement Bond.

(b) For on-site private and regional non-residential public facilities, the applicant must submit a stormwater facility agreement, which will include an operation and maintenance plan provided by the City, for the water quality facility for the City's review and approval. The applicant must submit an erosion control plan prior to issuance of a Public Works Permit. No construction or disturbance of the

site is allowed until the erosion control plan is approved by the City and the required measures are in place and approved by the City.

(6) Undergrounding of Utilities.

(a) All utility lines including, but not limited to, those required for gas, electric, communication, lighting and cable television services and related facilities must be placed underground. Surface-mounted transformers, surface-mounted connection boxes and meter cabinets may be placed above ground. Temporary utility service facilities, high capacity electric and communication feeder lines, and utility transmission lines operating at 50,000 volts or above may be placed above ground. The applicant must make all necessary arrangements with all utility companies to provide the underground services. The City reserves the right to approve the location of all surface-mounted transformers.

(b) Existing overhead utilities may not be upgraded to serve any proposed development. If existing overhead utilities are not adequate to serve the proposed development, the applicant must, at their own expense, provide an underground system. The applicant must be responsible for obtaining any off-site deeds and/or easements necessary to provide utility service to this site; the deeds and/or easements must be submitted to the City Manager for acceptance by the City prior to issuance of the Public Works Permit.

(7) Utility Service to Existing Structures.

(a) Any existing structures requested to be retained by the applicant on a proposed development site must be connected to all available City utilities at the expense of the applicant.

(b) The applicant must convert any existing overhead utilities serving existing structures to underground utilities, at the expense of the applicant.

(c) The applicant must be responsible for continuing all required street improvements adjacent to the existing structure, within the boundaries of the proposed development site.

TDC 74.120. Street Lights.

(1) Street light poles and luminaries must be installed in accordance with the Public Works Construction Code.

(2) The applicant must submit a street lighting plan for all interior and exterior streets on the proposed development site prior to issuance of a Public Works Permit.

TDC 74.130. Street Names.

(1) A street name must not duplicate or be confused with the names of existing streets in the Counties of Washington or Clackamas, except for extensions of existing streets. Street names and numbers must conform to the established pattern in the surrounding area.

(2) The City Manager must maintain the approved list of street names from which the applicant may choose. Prior to the creation of any street, the street name must be approved by the City Manager.

TDC 74.140. Street Signs.

(1) Traffic control signs may be required by the City and must comply with the Public Works Construction Code and the Manual on Uniform Traffic Control Devices (MUTCD).

(2) The size, type, location, and placement of the signs must be approved by the City, prior to issuance of building permits.

(3) The applicant must install street name signs at all street intersections, in accordance with standards adopted by the City.

TDC 74.150. Street Trees.

(1) *Applicability and Authority.* The City Manager has jurisdiction over all trees planted or growing in or upon the public rights-of-way of the City and their planting, removal, care, maintenance and protection. It is unlawful for a person to remove or injure a tree that is planted or growing in or upon a public right-of-way within the City, without a written permit from the City Manager.

(2) *Development Review*. The location, type, size, and placement of street trees must be approved by the City.

(a) In residential subdivisions and partitions, the applicant must furnish and install street trees, prior to approval of final plat.

(b) For all other developments, street trees must be planted by the owners of the individual lots prior to Certificate of Occupancy or release of a Construction Improvement Bond.

(3) *Street Tree Species and Planting Locations.* All trees planted in the right-of-way of the City must conform in species and location with the street tree plan and City standards.

(4) *Open Ground*. When impervious material or substance is laid down or placed in or upon a public right-of-way near a tree, at least 25 square feet of open ground for a tree up to three inches in diameter must be provided about the base of the trunk of each tree.

(4) *Protection of Trees During Construction*.

(a) During the construction, repair, alteration or removal of a building or structure, trees in or upon a public right-of-way in the vicinity of the building or structure must be protected with a sufficient guard or fence to prevent injury to the tree.

(b) Excavations and driveways must not be placed within six feet of a tree in or upon a public right-of-way without written permission from the City Manager. During excavation or construction, the person must guard the tree within six feet and all building material or other debris must be kept at least four feet from any tree.

(5) *Street Tree Voluntary Planting*. A person who desires to plant a tree in or upon a public right-of-way may submit a request to the City with payment of fee(s) so that the City may plant a street tree. If a stump exists where a street tree is to be planted, the person must remove the stump or pay a fee to the City, as established in the Tualatin Fee Schedule, so that the City may remove the stump on behalf of the person. In all instances, a person who desires to plant a tree must comply with other applicable TDC sections and any additional requirements of the City Manager.

(6) *Attachments to Trees*. It is unlawful for a person to attach or keep attached a rope, wire, chain, sign or other device to a tree in or upon a public right-of-way or to the guard or stake intended for the protection of such tree.

(7) *Maintenance Responsibilities*. Trees, plants, or shrubs standing in or upon a public right-of-way, on public or private grounds that have branches projecting into the public street or sidewalk must be kept trimmed by the owner of the property adjacent to or in front of where such trees, plants, or shrubs are growing so that:

(a) The lowest branches are a minimum of 12 feet above the surface of the street and a minimum of 14 feet above the surface of streets designated as state highways or County Roads.

(b) The lowest branches are a minimum of eight feet above the surface of a sidewalk or footpath.

(c) A plant, bush, or shrub must not be more than 24 inches in height in the triangular area at the street or highway corner of a corner lot, or the alley-street intersection of a lot, such an area defined by a line across the corner between the points on the street right-of-way line measured ten feet back from the corner, and extending the line to the street curbs or, if there are no curbs, then to that portion of the street or alley used for vehicular traffic. Plants, bushes, or shrubs must also be trimmed to provide adequate sight distance for drivers pulling out from streets, driveways, and other intersections.

(d) Newly planted trees may remain untrimmed if they do not interfere with street traffic or persons using the sidewalk or obstruct the light of a street electric lamp.

(8) *Notice of Violation*. When the owner, lessee, occupant or person in charge of private grounds neglects or refuses to trim a tree, shrub, or plant as provided in this section, the City Manager may provide a written notice of violation. The notice must be served upon the owner, lessee, occupant or person in charge either by "Certified Mail-Return Receipt Requested," or by posting the same notice on the property or near to the trees, shrubs or plants to be trimmed.

(a) If the owner, lessee, occupant or person in charge of the property fails and neglects to trim the trees, shrubs, or plants within ten days after service of the notice, the City Manager may trim the trees, shrubs or plants. Such trimming by the City does not act to relieve such owner, lessee, occupant or person in charge of responsibility for violating this Chapter.

(b) A person who fails to trim a tree or shrub for which notice to do so was provided, must, upon conviction, be fined not more than $100.00.

(9) *Street Tree Emergencies*. If emergency conditions require the immediate cutting or removal of street trees to avoid danger or hazard to persons or property, the City Manager may issue emergency permits without payment of fees and formal applications. If the City Manager is unavailable, the adjacent property owners may proceed to cut the trees without permits to the extent necessary to eliminate immediate danger or hazard. If a street tree is cut under this section without filing an application with the City Manager, the person doing so must report the action to the City Manager within two City business days without payment of fee and must provide such information and evidence as may be reasonably required by the City Manager to explain and justify the removal.

(a) In all instances, a person who removes a street tree as a result of an emergency must replace it within 60 days of notifying the City Manager. The City reserves the right to waive this requirement.

(b) A person who fails to comply with TDC 74.150(9) must pay an enforcement fee, and a restoration fee to the City of Tualatin, as set forth in TDC 33.110, in addition to civil penalties in TDC 31.111.

(c) If no emergency is found to exist, no person must cut or remove a street tree without complying with the requirement of the Tualatin Development Code.

(10) Removal or Treatment by City. The City Manager may remove or require removal of a tree, plant, or shrub growing in or upon a public right-of-way when its nature causes an unsafe condition, is injurious to sewers or public improvements, or is affected with a fungus disease, insect, or other pest. When, in the opinion of the City Manager, trimming or treatment of a tree or shrub located on private grounds, but having branches extending over a public right-of-way is necessary, the City Manager may trim such branches or order the branches to be trimmed.

(11) *Street Tree Removal Permit and Fees*. A person who desires to remove a tree, as defined in TDC 31.060, in or upon public right-of-way must submit an application to the City.

(a) Upon the City Manager approving the removal of a street tree, the applicant or designated contractor must replace each removed tree on a one-for-one basis by fulfilling the following requirements:

(i) Remove both the tree and stump prior to planting a replacement tree, or request the City to remove the tree and stump and pay the applicable fee(s) established in in the city of Tualatin Fee Schedule; and

(ii) Replace the removed tree by planting a species of street tree permitted by the City within the time period specified in writing by the City Manager; or, the applicant may request within 60 days of the permit approval date that the City replace the street tree and pay the applicable fee(s) established in the city of Tualatin Fee Schedule. If an applicant opts for the City to plant the replacement tree, the City may plant the tree on its usual tree-planting schedule. Planting done

by the applicant or designated contractor must comply with all applicable TDC sections and any additional requirements imposed by the City Manager.

(iii) The applicant must comply with all applicable TDC sections and additional requirements imposed by the City Manager. The City Manager may waive the one-for-one replacement requirement if the City Manager determines that the replacement would:

(A) Conflict with public improvements or utility facilities, including, but not limited to, fire hydrants, water meters and pipes, lighting fixtures, traffic control signs; private improvements or utility facilities—including, but not limited to, driveways and power, gas, telephone, cable television lines; or, minimum vision clearance;

(B) Interfere with the existing canopy of adjacent trees, the maturation of the crown of the proposed replacement tree, or both;

(C) Cause a conflict by planting trees too close to each other, hurting their health; and

(D) Direct how to plant replacement tree(s).

(b) A person who fails to comply with the street tree removal permit must pay an enforcement fee and a restoration fee to the City of Tualatin, as set forth in TDC 33.110, in addition to civil penalties in TDC 31.111.

(c) A person who applies to remove a street tree must pay all costs incurred by the City as reflected in the applicable fees listed in the city of Tualatin Fee Schedule. City actions and associated fees include but are not limited to inspection of a street tree requested for removal, removal of a street tree, removal of a stump, planting of a street tree, and inspection(s) to determine if the applicant has fulfilled permit requirements.

(d) When a street tree removal permit is denied by the City Manager, an order is issued by the City Manager directing certain trees, shrubs or plants to be trimmed or removed, or a permit is granted by the City Manager containing conditions which the applicant deems unreasonable, the applicant may appeal to the Council in writing and filed with the City Recorder within ten City business days after the denial of the permit sought or the making of the order the appellant deems unreasonable. After hearing, the Council may either grant or deny the application, rescind or modify the order from which the appeal was taken.

TDC 74.160. Installation of Improvements.

(1) *Public Improvements*. Except as specially provided, all public improvements must be installed at the expense of the applicant.

(a) All public improvements installed by the applicant must be constructed and guaranteed as to workmanship and material as required by the Public Works Construction Code prior to acceptance by the City. Work must not be undertaken on any public improvement until after the construction plans have been approved by the City Manager and a Public Works Permit issued and the required fees paid.

(b) In accordance with the Tualatin Basin Program for fish and wildlife habitat the City intends to minimize or eliminate the negative impacts of public streets by modifying right-of-way widths and street improvements when appropriate. The City Manager is authorized to modify right-of-way widths and street improvements to address the negative impacts on fish and wildlife habitat.

(c) Sidewalks must be maintained, repaired, and upkept in accordance with the Tualatin Municipal Code by the property owner.

(2) *Private Improvements*. All private improvements must be installed at the expense of the applicant. The property owner must retain maintenance responsibilities over all private improvements.

(3) *Construction of Improvements and Phasing*.

(a) All public and private improvements required under this chapter must be completed and accepted by the City prior to the issuance of a Certificate of Occupancy or release of a Construction Improvement Bond; or, for subdivision and partition applications, in accordance with the requirements of the Subdivision regulations.

(b) The applicant may build the development in phases. If the development is to be phased the applicant must submit a phasing plan to the City Manager for approval with the development application. The timing and extent or scope of public improvements and the conditions of development must be determined by the City Council on subdivision applications and by the City Manager on other development applications.

~~***IMPROVEMENTS***~~

~~TDC 74.110. Phasing of Improvements.~~

~~The applicant may build the development in phases. If the development is to be phased the applicant must submit a phasing plan to the City Manager for approval with the development application. The timing and extent or scope of public improvements and the conditions of development must be determined by the City Council on subdivision applications and by the City Manager on other development applications.~~

~~TDC 74.120. Public Improvements.~~

~~(1) Except as specially provided, all public improvements must be installed at the expense of the applicant. All public improvements installed by the applicant must be constructed and guaranteed as to workmanship and material as required by the Public Works Construction Code prior to acceptance by the City. Work must not be undertaken on any public improvement until after the construction plans have been approved by the City Manager and a Public Works Permit issued and the required fees paid.~~

~~(2) In accordance with the Tualatin Basin Program for fish and wildlife habitat the City intends to minimize or eliminate the negative impacts of public streets by modifying right-of-way widths and street improvements when appropriate. The City Manager is authorized to modify right-of-way widths and street improvements to address the negative impacts on fish and wildlife habitat.~~

~~TDC 74.130. Private Improvements.~~

~~All private improvements must be installed at the expense of the applicant. The property owner must retain maintenance responsibilities over all private improvements.~~

~~TDC 74.140. Construction Timing.~~

~~(1) All the public improvements required under this chapter must be completed and accepted by the City prior to the issuance of a Certificate of Occupancy; or, for subdivision and partition applications, in accordance with the requirements of the Subdivision regulations.~~

~~(2) All private improvements required under this Chapter must be approved by the City prior to the issuance of a Certificate of Occupancy; or for subdivision and partition applications, in accordance with the requirements of the Subdivision regulations.~~

~~*RIGHT-OF-WAY*~~

~~TDC 74.210. Minimum Street Right-of-Way Widths.~~

~~The width of streets in feet must not be less than the width required to accommodate a street improvement needed to mitigate the impact of a proposed development. In cases where a street is required to be improved according to the standards of the TDC, the width of the right-of-way must not be less than the minimums indicated in TDC Chapter 74, Public Improvement Requirements, Figures 74-2A through 74-2G.~~

~~(1) For subdivision and partition applications, wherever existing or future streets adjacent to property proposed for development are of inadequate right-of-way width the additional right-of-way necessary to comply with TDC Chapter 74, Public Improvement Requirements, Figures 74-2A through 74-2G must be shown on the final subdivision or partition plat prior to approval of the plat by the City. This right-of-way dedication must be for the full width of the property abutting the roadway and, if required by the City Manager, additional dedications must be provided for slope and utility easements if deemed necessary.~~

~~(2) For development applications other than subdivisions and partitions, wherever existing or future streets adjacent to property proposed for development are of inadequate right-of-way width, the additional right-of-way necessary to comply with TDC Chapter 74, Public Improvement Requirements, Figures 74-2A through 74-2G must be dedicated to the City for use by the public prior to issuance of any building permit for the proposed development. This right-of-way dedication must be for the full width of the property abutting the roadway and, if required by the City Manager, additional dedications must be provided for slope and utility easements if deemed necessary.~~

~~(3) For development applications that will impact existing streets not adjacent to the applicant's property, and to construct necessary street improvements to mitigate those impacts would require additional right-of-way, the applicant must be responsible for obtaining the necessary right-of-way from the property owner. A right-of-way dedication deed form must be obtained from the City Manager and upon completion returned to the City Manager for acceptance by the City. On subdivision and partition plats the right-of-way dedication must be accepted by the City prior to acceptance of the final plat by the City. On other development applications the right-of-way dedication must be accepted by the City prior to issuance of building permits. The City may elect to exercise eminent domain and condemn necessary off-site right-of-way at the applicant's request and expense. The City Council must determine when condemnation proceedings are to be used.~~

~~(4) If the City Manager deems that it is impractical to acquire the additional right-of-way as required in subsections (1)—(3) of this section from both sides of the center-line in equal amounts, the City Manager may require that the right-of-way be dedicated in a manner that would result in unequal dedication from each side of the road. This requirement will also apply to slope and utility easements as discussed in TDC 74.320 and 74.330. The City Manager's recommendation must be presented to the City Council in the preliminary plat approval for subdivisions and partitions, and in the recommended decision on all other development applications, prior to finalization of the right-of-way dedication requirements.~~

~~(5) Whenever a proposed development is bisected by an existing or future road or street that is of inadequate right-of-way width according to TDC Chapter 74, Public Improvement Requirements, Figures 74-2A through 74-2G, additional right-of-way must be dedicated from both sides or from one side only as determined by the City Manager to bring the road right-of-way in compliance with this section.~~

~~(6) When a proposed development is adjacent to or bisected by a street proposed in the Transportation System Plan and no street right-of-way exists at the time the development is proposed, the entire right-of-way as shown in TDC Chapter 74, Public Improvement Requirements, Figures 74-2A through 74-2G must be dedicated by the applicant. The dedication of right-of-way required in this subsection must be along the route of the road as determined by the City.~~

~~TDC 74.220. Parcels Excluded from Development.~~

~~On subdivision development applications which include land partitioned off or having adjusted property lines from the original parcel, but do not include the original parcel, the applicant must be responsible for obtaining any necessary right-of-way from the owner of the original parcel if the right-of-way is needed to accommodate street improvements required of the applicant. The applicant must submit a completed right-of-way dedication deed to the City Manager for acceptance. The right-of-way dedication must be accepted by the City prior to the City approving the final subdivision plat.~~

~~*EASEMENTS AND TRACTS*~~

~~TDC 74.310. Greenway, Natural Area, Bike, and Pedestrian Path Dedications and Easements.~~

~~(1) Areas dedicated to the City for Greenway or Natural Area purposes or easements or dedications for bike and pedestrian facilities during the development application process must be surveyed, staked and marked with a City approved boundary marker prior to acceptance by the City.~~

~~(2) For subdivision and partition applications, the Greenway, Natural Area, bike, and pedestrian path dedication and easement areas must be shown to be dedicated to the City on the final subdivision or partition plat prior to approval of the plat by the City; or~~

~~(3) For all other development applications, Greenway, Natural Area, bike, and pedestrian path dedications and easements must be submitted to the City Manager ; building permits must not be issued for the development prior to acceptance of the dedication or easement by the City.~~

~~TDC 74.320. Slope Easements.~~

~~(1) The applicant must obtain and convey to the City any slope easements determined by the City Manager to be necessary adjacent to the proposed development site to support the street improvements in the public right-of-way or accessway or utility improvements required to be constructed by the applicant.~~

~~(2) For subdivision and partition applications, the slope easement dedication area must be shown to be dedicated to the City on the final subdivision or partition plat prior to approval of the plat by the City; or~~

~~(3) For all other development applications, a slope easement dedication must be submitted to the City Manager; building permits must not be issued for the development prior to acceptance of the easement by the City.~~

~~TDC 74.330. Utility Easements.~~

~~(1) Utility easements for water, sanitary sewer and storm drainage facilities, telephone, television cable, gas, electric lines and other public utilities must be granted to the City.~~

~~(2) For subdivision and partition applications, the on-site public utility easement dedication area must be shown to be dedicated to the City on the final subdivision or partition plat prior to approval of the plat by the City; and~~

~~(3) For subdivision and partition applications which require off-site public utility easements to serve the proposed development, a utility easement must be granted to the City prior to approval of the final plat by the City. The City may elect to exercise eminent domain and condemn necessary off-site public utility easements at the applicant's request and expense. The City Council must determine when condemnation proceedings are to be used.~~

~~(4) For development applications other than subdivisions and partitions, and for both on-site and off-site easement areas, a utility easement must be granted to the City; building permits must not be issued for the development prior to acceptance of the easement by the City. The City may elect to exercise eminent~~

domain and condemn necessary off-site public utility easements at the applicant's request and expense. The City Council must determine when condemnation proceedings are to be used.

(5) The width of the public utility easement must meet the requirements of the Public Works Construction Code. All subdivisions and partitions must have a 6-foot public utility easement adjacent to the street and a 5-foot public utility easement adjacent to all side and rear lot lines. Other easements may be required as determined by the City Manager.

TDC 74.340. Watercourse Easements.

(1) Where a proposed development site is traversed by or adjacent to a watercourse, drainage way, channel or stream, the applicant must provide a storm water easement, drainage right-of-way, or other means of preservation approved by the City Manager, conforming substantially with the lines of the watercourse. The City Manager must determine the width of the easement, or other means of preservation, required to accommodate all the requirements of the Surface Water Management Ordinance, existing and future storm drainage needs and access for operation and maintenance.

(2) For subdivision and partition applications, any watercourse easement dedication area must be shown to be dedicated to the City on the final subdivision or partition plat prior to approval of the plat by the City; or

(3) For all other development applications, any watercourse easement must be executed on a dedication form submitted to the City Manager; building permits must not be issued for the development prior to acceptance of the easement by the City.

(4) The storm water easement must be sized to accommodate the existing water course and all future improvements in the drainage basin. There may be additional requirements as set forth in TDC Chapter 72, Greenway and Riverbank Protection District, and the Surface Water Management Ordinance. Water quality facilities may require additional easements as described in the Surface Water Management Ordinance.

TDC 74.350. Maintenance Easement or Lots.

A dedicated lot or easement will be required when access to public improvements for operation and maintenance is required, as determined by the City Manager. Access for maintenance vehicles must be constructed of an all-weather driving surface capable of carrying a 50,000-pound vehicle. The width of the lot or easement must be at least 15-feet in order to accommodate City maintenance vehicles. In subdivisions and partitions, the easement or lot must be dedicated to the City on the final plat. In any other development, the easement or lot must be granted to the City and recorded prior to issuance of a building permit.

TDC 74.410. Future Street Extensions.

(1) Streets must be extended to the proposed development site boundary where necessary to do any one of the following:

(a) Give access to, or permit future development of adjoining land;

(b) Provide additional access for emergency vehicles;

(c) Provide for additional direct and convenient pedestrian, bicycle and vehicle circulation;

(d) Eliminate the use of culs-de-sac except where topography, barriers such as railroads or freeways, existing development, or environmental constraints such as major streams and rivers prevent street extension; and

(e) Eliminate circuitous routes. The resulting dead end streets may be approved without a turnaround. A reserve strip may be required to preserve the objectives of future street extensions.

(2) Proposed streets must comply with the general location, orientation and spacing identified in the Functional Classification Plan (Comprehensive Plan Map 8-1), Local Streets Plan (Comprehensive Plan Map 8-3) and the Street Design Standards (Figures 74-2A through 74-2G).

(a) Streets and major driveways, as defined in TDC 31.060, proposed as part of new residential or mixed residential/commercial developments must comply with the following standards:

(i) Full street connections with spacing of no more than 530 feet between connections, except where prevented by barriers;

(ii) Bicycle and pedestrian accessway easements where full street connections are not possible, with spacing of no more than 330 feet, except where prevented by barriers;

(iii) Limiting culs-de-sac and other closed-end street systems to situations where barriers prevent full street extensions; and

(iv) Allowing culs-de-sac and closed-end streets to be no longer than 200 feet or with more than 25 dwelling units, except for streets stubbed to future developable areas.

(b) Streets proposed as part of new industrial or commercial development must comply with Comprehensive Plan Map 8-1.

(3) During the development application process, the location, width, and grade of streets must be considered in relation to existing and planned streets, to topographical conditions, to public convenience and safety, and to the proposed use of the land to be served by the streets. The arrangement of streets in a subdivision must either:

(a) Provide for the continuation or appropriate projection of existing streets into surrounding areas; or

(b) Conform to a street plan approved or adopted by the City to meet a particular situation where topographical or other conditions make continuance of or conformance to existing streets impractical.

(4) The City Manager may require the applicant to submit a street plan showing all existing, proposed, and future streets in the area of the proposed development.

(5) The City Manager may require the applicant to participate in the funding of future off-site street extensions when the traffic impacts of the applicant's development warrant such a condition.

TDC 74.420. Street Improvements.

When an applicant proposes to develop land adjacent to an existing or proposed street, including land which has been excluded under TDC 74.220, the applicant should be responsible for the improvements to the adjacent existing or proposed street that will bring the improvement of the street into conformance with the Transportation Plan (TDC Chapter 11), TDC 74.425 (Street Design Standards), and the City's Public Works Construction Code, subject to the following provisions:

(1) For any development proposed within the City, roadway facilities within the right-of-way described in TDC 74.210 must be improved to standards as set out in the Public Works Construction Code.

(2) The required improvements may include the rebuilding or the reconstruction of any existing facilities located within the right-of-way adjacent to the proposed development to bring the facilities into compliance with the Public Works Construction Code.

(3) The required improvements may include the construction or rebuilding of off-site improvements which are identified to mitigate the impact of the development.

(4) Where development abuts an existing street, the improvement required must apply only to that portion of the street right-of-way located between the property line of the parcel proposed for development and the centerline of the right-of-way, plus any additional pavement beyond the centerline deemed necessary by the

~~City Manager to ensure a smooth transition between a new improvement and the existing roadway (half-street improvement). Additional right-of-way and street improvements and off-site right-of-way and street improvements may be required by the City to mitigate the impact of the development. The new pavement must connect to the existing pavement at the ends of the section being improved by tapering in accordance with the Public Works Construction Code.~~

~~(5) If additional improvements are required as part of the Access Management Plan of the City, TDC Chapter 75, the improvements must be required in the same manner as the half-street improvement requirements.~~

~~(6) All required street improvements must include curbs, sidewalks with appropriate buffering, storm drainage, street lights, street signs, street trees, and, where designated, bikeways and transit facilities.~~

~~(7) For subdivision and partition applications, the street improvements required by TDC Chapter 74 must be completed and accepted by the City prior to signing the final subdivision or partition plat, or prior to releasing the security provided by the applicant to assure completion of such improvements or as otherwise specified in the development application approval.~~

~~(8) For development applications other than subdivisions and partitions, all street improvements required by this section must be completed and accepted by the City prior to the issuance of a Certificate of Occupancy.~~

~~(9) In addition to land adjacent to an existing or proposed street, the requirements of this section must apply to land separated from such a street only by a railroad right-of-way.~~

~~(10) Streets within, or partially within, a proposed development site must be graded for the entire right-of-way width and constructed and surfaced in accordance with the Public Works Construction Code.~~

~~(11) Existing streets which abut the proposed development site must be graded, constructed, reconstructed, surfaced or repaired as necessary in accordance with the Public Works Construction Code and TDC Chapter 11, Transportation Plan, and TDC 74.425 (Street Design Standards).~~

~~(12) Sidewalks with appropriate buffering must be constructed along both sides of each internal street and at a minimum along the development side of each external street in accordance with the Public Works Construction Code.~~

~~(13) The applicant must comply with the requirements of the Oregon Department of Transportation (ODOT), Tri-Met, Washington County and Clackamas County when a proposed development site is adjacent to a roadway under any of their jurisdictions, in addition to the requirements of this chapter.~~

~~(14) The applicant must construct any required street improvements adjacent to parcels excluded from development, as set forth in TDC 74.220 of this chapter.~~

~~(15) Except as provided in TDC 74.430, whenever an applicant proposes to develop land with frontage on certain arterial streets and, due to the access management provisions of TDC Chapter 75, is not allowed direct access onto the arterial, but instead must take access from another existing or future public street thereby providing an alternate to direct arterial access, the applicant must be required to construct and place at a minimum street signage, a sidewalk, street trees and street lights along that portion of the arterial street adjacent to the applicant's property. The three certain arterial streets are S.W. Tualatin-Sherwood Road, S.W. Pacific Highway (99W) and S.W. 124th Avenue. In addition, the applicant may be required to construct and place on the arterial at the intersection of the arterial and an existing or future public non-arterial street warranted traffic control devices (in accordance with the Manual on Uniform Traffic Control Devices, latest edition), pavement markings, street tapers and turning lanes, in accordance with the Public Works Construction Code.~~

~~(16) The City Manager may determine that, although concurrent construction and placement of the improvements in (14) and (15) of this section, either individually or collectively, are impractical at the time of development, the improvements will be necessary at some future date. In such a case, the applicant must~~

sign a written agreement guaranteeing future performance by the applicant and any successors in interest of the property being developed. The agreement must be subject to the City's approval.

(17) Intersections should be improved to operate at a level of service of at least D and E for signalized and unsignalized intersections, respectively.

(18) Pursuant to requirements for off-site improvements as conditions of development approval, proposed multi-family residential, commercial, or institutional uses that are adjacent to a major transit stop will be required to comply with the City's Mid-Block Crossing Policy.

TDC 74.425. Street Design Standards.

(1) Street design standards are based on the functional and operational characteristics of streets such as travel volume, capacity, operating speed, and safety. They are necessary to ensure that the system of streets, as it develops, will be capable of safely and efficiently serving the traveling public while also accommodating the orderly development of adjacent lands.

(2) The proposed street design standards are shown in Figures 72A through 72G. The typical roadway cross sections comprise the following elements: right-of-way, number of travel lanes, bicycle and pedestrian facilities, and other amenities such as landscape strips. These figures are intended for planning purposes for new road construction, as well as for those locations where it is physically and economically feasible to improve existing streets.

(3) In accordance with the Tualatin Basin Program for fish and wildlife habitat it is the intent of Figures 74-2A through 74-2G to allow for modifications to the standards when deemed appropriate by the City Manager to address fish and wildlife habitat.

(4) All streets must be designed and constructed according to the preferred standard. The City Manager may reduce the requirements of the preferred standard based on specific site conditions, but in no event will the requirement be less than the minimum standard. The City Manager must take into consideration the following factors when deciding whether the site conditions warrant a reduction of the preferred standard:

(a) *Arterials:*

(i) Whether adequate right-of-way exists;

(ii) Impacts to properties adjacent to right-of-way;

(iii) Current and future vehicle traffic at the location; and

(iv) Amount of heavy vehicles (buses and trucks).

(b) *Collectors:*

(i) Whether adequate right-of-way exists;

(ii) Impacts to properties adjacent to right-of-way;

(iii) Amount of heavy vehicles (buses and trucks); and

(iv) Proximity to property zoned manufacturing or industrial.

(c) *Local Streets:*

(i) Local streets proposed within areas which have environmental constraints and/or sensitive areas and will not have direct residential access may utilize the minimum design standard.

(ii) When the minimum design standard is allowed, the City Manager may determine that no parking signs are required on one or both sides of the street.

~~TDC 74.430. Streets, Modifications of Requirements in Cases of Unusual Conditions.~~

~~(1) When, in the opinion of the City Manager, the construction of street improvements in accordance with TDC 74.420 would result in the creation of a hazard, or would be impractical, or would be detrimental to the City, the City Manager may modify the scope of the required improvement to eliminate such hazardous, impractical, or detrimental results. Examples of conditions requiring modifications to improvement requirements include but are not limited to horizontal alignment, vertical alignment, significant stands of trees, fish and wildlife habitat areas, the amount of traffic generated by the proposed development, timing of the development or other conditions creating hazards for pedestrian, bicycle or motor vehicle traffic. The City Manager may determine that, although an improvement may be impractical at the time of development, it will be necessary at some future date. In such cases, a written agreement guaranteeing future performance by the applicant in installing the required improvements must be signed by the applicant and approved by the City.~~

~~(2) When the City Manager determines that modification of the street improvement requirements in TDC 74.420 is warranted pursuant to subsection (1) of this section, the City Manager must prepare written findings of modification. The City Manager must forward a copy of said findings and description of modification to the applicant, or his authorized agent, as part of the Utility Facilities Review for the proposed development, as provided by TDC Chapter 32 (Procedures). The decision of the City Manager may be appealed to the City Council in accordance with TDC Chapter 32 (Procedures).~~

~~(3) To accommodate bicyclists on streets prior to those streets being upgraded to the full standards, an interim standard may be implemented by the City. These interim standards include reduction in motor vehicle lane width to ten feet (the minimum specified in AASHTO's A Policy on Geo-metric Design of Highways and Streets (1990)), a reduction of bike lane width to 4 feet (as measured from the longitudinal gutter joint to the centerline of the bike lane stripe), and a paint-striped separation two to four feet wide in lieu of a center turn lane. Where available roadway width does not provide for these minimums, the roadway can be signed for shared use by bicycle and motor vehicle travel. When width constraints occur at an intersection, bike lanes should terminate 50 feet from the intersection with appropriate signing.~~

~~TDC 74.440. Streets, Traffic Study Required.~~

~~(1) The City Manager may require a traffic study to be provided by the applicant and furnished to the City as part of the development approval process as provided by this Code, when the City Manager determines that such a study is necessary in connection with a proposed development project in order to:~~

~~(a) Assure that the existing or proposed transportation facilities in the vicinity of the proposed development are capable of accommodating the amount of traffic that is expected to be generated by the proposed development; and/or~~

~~(b) Assure that the internal traffic circulation of the proposed development will not result in conflicts between on-site parking movements and/or on-site loading movements and/or on-site traffic movements, or impact traffic on the adjacent streets.~~

~~(2) The required traffic study must be completed prior to the approval of the development application.~~

~~(3) The traffic study must include, at a minimum:~~

~~(a) An analysis of the existing situation, including the level of service on adjacent and impacted facilities.~~

~~(b) An analysis of any existing safety deficiencies.~~

~~(c) Proposed trip generation and distribution for the proposed development.~~

~~(d) Projected levels of service on adjacent and impacted facilities.~~

(e) Recommendation of necessary improvements to ensure an acceptable level of service for roadways and a level of service of at least D and E for signalized and unsignalized intersections respectively, after the future traffic impacts are considered.

(f) The City Manager will determine which facilities are impacted and need to be included in the study.

(g) The study must be conducted by a registered engineer.

(4) The applicant must implement all or a portion of the improvements called for in the traffic study as determined by the City Manager.

TDC 74.450. Bikeways and Pedestrian Paths.

(1) Where proposed development abuts or contains an existing or proposed bikeway, pedestrian path, or multi-use path, as set forth in TDC Chapter 11, Transportation Figure 11-4, the City may require that a bikeway, pedestrian path, or multi-use path be constructed, and an easement or dedication provided to the City.

(2) Where required, bikeways and pedestrian paths must be provided as follows:

(a) Bike and pedestrian paths must be constructed and surfaced in accordance with the Public Works Construction Code.

(b) The applicant must install the striping and signing of the bike lanes and shared roadway facilities, where designated.

TDC 74.460. Accessways in Residential, Commercial and Industrial Subdivisions and Partitions.

(1) Accessways must be constructed by the applicant, dedicated to the City on the final residential, commercial or industrial subdivision or partition plat, and accepted by the City.

(2) Accessways must be located between the proposed subdivision or partition and all of the following locations that apply:

(a) Adjoining publicly-owned land intended for public use, including schools and parks. Where a bridge or culvert would be necessary to span a designated greenway or wetland to provide a connection, the City may limit the number and location of accessways to reduce the impact on the greenway or wetland;

(b) Adjoining arterial or collector streets upon which transit stops or bike lanes are provided or designated;

(c) Adjoining undeveloped residential, commercial or industrial properties;

(d) Adjoining developed sites where an accessway is planned or provided.

(3) In designing residential, commercial and industrial subdivisions and partitions, the applicant is expected to design and locate accessways in a manner which does not restrict or inhibit opportunities for developers of adjacent property to connect with an accessway. The applicant is to have reasonable flexibility to locate the required accessways. When developing a parcel which adjoins parcels where accessways have been constructed or approved for construction, the applicant must connect at the same points to provide system continuity and enhance opportunities for pedestrians and bicyclists to use the completed accessway.

(4) Accessways must be as short as possible, but in no case more than 600 feet in length.

(5) Accessways must be as straight as possible to provide visibility from one end to the other.

(6) Accessways must be located and improved within a right-of-way or tract of no less than eight feet.

(7) Where possible, accessways must be combined with utility easements.

(8) Accessways must be constructed in accordance with the Public Works Construction Code.

(9) Curb ramps must be provided wherever the accessway crosses a curb and must be constructed in accordance with the Public Works Construction Code.

(10) The Federal Americans With Disabilities Act (ADA) applies to development in the City of Tualatin. Accessways must comply with the Oregon Structural Specialty Code's (OSSC) accessibility standards.

(11) Fences and gates which prevent pedestrian and bike access must not be allowed at the entrance to or exit from any accessway.

(12) Final design and location of accessways must be approved by the City.

(13) Outdoor Recreation Access Routes must be provided between a subdivision or partition and parks, bikeways and greenways where a bike or pedestrian path is designated.

TDC 74.470. Street Lights.

(1) Street light poles and luminaries must be installed in accordance with the Public Works Construction Code.

(2) The applicant must submit a street lighting plan for all interior and exterior streets on the proposed development site prior to issuance of a Public Works Permit.

TDC 74.475. Street Names.

(1) A street name must not be used which will duplicate or be confused with the names of existing streets in the Counties of Washington or Clackamas, except for extensions of existing streets. Street names and numbers must conform to the established pattern in the surrounding area.

(2) The City Manager must maintain the approved list of street names from which the applicant may choose. Prior to the creation of any street, the street name must be approved by the City Manager.

TDC 74.480. Street Signs.

(1) Street name signs must be installed at all street intersections in accordance with standards adopted by the City.

(2) Stop signs and other traffic control signs (speed limit, dead-end, etc.) may be required by the City.

(3) Prior to approval of the final subdivision or partition plat, the applicant must pay the City a non-refundable fee equal to the cost of the purchase and installation of street signs, traffic control signs and street name signs. The location, placement, and cost of the signs must be determined by the City.

TDC 74.485. Street Trees.

(1) Prior to approval of a residential subdivision or partition final plat, the applicant must pay the City a non-refundable fee equal to the cost of the purchase and installation of street trees. The location, placement, and cost of the trees must be determined by the City. This sum must be calculated on the interior and exterior streets as indicated on the final subdivision or partition plat.

(2) In nonresidential subdivisions and partitions street trees must be planted by the owners of the individual lots as development occurs.

(3) The Street Tree Ordinance specifies the species of tree which is to be planted and the spacing between trees.

~~*UTILITIES*~~

~~TDC 74.610. Water Service.~~

~~(1) Water lines must be installed to serve each property in accordance with the Public Works Construction Code. Water line construction plans must be submitted to the City Manager for review and approval prior to construction.~~

~~(2) If there are undeveloped properties adjacent to the subject site, public water lines must be extended by the applicant to the common boundary line of these properties. The lines must be sized to provide service to future development, in accordance with the City's Comprehensive Plan, Chapter 9 and Water System Master Plan.~~

~~(3) As set forth in Map 9-1 of the Comprehensive Plan, the City has three water service levels. All development applicants must be required to connect the proposed development site to the service level in which the development site is located. If the development site is located on a boundary line between two service levels the applicant must be required to connect to the service level with the higher reservoir elevation. The applicant may also be required to install or provide pressure reducing valves to supply appropriate water pressure to the properties in the proposed development site.~~

~~TDC 74.620. Sanitary Sewer Service.~~

~~(1) Sanitary sewer lines must be installed to serve each property in accordance with the Public Works Construction Code. Sanitary sewer construction plans and calculations must be submitted to the City Manager for review and approval prior to construction.~~

~~(2) If there are undeveloped properties adjacent to the proposed development site which can be served by the gravity sewer system on the proposed development site, the applicant must extend public sanitary sewer lines to the common boundary line with these properties. The lines must be sized to convey flows to include all future development from all up stream areas that can be expected to drain through the lines on the site, in accordance with the City's Sanitary Sewer System Master Plan, TDC Chapter 13.~~

~~TDC 74.630. Storm Drainage System.~~

~~(1) Storm drainage lines must be installed to serve each property in accordance with City standards. Storm drainage construction plans and calculations must be submitted to the City Manager for review and approval prior to construction.~~

~~(2) The storm drainage calculations must confirm that adequate capacity exists to serve the site. The discharge from the development must be analyzed in accordance with the City's Storm and Surface Water Regulations.~~

~~(3) If there are undeveloped properties adjacent to the proposed development site which can be served by the storm drainage system on the proposed development site, the applicant must extend storm drainage lines to the common boundary line with these properties. The lines must be sized to convey expected flows to include all future development from all up stream areas that will drain through the lines on the site, in accordance with the adopted Stormwater Master Plan.~~

~~TDC 74.640. Grading.~~

~~(1) Development sites must be graded to minimize the impact of storm water runoff onto adjacent properties and to allow adjacent properties to drain as they did before the new development.~~

~~(2) A development applicant must submit a grading plan showing that all lots in all portions of the development will be served by gravity drainage from the building crawl spaces; and that this development will not affect~~

the drainage on adjacent properties. The City Manager may require the applicant to remove all excess material from the development site.

TDC 74.650. Water Quality, Storm Water Detention and Erosion Control.

The applicant must comply with the water quality, storm water detention and erosion control requirements in the Tualatin Municipal Code. If required:

(1) On subdivision and partition development applications, prior to approval of the final plat, the applicant must arrange to construct a permanent on-site water quality facility and storm water detention facility and submit a design and calculations indicating that the requirements of the Tualatin Municipal Code will be satisfied and obtain a Stormwater Connection Permit from Clean Water Services; or

(2) On all other development applications, prior to issuance of any building permit, the applicant must arrange to construct a permanent on-site water quality facility and storm water detention facility and submit a design and calculations indicating that the requirements of the Tualatin Municipal Code will be met and obtain a Stormwater Connection Permit from Clean Water Services.

(3) For on-site private and regional non-residential public facilities, the applicant must submit a stormwater facility agreement, which will include an operation and maintenance plan provided by the City, for the water quality facility for the City's review and approval. The applicant must submit an erosion control plan prior to issuance of a Public Works Permit. No construction or disturbing of the site must occur until the erosion control plan is approved by the City and the required measures are in place and approved by the City.

TDC 74.660. Underground.

(1) All utility lines including, but not limited to, those required for gas, electric, communication, lighting and cable television services and related facilities must be placed underground. Surface-mounted transformers, surface-mounted connection boxes and meter cabinets may be placed above ground. Temporary utility service facilities, high capacity electric and communication feeder lines, and utility transmission lines operating at 50,000 volts or above may be placed above ground. The applicant must make all necessary arrangements with all utility companies to provide the underground services. The City reserves the right to approve the location of all surface-mounted transformers.

(2) Any existing overhead utilities may not be upgraded to serve any proposed development. If existing overhead utilities are not adequate to serve the proposed development, the applicant must, at their own expense, provide an underground system. The applicant must be responsible for obtaining any off-site deeds and/or easements necessary to provide utility service to this site; the deeds and/or easements must be submitted to the City Manager for acceptance by the City prior to issuance of the Public Works Permit.

TDC 74.670. Existing Structures.

(1) Any existing structures requested to be retained by the applicant on a proposed development site must be connected to all available City utilities at the expense of the applicant.

(2) The applicant must convert any existing overhead utilities serving existing structures to underground utilities, at the expense of the applicant.

(3) The applicant must be responsible for continuing all required street improvements adjacent to the existing structure, within the boundaries of the proposed development site.

TDC 74.700. Removal, Destruction or Injury of Trees.

It is unlawful for a person, without a written permit from the City Manager, to remove, destroy, break or injure a tree, plant or shrub, that is planted or growing in or upon a public right-of-way within the City, or cause, authorize,

~~or procure a person to do so, authorize or procure a person to injure, misuse or remove a device set for the protection of any tree, in or upon a public right-of-way.~~

~~TDC 74.705. Street Tree Removal Permit.~~

~~(1) A person who desires to remove or destroy a tree, as defined in TDC 31.060, in or upon public right-of-way must make application to the Operations Director on City forms.~~

~~(2) The applicant must provide:~~

~~(a) The applicant's name and contact information and if applicable that of the applicant's contractor;~~

~~(b) The number and species of all street trees the applicant desires to remove;~~

~~(c) A clear description of the street trees' the applicant desires to remove;~~

~~(d) The date of removal;~~

~~(e) The reason(s) for removal; and~~

~~(f) Other information as the Operations Director deems necessary.~~

~~(3) Upon the City Manager approving the removal of a street tree, the applicant or designated contractor must replace each removed tree on a one-for-one basis by fulfilling the following requirements:~~

~~(a) Remove both the tree and stump prior to planting a replacement tree, or request the City to remove the tree and stump and pay the applicable fee(s) established in TDC 74.706; and~~

~~(b) Replace the removed tree by planting a species of street tree permitted by Table 74-1 within the time period specified in writing by the City Manager; or, the applicant may request within 60 days of the permit approval date that the City replace the street tree and pay the applicable fee(s) established in TDC 74.706. If an applicant opts for the City to plant the replacement tree, the City may plant the tree on its usual tree-planting schedule. Planting done by the applicant or designated contractor must comply with all applicable TDC sections and any additional requirements imposed by the City Manager.~~

~~(c) The applicant must comply with all applicable TDC sections and additional requirements imposed by the City Manager. The City Manager may waive the one-for-one replacement requirement if the City Manager determines that the replacement would:~~

~~(i) Conflict with public improvements or utility facilities, including, but not limited to, fire hydrants, water meters and pipes, lighting fixtures, traffic control signs; private improvements or utility facilities—including, but not limited to, driveways and power, gas, telephone, cable television lines; or, minimum vision clearance;~~

~~(ii) Interfere with the existing canopy of adjacent trees, the maturation of the crown of the proposed replacement tree, or both;~~

~~(iii) Cause a conflict by planting trees too close to each other, hurting their health;~~

~~(iv) Limit the selection of species from Table 74-1; and~~

~~(v) Direct how to plant replacement tree(s).~~

~~(d) A person who fails to comply with TDC 74.705 must pay an enforcement fee and a restoration fee to the City of Tualatin, as set forth in TDC 34.220(3), in addition to civil penalties in TDC 31.111.~~

~~TDC 74.706. Street Tree Fees.~~

~~A person who applies to remove a street tree under TDC 74.705 must pay all costs incurred by the City as reflected in the applicable fees listed in the city of Tualatin Fee Schedule. City actions and associated fees include but are not~~

limited to inspection of a street tree requested for removal, removal of a street tree, removal of a stump, planting of a street tree, and inspection(s) to determine if the applicant has fulfilled permit requirements.

TDC 74.707. Street Tree Voluntary Planting.

A person who desires to plant a tree in or upon a public right-of-way may plant or have the City plant a species of street tree permitted by Table 74-1 without a City permit, if the tree is not a replacement for a tree that the person has removed. Such a person may submit a request to the City with payment of fee(s) so that the City may plant a street tree. If a stump exists where a street tree is to be planted, the person must remove the stump or pay a fee to the City as established in TDC 74.706 so that the City may remove the stump on behalf of the person. In all instances, a person who desires to plant a tree must comply with other applicable TDC sections and any additional requirements of the City Manager.

TDC 74.708. Street Tree Emergencies.

(1) If emergency conditions occur that require the immediate cutting or removal of street trees to avoid danger or hazard to persons or property, the City Manager must issue emergency permits without payment of fees and formal applications. If the City Manager is unavailable, the adjacent property owners may proceed to cut the trees without permits to the extent necessary to eliminate the immediate danger or hazard. If a street tree is cut under this section without filing of an application with the City Manager, the person doing so must report the action to the City Manager within two City business days without payment of fee and must provide such information and evidence as may be reasonably required by the City Manager to explain and justify the removal.

(2) In all instances, a person who removes a street tree as a result of an emergency must replace it within 60 days of notifying the City Manager. The City reserves the right to waive this requirement.

(3) A person who fails to comply with TDC 74.708 must pay an enforcement fee and a restoration fee to the City of Tualatin, as set forth in TDC 34.220(3), in addition to civil penalties in TDC 31.111.

(4) If no emergency is found to exist, no person must cut or remove a street tree without complying with the requirement of the Tualatin Development Code.

TDC 74.710. Open Ground.

When impervious material or substance is laid down or placed in or upon a public right-of-way near a tree, at least nine square feet of open ground for a tree up to three inches in diameter must be provided about the base of the trunk of each tree.

TDC 74.715. Attachments to Trees.

It is unlawful for a person to attach or keep attached a rope, wire, chain, sign or other device to a tree, plant or shrub in or upon a public right-of-way or to the guard or stake intended for the protection of such tree, except as a support for a tree, plant or shrub.

TDC 74.720. Protection of Trees During Construction.

(1) During the erection, repair, alteration or removal of a building or structure, it is unlawful for the person in charge of such erection, repair, alteration or removal to leave a tree in or upon a public right-of-way in the vicinity of the building or structure without a good and sufficient guard or protectors to prevent injury to the tree arising out of or by reason of such erection, repair, alteration or removal.

(2) Excavations and driveways must not be placed within six feet of a tree in or upon a public right-of-way without written permission from the City Manager. During excavation or construction, the person must

guard the tree within six feet and all building material or other debris must be kept at least four feet from any tree.

TDC 74.725. Maintenance Responsibilities.

Trees, shrubs or plants standing in or upon a public right-of-way, on public or private grounds that have branches projecting into the public street or sidewalk must be kept trimmed by the owner of the property adjacent to or in front of where such trees, shrubs or plants are growing so that:

(1) The lowest branches are not less than 12 feet above the surface of the street, and are not be less than 14 feet above the surface of streets designated as state highways.

(2) The lowest branches are not less than eight feet above the surface of a sidewalk or footpath.

(3) A plant, tree, bush or shrub must not be more than 24 inches in height in the triangular area at the street or highway corner of a corner lot, or the alley-street intersection of a lot, such an area defined by a line across the corner between the points on the street right-of-way line measured ten feet back from the corner, and extending the line to the street curbs or, if there are no curbs, then to that portion of the street or alley used for vehicular traffic.

(4) Newly planted trees may remain untrimmed if they do not interfere with street traffic or persons using the sidewalk or obstruct the light of a street electric lamp.

(5) Maintenance responsibilities of the property owner include repair and upkeep of the sidewalk in accordance with the City Sidewalk Maintenance Ordinance.

TDC 74.730. Notice of Violation.

When the owner, lessee, occupant or person in charge of private grounds neglects or refuses to trim a tree, shrub or plant as provided in TDC 74.725, the City Manager must cause a written notice to trim such tree or trees, shrubs or plants to be served upon such owner, lessee, occupant or person in charge, within ten days after the giving the notice; and if the owner, lessee or occupant or person in charge fails to do so, the person is guilty of violating this ordinance and subject to the penalties in TDC 74.760. The notice must be served upon the owner, lessee, occupant or person in charge either by "Certified Mail-Return Receipt Requested," or by posting the same notice on the property or near to the trees, shrubs or plants to be trimmed.

TDC 74.735. Trimming by City.

If the owner, lessee, occupant or person in charge of the property fails and neglects to trim the trees, shrubs or plants within ten days after service of the notice in TDC 74.730, the City Manager may trim the trees, shrubs or plants. Such trimming by the City does not act to relieve such owner, lessee, occupant or person in charge of responsibility for violating this Chapter.

TDC 74.740. Prohibited Trees.

It is unlawful for a person to plant a tree within the right-of-way of the City of Tualatin that is not in conformance with City standards, including Table 74-1. Any tree planted subsequent to adoption of this Chapter not in compliance with City standards, including Table 74-1, must be removed at the expense of the property owner.

TDC 74.745. Cutting and Planting Specifications.

The following regulations are established for the planting, trimming and care of trees in or upon the public right-of-way of the City.

(1) When trees are cut down, the stump must be removed to a depth of six inches below the surface of the ground or finish grade of the street, whichever is of greater depth.

(2) Trees must be planted in accordance with City standards, Table 74-1, except when a greater density is allowed under a special permit from the City Manager.

TDC 74.750. Removal or Treatment by City.

The City Manager may remove or cause or order to be removed a tree, plant or shrub, planted or growing in or upon a public right-of-way which by its nature causes an unsafe condition or is injurious to sewers or public improvements, or is affected with an injurious fungus disease, insect or other pest. When, in the opinion of the City Manager, trimming or treatment of a tree or shrub located on private grounds, but having branches extending over a public right-of-way is necessary, the City Manager may trim or treat such a branch or branches, or cause or order branches to be trimmed or treated.

TDC 74.755. Appeal of Permit Denial.

When application for a permit under this Chapter is denied by the City Manager, an order is issued by the City Manager directing certain trees, shrubs or plants to be trimmed or removed, or a permit is granted by the City Manager containing conditions which the applicant deems unreasonable, the applicant may appeal to the Council in writing and filed with the City Recorder within ten City business days after the denial of the permit sought or the making of the order the appellant deems unreasonable. After hearing, the Council may either grant or deny the application, rescind or modify the order from which the appeal was taken.

TDC 74.760. Penalties.

A person who violates this ordinance or fails to trim a tree or shrub for which notice to do so was provided, must, upon conviction, be fined not more than $100.00.

TDC 74.765. Street Tree Species and Planting Locations.

All trees, plants or shrubs planted in the right-of-way of the City must conform in species and location and in accordance with the street tree plan and City standards, including Table 74-1. If the City Manager determines that none of the species in City standards, including Table 74-1 is appropriate or finds appropriate a species not listed, the City Manager may substitute an unlisted species.

Table 74-1
Street Tree Species

Species Common Names	Planting Strip Width (feet)			Power line compatible	Spacing on center (feet)	
	4	5	6+			
Amur Maackia	•	•	•	•	30	
Amur Maple	•	•	•	•	30	
Armstrong Maple	•	•	•		30	
Autumn Applause Ash		•	•		30	
Black Tupelo	•	•	•		30	
Capital Flowering Pear	•	•	•		30	
Cascara	•	•	•	•	30	

~~Crimson King Maple~~		~~●~~	~~●~~		~~30~~	
~~Crimson Sentry Maple~~	~~●~~	~~●~~	~~●~~	~~●~~	~~30~~	
~~Eastern Redbud~~	~~●~~	~~●~~	~~●~~		~~30~~	
~~European Hornbeam~~	~~●~~	~~●~~	~~●~~	~~●~~	~~30~~	
~~Frontier Elm~~			~~●~~		~~60~~	
~~Ginko~~		~~●~~	~~●~~		~~30~~	
~~Globe Sugar Maple~~			~~●~~		~~60~~	
~~Golden Desert Ash~~	~~●~~	~~●~~	~~●~~	~~●~~	~~30~~	
~~Goldenrain~~	~~●~~	~~●~~	~~●~~		~~30~~	
~~Greenspire Linden~~		~~●~~	~~●~~		~~30~~	
~~Ivory Japanese Lilac~~	~~●~~	~~●~~	~~●~~	~~●~~	~~30~~	
~~Leprechaun Ash~~	~~●~~	~~●~~	~~●~~		~~30~~	
~~Persain Parrotia~~	~~●~~	~~●~~	~~●~~		~~30~~	
~~Purple Beech~~	~~●~~	~~●~~	~~●~~		~~30~~	
~~Raywood Ash~~		~~●~~	~~●~~	~~●~~	~~30~~	
~~Katsura~~	~~●~~	~~●~~	~~●~~		~~30~~	
~~Red Oak~~			~~●~~		~~60~~	
~~Red Sunset Maple~~			~~●~~		~~60~~	
~~Scanlon/Bowhall Maple~~	~~●~~	~~●~~	~~●~~		~~30~~	
~~Scarlet Oak~~			~~●~~		~~60~~	
~~Shademaster Honey Locust~~		~~●~~	~~●~~		~~30~~	
~~Skyrocket English Oak~~	~~●~~	~~●~~	~~●~~		~~30~~	
~~Japanese snowbell~~	~~●~~	~~●~~	~~●~~	~~●~~	~~30~~	
~~Sourwood~~	~~●~~	~~●~~	~~●~~	~~●~~	~~30~~	
~~Tall Stewartia~~	~~●~~	~~●~~	~~●~~	~~●~~	~~30~~	
~~Chinese Fringetree~~	~~●~~	~~●~~	~~●~~	~~●~~	~~30~~	
~~Tri-Color Beech~~			~~●~~		~~60~~	
~~Trident Maple~~	~~●~~	~~●~~	~~●~~	~~●~~	~~30~~	
~~Urbanite Ash~~		~~●~~	~~●~~		~~30~~	

~~Yellowwood~~	~~•~~	~~•~~	~~•~~		~~30~~	
~~Zelkova Musashino~~	~~•~~	~~•~~	~~•~~		~~30~~	

CHAPTER 75 ACCESS MANAGEMENT

TDC 75.010. Purpose and Applicability.

(1) *Purpose*. The purpose of this chapter is to establish standards and regulations for the development of a safe and efficient transportation system that provides access to properties, while limiting conflicts between driveway access, street intersections, and turning movements.

(2) *Applicability*. The provisions of this chapter apply when lots are created, consolidated, or modified through a land division, lot line adjustment, lot consolidation, or street vacation; and to all new development and modifications to existing development, including changes of use.

~~The purpose of this chapter is to promote the development of safe, convenient and economic transportation systems and to preserve the safety and capacity of the street system by limiting conflicts resulting from uncontrolled driveway access, street intersections, and turning movements while providing for appropriate access for all properties.~~

TDC 75.020. Driveway Approach Requirements.

The standards set forth in this Code are minimum driveway approach standards, the purpose of which are to protect the public health, safety, and general welfare.

(1) *Public Access*. No development shall occur unless the development has frontage or approved access to a public street. Lots that front on more than one street must locate motor vehicle access on the street with the lower functional classification, or as required by the City Manager.

(2) *Driveway Width*. Minimum driveway approach widths are as provided in TDC 73C-090.

(3) *Driveway Approach Separation.* There must be a minimum distance of 40 feet between any two adjacent driveways on a single property unless a lesser distance is approved by the City Manager.

(4) *Distance between Driveways and Intersections.* Driveways shall be outside the stopping queue or storage length of intersections. Except for single-family dwellings, duplexes, townhouses, triplexes, quadplexes, and cottage clusters, the minimum distance between driveways and intersections must be as provided below. Distances listed must be measured from the stop bar at the intersection (or crosswalk if no stop bar).

(a) At an intersection with a collector or arterial street, driveways must be located a minimum of 150 feet from the intersection and must be outside marked turn lanes or areas where vehicles regularly queue to get through the intersection as may be determined by a traffic study.

(b) At an intersection with a connector, neighborhood route, and local street, driveways must be located a minimum of 30 feet from the intersection.

(c) If the subject property is not of sufficient width to allow for the separation between driveway and intersection as provided, the driveway must be constructed as far from the intersection as possible, while still maintaining the 5-foot setback between the driveway and property line. In these cases turning movements into and out of the driveway may be limited for safety reasons.

(5) *Existing driveways*. If development occurs on properties with existing driveways, the City Manager may restrict the existing driveways to right-in and right-out by construction of raised median barriers or other means, or may require closure of driveways beyond the minimum needed to serve the site.

(6) *Joint and Cross Access*.

(a) Owners of two or more uses, structures, or parcels of land may agree to utilize jointly the same driveway approach when the combined driveway approach of both uses, structures, or parcels of land satisfies their combined requirements as designated in this code; provided that satisfactory legal evidence is presented to the City Attorney in the form of deeds, easements, leases or contracts to establish joint use. Copies of said deeds, easements, leases or contracts must be placed on permanent file with the County Recorder.

(b) Adjacent commercial uses may be required to provide cross access drive and pedestrian access to allow circulation between sites.

(c) A system of joint use driveways and cross access easements may be required and may incorporate the following:

(i) A continuous service drive or cross access corridor extending the entire length of each block served to provide for driveway separation consistent with the access management classification system and standards;

(ii) A design speed of ten mph and a minimum width of 20 feet to accommodate two-way travel aisles designated to accommodate automobiles, service vehicles, loading vehicles, and emergency vehicles;

(iii) Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross access via a service drive; and

(iv) An unified access and circulation system plan for coordinated or shared parking areas.

(d) Pursuant to this section, property owners may be required to:

(i) Record an easement with the deed allowing cross access to and from other properties served by the joint use driveways and cross access or service drive;

(ii) Record an agreement with the deed that remaining access rights along the roadway will be dedicated to the city and pre-existing driveways will be closed and eliminated after construction of the joint-use driveway;

(iii) Record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners; and

(iv) If subsection(i) through (iii) above involve access to the state highway system or county road system, ODOT or the county must be contacted and must approve changes to subsection(i) through (iii) above prior to any changes.

(7) *Requirements for Development on Less than the Entire Site*.

(a) To promote unified access and circulation systems, lots and parcels under the same ownership or consolidated for the purposes of development and comprised of more than one building site must be reviewed as one unit in relation to the access standards. The number of access points permitted must be the minimum number necessary to provide reasonable access to these properties, not the maximum available for that frontage. All necessary easements, agreements, and stipulations must be met. This must also apply to phased development plans. The owner and all lessees within the affected area must comply with the access requirements.

(b) All access must be internalized using the shared circulation system of the principal commercial development or retail center. Driveways should be designed to avoid queuing across surrounding parking and driving aisles.

(8) *Vision Clearance Area.*

(a) *Connectors, Neighborhood Routes, and Local Streets.* A vision clearance area for all local street intersections, local street and driveway intersections, and local street or driveway and railroad intersections must be that triangular area formed by the right-of-way lines along such lots and a straight line joining the right-of-way lines at points which are ten feet from the intersection point of the right-of-way lines, as measured along such lines (see Figure 73-2 for illustration).

(b) *Collector Streets.* A vision clearance area for all collector/arterial street intersections, collector/arterial street and local street intersections, and collector/arterial street and railroad intersections must be that triangular area formed by the right-of-way lines along such lots and a straight line joining the right-of-way lines at points which are 25 feet from the intersection point of the right-of-way lines, as measured along such lines. Where a driveway intersects with a collector/arterial street, the distance measured along the driveway line for the triangular area must be ten feet (see Figure 73-2 for illustration).

(c) *Vertical Height Restriction.* Except for items associated with utilities or publicly owned structures such as poles and signs and existing street trees, no vehicular parking, hedge, planting, fence, wall structure, or temporary or permanent physical obstruction must be permitted between 30 inches and eight feet above the established height of the curb in the clear vision area (see Figure 73-2 for illustration).

(9) *Sight Distance.*

(a) New and/or modified intersections or driveways must be constructed with sight distance in accordance with the Intersection Sight Distance section of the current *A Policy on Geometric Design of Highways and Streets* by the American Association of State Highway Transportation Officials (AASHTO), and this sight distance must be verified by an Engineer in accordance with the Public Works Construction Code.

TDC 75.030. Access Spacing Standards.

(1) Future streets are shown in Functional Classification Plan (Comprehensive Plan Map 8-1) and Local Streets Plan (Comprehensive Plan Map 8-3). These streets are shown as corridors with the exact location determined through the partition, subdivision, public works permit or Architectural Review process.

(2) New access points connecting to the public street network must meet the spacing standards summarized in Table 75-1. Access points include public streets, private streets, and private driveways, and must meet the following standards:

(a) Intersection and driveway spacing is measured from centerline of the first access to centerline of the second access.

(b) Limited access intersections are restricted to right-in/right-out turn movements. In some cases, left-in turn movements may be permitted.

(c) The following are access limited roadways:

(i) Basalt Creek Parkway

(A) 124th Avenue to Boones Ferry Road: Access shall be limited to Grahams Ferry Road and Boones Ferry Road.

(3) A variation to the access spacing standards may be granted in areas with limited property frontage and/or environmental constraints. Variation to these spacing standards will require an access management plan to be approved by the City Manager.

Table 75-1: Access Spacing Standards

Functional Classification	Minimum Access Spacing: Unrestricted	Minimum Access Spacing: Limited

Primary Arterial	800 feet	400 feet
Arterial	400 feet	200 feet
Collector	200 feet	100 feet
Connector	150 feet from an intersection with an Arterial or Collector	-
Neighborhood Route	150 feet from an intersection with an Arterial or Collector	-
Local	100 feet from an intersection with an Arterial or Collector	-

~~TDC 75.020. Permit for New Driveway Approach.~~

~~(1) *Applicability.* A driveway approach permit must be obtained prior to constructing, relocating, reconstructing, enlarging, or altering any driveway approach.~~

~~(2) *Exceptions.* A driveway approach permit is not required for:~~

~~(a) The construction, relocation, reconstruction, enlargement, or alteration of any driveway approach that requires a state highway access permit; or~~

~~(b) The construction, relocation, reconstruction, enlargement or alteration of any driveway approach that is part of the construction of a publicly or privately engineered public improvement project.~~

~~(3) *Procedure Type.* A Driveway Approach Permit is processed as a Type II procedure under TDC 32.220 (Type II).~~

~~(4) *Submittal Requirements.* In addition to the application materials required by TDC 32.140 (Application Submittal), the following application materials are also required:~~

~~(a) A site plan, of a size and form and in the number of copies meeting the standards established by the City Manager, containing the following information:~~

~~(i) The location and dimensions of the proposed driveway approach;~~

~~(ii) The relationship to nearest street intersection and adjacent driveway approaches;~~

~~(iii) Topographic conditions;~~

~~(iv) The location of all utilities;~~

~~(v) The location of any existing or proposed buildings, structures, or vehicular use areas;~~

~~(vi) The location of any trees and vegetation adjacent to the location of the proposed driveway approach that are required to be protected pursuant to TDC Chapter 73B or 73C; and~~

~~(vii) The location of any street trees adjacent to the location of the proposed driveway approach.~~

~~(b) Identification of the uses or activities served, or proposed to be served, by the driveway approach; and~~

~~(c) Any other information, as determined by the City Manager, which may be required to adequately review and analyze the proposed driveway approach for conformance with the applicable criteria.~~

~~(5) *Criteria.* A Driveway Approach Permit must be granted if:~~

~~(a) The proposed driveway approach meets the standards of this Chapter and the Public Works Construction Code;~~

~~(b) No site conditions prevent placing the driveway approach in the required location;~~

~~(c) The number of driveway approaches onto an arterial are minimized;~~

(d) The proposed driveway approach, where possible:

(i) Is shared with an adjacent property; or

(ii) Takes access from the lowest classification of street abutting the property;

(e) The proposed driveway approach meets vision clearance standards;

(f) The proposed driveway approach does not create traffic hazards and provides for safe turning movements and access;

(g) The proposed driveway approach does not result in significant adverse impacts to the vicinity;

(h) The proposed driveway approach minimizes impact to the functionality of adjacent streets and intersections; and

(i) The proposed driveway approach balances the adverse impacts to residentially zoned property and the functionality of adjacent streets.

(6) *Effective Date.* The effective date of a Driveway Approach Permit approval is the date the notice of decision is mailed.

(7) *Permit Expiration.* A Driveway Approach Permit approval expires one year from the effective date, unless the driveway approach is constructed within the one-year period in accordance with the approval decision and City standards.

TDC 75.030. Driveway Approach Closure.

(1) The City Manager may require the closure of a driveway approach where:

(a) The driveway approach is not constructed in conformance with this Chapter and the Public Works Construction Code;

(b) The driveway approach is not maintained in a safe manner;

(c) A public street improvement project is being constructed, and closure of the driveway approach will more closely conform to the current driveway approach standards;

(d) A new building or driveway is constructed on the property;

(e) A plan text amendment or zone change is proposed for the property served by the driveway;

(f) The driveway approach has been abandoned; or

(g) There is a demonstrated safety issue.

(2) *Notice.* Notice of driveway approach closure must be given in writing to the property owner and any affected tenants stating the grounds for closure, the date upon which the closure becomes effective, and the right to appeal.

(3) *Appeals.* Any person entitled to notice under subsection (2) of this section may appeal the decision to the City Council.

(4) *Effect.* Closure is effective immediately upon the mailing of notice of the decision. Unless otherwise provided in the notice, closure terminates all rights to continue the use the driveway approach for which the notice of closure has been issued.

(5) *Failure to Close Driveway.* If the owner fails to close the driveway approach to conform to the notice within 90 days, the City Manager may cause the closure to be completed and all expenses assessed against the property owner.

~~TDC 75.040. Driveway Approach Requirements.~~

~~(1) The provision and maintenance of driveway approaches from private property to the public streets as stipulated in this Code are continuing requirements for the use of any structure or parcel of real property in the City of Tualatin. No building or other permit may be issued until scale plans are presented that show how the driveway approach requirement is to be fulfilled. If the owner or occupant of a lot or building changes the use to which the lot or building is put, thereby increasing driveway approach requirements, it is unlawful and a violation of this code to begin or maintain such altered use until the required increase in driveway approach is authorized by the City.~~

~~(2) Owners of two or more uses, structures, or parcels of land may agree to utilize jointly the same driveway approach when the combined driveway approach of both uses, structures, or parcels of land satisfies their combined requirements as designated in this code; provided that satisfactory legal evidence is presented to the City Attorney in the form of deeds, easements, leases or contracts to establish joint use. Copies of said deeds, easements, leases or contracts must be placed on permanent file with the City Recorder.~~

~~(3) Joint and Cross Access.~~

~~(a) Adjacent commercial uses may be required to provide cross access drive and pedestrian access to allow circulation between sites.~~

~~(b) A system of joint use driveways and cross access easements may be required and may incorporate the following:~~

~~(i) A continuous service drive or cross access corridor extending the entire length of each block served to provide for driveway separation consistent with the access management classification system and standards;~~

~~(ii) A design speed of ten mph and a maximum width of 24 feet to accommodate two-way travel aisles designated to accommodate automobiles, service vehicles, and loading vehicles;~~

~~(iii) Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross access via a service drive; and~~

~~(iv) An unified access and circulation system plan for coordinated or shared parking areas.~~

~~(c) Pursuant to this section, property owners may be required to:~~

~~(i) Record an easement with the deed allowing cross access to and from other properties served by the joint use driveways and cross access or service drive;~~

~~(ii) Record an agreement with the deed that remaining access rights along the roadway will be dedicated to the city and pre-existing driveways will be closed and eliminated after construction of the joint-use driveway;~~

~~(iii) Record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners; and~~

~~(iv) If subsection(i) through (iii) above involve access to the state highway system or county road system, ODOT or the county must be contacted and must approve changes to subsection(i) through (iii) above prior to any changes.~~

~~(4) Requirements for Development on Less than the Entire Site.~~

~~(a) To promote unified access and circulation systems, lots and parcels under the same ownership or consolidated for the purposes of development and comprised of more than one building site must be reviewed as one unit in relation to the access standards. The number of access points permitted must be the minimum number necessary to provide reasonable access to these properties, not the maximum available for that frontage. All necessary easements, agreements, and stipulations must be~~

met. This must also apply to phased development plans. The owner and all lessees within the affected area must comply with the access requirements.

(b) All access must be internalized using the shared circulation system of the principal commercial development or retail center. Driveways should be designed to avoid queuing across surrounding parking and driving aisles.

(5) Lots that front on more than one street may be required to locate motor vehicle accesses on the street with the lower functional classification as determined by the City Manager.

(6) Except as provided in TDC 53.100, all driveway approaches must connect directly with public streets.

(7) To afford safe pedestrian access and egress for properties within the City, a sidewalk must be constructed along all street frontage, prior to use or occupancy of the building or structure proposed for said property. The sidewalks required by this section must be constructed to City standards, except in the case of streets with inadequate right-of-way width or where the final street design and grade have not been established, in which case the sidewalks must be constructed to a design and in a manner approved by the City Manager. Sidewalks approved by the City Manager may include temporary sidewalks and sidewalks constructed on private property; provided, however, that such sidewalks must provide continuity with sidewalks of adjoining commercial developments existing or proposed. When a sidewalk is to adjoin a future street improvement, the sidewalk construction must include construction of the curb and gutter section to grades and alignment established by the City Manager.

(8) The standards set forth in this Code are minimum standards for driveway approaches, and may be increased through the Architectural Review process in any particular instance where the standards provided herein are deemed insufficient to protect the public health, safety, and general welfare.

(9) Minimum driveway approach width for uses are as provided in TDC 73C-090.

(10) *Driveway Approach Separation.* There must be a minimum distance of 40 feet between any two adjacent driveways on a single property unless a lesser distance is approved by the City Manager.

(11) *Distance between Driveways and Intersections.* Except for single-family dwellings, duplexes, townhouses, triplexes, quadplexes, and cottage clusters, the minimum distance between driveways and intersections must be as provided below. Distances listed must be measured from the stop bar at the intersection.

(a) At the intersection of collector or arterial streets, driveways must be located a minimum of 150 feet from the intersection.

(b) At the intersection of two local streets, driveways must be located a minimum of 30 feet from the intersection.

(c) If the subject property is not of sufficient width to allow for the separation between driveway and intersection as provided, the driveway must be constructed as far from the intersection as possible, while still maintaining the 5-foot setback between the driveway and property line.

(d) When considering a driveway approach permit, the City Manager may approve the location of a driveway closer than 150 feet from the intersection of collector or arterial streets, based on written findings of fact in support of the decision.

(12) *Vision Clearance Area.*

(a) *Local Streets.* A vision clearance area for all local street intersections, local street and driveway intersections, and local street or driveway and railroad intersections must be that triangular area formed by the right-of-way lines along such lots and a straight line joining the right-of-way lines at points which are ten feet from the intersection point of the right-of-way lines, as measured along such lines (see Figure 73-2 for illustration).

(b) *Collector Streets.* A vision clearance area for all collector/arterial street intersections, collector/arterial street and local street intersections, and collector/arterial street and railroad intersections must be that triangular area formed by the right-of-way lines along such lots and a straight line joining the right-of-way lines at points which are 25 feet from the intersection point of the right-of-way lines, as measured along such lines. Where a driveway intersects with a collector/arterial street, the distance measured along the driveway line for the triangular area must be ten feet (see Figure 73-2 for illustration).

(c) *Vertical Height Restriction.* Except for items associated with utilities or publicly owned structures such as poles and signs and existing street trees, no vehicular parking, hedge, planting, fence, wall structure, or temporary or permanent physical obstruction must be permitted between 30 inches and eight feet above the established height of the curb in the clear vision area (see Figure 73-2 for illustration).

TDC 75.050. Access Limited Roadways.

(1) This section applies to all developments, permit approvals, land use approvals, partitions, subdivisions, or any other actions taken by the City pertaining to property abutting any road or street listed in TDC 75.050(2). In addition, any property not abutted by a road or street listed in subsection (2), but having access to an arterial by any easement or prescriptive right, must be treated as if the property did abut the arterial and this Chapter applies.

(2) The following Freeways and Arterials are access limited roadways:

(a) Interstate 5 Freeway;

(b) Interstate 205 Freeway;

(c) Pacific Highway 99W;

(d) Tualatin-Sherwood Road at all points located within the City of Tualatin Planning Area;

(e) Nyberg Street, from its intersection with Tualatin-Sherwood Road east to 65th Avenue, including the I-5 Interchange;

(f) 124th Avenue from Pacific Highway 99W south to Tonquin to Basalt Creek Parkway;

(g) Lower Boones Ferry Road, from Boones Ferry Road to the Bridgeport/72nd intersection and from the Bridgeport/72nd intersection to the east City limits;

(h) Boones Ferry Road at all points located within the City of Tualatin Planning Area;

(i) 65th Avenue from its intersection with Nyberg Street south to City limits;

(j) Borland Road from 65th Avenue east to Saum Creek;

(k) Bridgeport Road from Lower Boones Ferry Road to the west City limits;

(l) Martinazzi Avenue from Boones Ferry Road south to Sagert Street;

(m) Sagert Street from Martinazzi Avenue to 65th Avenue;

(n) Leveton Drive from 108th Avenue to 124th Avenue;

(o) 108th Avenue from Leveton Drive to Herman Road;

(p) Herman Road from Teton Avenue to 124th Avenue;

(q) 90th Avenue;

(r) Avery Street;

(s) Teton Avenue;

(t) Basalt Creek Parkway.

If the Council finds that any other road or street is in need of access control for any reason, it may direct that the street or road be added to this section through a Plan Text Amendment.

(3) This Chapter takes precedence over any other TDC chapter and over any other ordinance of the City when considering any development, land use approval or other proposal for property abutting an arterial or any property having an access right to an arterial.

(4) The City may act on its own initiative to protect the public safety and control access on arterials or any street to be included by TDC 75.030, consistent with its authority as the City Road Authority.

(Ord. 635-84, § 45, 6-11-84; Ord. 982-97, § 4, 8-4-97; Ord. 1103-02, 3-25-02; Ord. 1321-11 § 52, 4-25-11; Ord. 1354-13 § 22, 02-25-13; Ord. 1414-18, 12-10-18; Ord. No. 1418-19, § 6, 4-22-19)

TDC 75.060. Interim Access Agreement.

(1) When a property abuts a freeway or arterial and a future street shown in TDC Chapter 11, Transportation, (Figures 11-1 and 11-3), or abuts or bisects the property, the City Manager may approve an interim access on the arterial through an agreement with the property owner if:

(2) The City Manager finds that at the current time the construction of the new street shown in TDC Chapter 11, Transportation, (Figures 11-1 and 11-3), is impractical due to costs of right-of-way acquisition.

(3) The Interim Access Agreement must be signed by the property owner and contain the following provisions:

(a) A statement that the property owner receiving interim access dedicates the right-of-way for the new street as shown in TDC Chapter 11, Transportation, (Figures 11-1 and 11-3), if it would be on the property.

(b) A statement that the property owner agrees that at such time as the City Manager finds that it is practical to construct a new street as shown in TDC Chapter 11, Transportation, (Figures 11-1 and 11-3), the property owner agrees to pay for or construct its fair share of the new street when it is practical.

(c) A statement that at such time as the new street as shown in TDC Chapter 11, Transportation, (Figures 11-1 and 11-3), is constructed, the interim access must be closed and no longer used.

(d) A statement that the cost of this closure of the interim access must be borne by the property owner; and

(e) A statement that the City may enforce the Interim Access Agreement against the property owner, its successors, and assigns and seek any remedies available to the City at law and in equity.

(4) In granting the interim access the property owner may be required to share said interim access with adjacent properties.

(5) The interim access must be constructed in a manner to make it as efficient as possible. Improvements required as part of the interim access may include:

(a) A left turn lane;

(b) A right turn lane;

(c) Driveways constructed at street intersections to provide for truck turning movement;

(d) Dedication of additional right-of-way on the arterial;

(e) Installation of traffic control signals; and

(f) Limitation of new driveways to right turn in, right turn out movements by construction of raised median barriers or other means.

(6) Any interim access approved in accordance with this chapter must be set forth in the form of a written agreement, approved by the City Attorney. The agreement must be verified by the owner in the manner provided for deeds and restrictions on real property. The agreement must bind the parties thereto as well as their heirs, successors in interest and assigns and must not be modified without the express written approval of the City, and the agreement must be recorded in the deed of records for the County in which the property is located.

TDC 75.070. Existing Driveways and Street Intersections.

(1) Existing driveways with access onto arterials on the date this chapter was originally adopted are allowed to remain. If additional development occurs on properties with existing driveways with access onto arterials then this Chapter applies and the entire site must be made to conform with the requirements of this chapter.

(2) The City Manager may restrict existing driveways and street intersections to right-in and right-out by construction of raised median barriers or other means.

TDC 75.100. Spacing Standards for New Intersections.

Except as shown in TDC Chapter 11, Transportation, (Figures 11-1 and 11-3), all new intersections with arterials must have a minimum spacing of one-half mile between intersections.

TDC 75.110. Joint Access Standards.

When the City Manager determines that joint accesses are required by properties undergoing development or redevelopment, an overall access plan shall be prescribed by the City Manager and all properties shall adhere to this. Interim accesses may be allowed in accordance with TDC 75.060 of this chapter to provide for the eventual implementation of the overall access plan.

DC 75.120. Collector Streets Access Standards.

(1) *Major Collectors.* Direct access from newly constructed single family homes, duplexes or triplexes are not permitted. As major collectors in residential areas are fully improved, or adjacent land redevelops, direct access should be relocated to the nearest local street where feasible.

(2) *Minor Collectors.* Residential, commercial and industrial driveways where the frontage is greater or equal to 70 feet are permitted. Minimum spacing at 100 feet. Uses with less than 50 feet of frontage shall use a common (joint) access where available.

(3) If access is not able to be relocated to the nearest local street, the City Manager may allow interim access in accordance with 75.060 of this chapter to provide for the eventual implementation of the overall access plan.

TDC 75.130. New Streets Access Standards.

(1) New streets designed to serve as alternatives to direct, parcel by parcel, access onto arterials are shown in TDC Chapter 11, Transportation, (Figures 11-1 and 11-3). These streets are shown as corridors with the exact location determined through the partition, subdivision, public works permit or Architectural Review process. Unless modified by the City Council by the procedure set out below, these streets will be the only new intersections with arterials in the City. See map for changes

(2) Specific alignment of a new street may be altered by the City Manager upon finding that the street, in the proposed alignment, will carry out the objectives of this chapter to the same, or a greater degree as the

described alignment, that access to adjacent and nearby properties is as adequately maintained and that the revised alignment will result in a segment of the Tualatin road system which is reasonable and logical.

(3) The City Council may include additional streets in TDC Chapter 11, Transportation, (Figures 11-1 and 11-3), through the plan amendment procedure. In addition to other required findings, the City Council must find that the addition is necessary to implement the objectives of this chapter.

TDC 75.140. Existing Streets Access Standards.

The following list describes in detail the freeways and arterials as defined in TDC 75.050 with respect to access. Recommendations are made for future changes in accesses and location of future accesses. These recommendations are examples of possible solutions and shall not be construed as limiting the City's authority to change or impose different conditions if additional studies result in different recommendations from those listed below.

(1) *INTERSTATE 5 (I-5).* I-5 is a State facility and access is controlled by the State.

(2) *INTERSTATE 205 (I-205).* I-205 is a State facility and access is controlled by the State.

(3) *PACIFIC HIGHWAY 99W.*

(a) On the southeasterly side of Pacific Highway 99W access will be provided by Cipole Road, 130th Avenue, 124th Avenue and Hazelbrook Road. In addition to 130th Avenue, shared driveway accesses will be allowed between Tax Lots 2S1 21A 1800 (Grimm's Fuel, 18850 Cipole Road) and 1801 (Construction Equipment Company, 18650 99W), and Lots 2000 (no street address) and 2101 (Anderson Forge & Machine, 18500 99W). A shared driveway access will also be allowed between 130th Avenue and 124th Avenue. West of Cipole Road and south of Pacific Highway 99W access will be provided by a new street or private drive extending west of Cipole Road across from the proposed Cummins Drive/Cipole Road intersection.

(b) East of 124th Avenue on the southeasterly side of Pacific Highway 99W, property will access onto Tualatin Road or onto Hazelbrook Road. In this area a central access from Pacific Highway 99W consisting of one right-in and one right-out driveway may be allowed. The access point shall be located within the middle one-third of the frontage between 124th Avenue and Hazelbrook Road. The City Manager shall determine the final location at the time any portion of either site is developed.

(c) On the northwesterly side of Pacific Highway 99W access will be provided by Cipole Road and Pacific Drive. West of Cipole Road and north of Pacific Highway 99W access will be provided by Pacific Drive. Pacific Drive will be extended as a frontage road toward the 124th Avenue intersection as far as is practicable as determined by the City Manager. Past that point shared driveways shall be used as determined by the City Manager. Pacific Drive will be reconfigured to align with 130th Avenue to form a new intersection. From the reconfigured intersection with Pacific Drive and Pacific Highway 99W to 124th Avenue, interim accesses may be approved in accordance with TDC Chapter 75. Between 124th Avenue and the Tualatin River on the northwesterly side of Pacific Highway 99W existing accesses will remain except as noted below for development or redevelopment due to the median of Pacific Highway 99W these will be limited to right-turn in, right-turn out. Any redevelopment in this area will require that the driveway accesses be consolidated to a minimum number as determined by the City Manager.

(4) *TUALATIN-SHERWOOD ROAD.*

(a) Nyberg Street to Boones Ferry Road: Access to this section was purchased at the time of right-of-way acquisition. Access will be provided by Martinazzi Avenue and Boones Ferry Road. Notwithstanding other provisions of this Code, a single access onto Tualatin-Sherwood Road shall be allowed along the north side of this section in the block between Martinazzi Avenue and Boones Ferry Road; its exact location and configuration shall be determined by the City Manager.

~~(b) Boones Ferry Road to 89th Avenue: All access to this property was purchased as part of the right-of-way acquisition. Access shall be limited to right-in, right-out access on the south side at Mohave Court and on the north side kitty-corner or opposite to Mohave Court. Full access shall be prohibited at these locations by means of a median barrier. An existing four-way intersection serving 89th Avenue, Old Tualatin-Sherwood Road, and a driveway of the Hedges Greene retail development (Tax Lot 2S123D 2600) located approximately 800 feet west of Boones Ferry Road.~~

~~(c) 89th Avenue to Teton Avenue:~~

~~(i) Tualatin-Sherwood Road access shall be limited as follows: On the north side of the road the Emery Zidell Commons Subdivision (Tax Map 2S1-23D) shall have two street accesses located at 90th Avenue across from 90th Court and at 95th Place at the west property line. The intersection of 90th Avenue with Tualatin-Sherwood Road shall remain a four-way intersection. The four-way intersection at the west line of the Emery Zidell Subdivision shall remain located across from 95th Place on the south side of Tualatin-Sherwood Road.~~

~~(ii) Between 95th Place and 97th Avenue on the north side of Tualatin-Sherwood Road, the two existing driveways may remain, but limited to right-in, right-out. A cross access will be developed to serve tax lots 2S1 23CA 200, 90000, 700, 800, 801 and 900 for access to 95th Place.~~

~~(iii) The cul-de-sac street system (of 97th Avenue) extends north with Potano Street as a stub to the west to serve Tax Lot 2S1 23CB 100. On the south side Tualatin Gardens Subdivision (Tax Lot 2S1 23DA, 1400) shall access onto Old Tualatin-Sherwood Road. Tax Lots 2S1 23DB 00600 and 2S1 23DC 00401 shall access onto 95th Place. Between 97th Avenue and Teton Road, Tax Lots 2S1 23CC 200 and 300 shall have a joint driveway access, and Tax Lot 400 shall have a cross access to either the joint driveway on Tax Lots 200 and 300 or a cross access over Tax Lot 500 to Teton Avenue.~~

~~(iv) A driveway extends south of Tualatin-Sherwood Road at 97th Avenue. The driveway provides access for Tax Lot 2S1 23 CD 300 and the six Tualatin Business West Tax Lots 2S123CD 700, 800, 900, 1000, 1100, and 1200 located between 95th Place and the properties to the west fronting Teton (2S1 23CC/1100, 1200, 1300). The properties fronting on Teton Avenue take access from Teton Avenue. The Washington County water quality facility (Tax Lot 2S123CC 1000) is permitted the one existing service driveway adjacent to its east property line.~~

~~(d) Teton Avenue to Avery Street/112th Avenue:~~

~~(i) On the north side of Tualatin-Sherwood Road no new driveways will be constructed and existing driveways will be removed at the time of development or redevelopment. All of the properties will be served by either Manhasset Drive or 112th Avenue. 112th Avenue will connect to Myslony Street. Tax Lot 2S1 22DD 600 (Western Industrial Ceramics (2S1 22D/200) shall take access to Manhasset Street. An eastern extension off of the 112th Avenue/Myslony Street connection will terminate at and provide access to Tax Lot 2S1 22D 600 (Pascuzzi Investment LLC and may provide additional access for Tax Lot 2S1 22DD 100 (UPS) which has access from the west end of Manhasset Drive.~~

~~(ii) On the south side of Tualatin-Sherwood Road there will be no new driveways or streets. Development of property east of Tax Lot 2S1 27AA 90000 (Arlington Commons at Tualatin Condominiums) on Tualatin-Sherwood Road may be accomplished only with a joint access agreement with Lakeside Lumber through its driveways on Tax Lot 2S1 27AA 2000. Tax Lot 90000 shall have one access onto Tualatin-Sherwood Road. Properties between Arlington Commons at Tualatin and Avery Street on the south side are served from Avery Street and Avery Court and no driveway access will be constructed with Tualatin-Sherwood Road.~~

~~(e) Avery Street/112th to Cipole Road. On the north side of Tualatin-Sherwood Road between 112th Avenue and Cipole Road the area will be served by the following streets or driveways:~~

(i) 115th Avenue which will extend north to Amu Street.

(ii) 124th Avenue which will extend north and west to an intersection at 124th Avenue approximately 800 feet north of Tualatin-Sherwood Road.

(iii) 124th Avenue.

(iv) Cipole Road. The exact location and configuration of the streets or driveways shall be determined by the City Manager.

(v) On the south side of Tualatin-Sherwood Road between Avery Street and 120th Avenue the area will be served by the following street system:

(A) 115th Avenue.

(B) 120th Avenue, which may be restricted to right-in, right-out movements in the future. The exact location and configuration of the streets shall be determined by the City Manager. No driveways will be constructed in this area and existing driveways will be removed. Tax Lot 2S127B 800 (Select Sales) shall have a cross access to 115th Avenue.

(5) *NYBERG STREET.*

(a) Tualatin-Sherwood Road to 65th Avenue:

(i) West of I-5. On the south side between Fred Meyer and I-5 any development shall be served by the Fred Meyer driveway Tax Lot 2S1 24CA 200 or Urban Renewal Area Block 6) aligned with the Urban Renewal Area Block 2 driveway on the north side and shall not be granted any access to Nyberg Street. No additional driveways will be allowed.

(ii) East of I-5.

(A) On the north side of the Nyberg Woods development (Tax Lot 2S1 24A 2503) shall be limited to one signalized access and one right-in/right-out access. The driveway for Forest Rim Apartments (Tax Lot 2S1 24A 2800) may remain.

(b) On the south side, access to Tax Lot 2S1 24DB 200 (Shell) shall be limited to right-in, right-out. Tax Lot 2S1 24DB 100 (La-Z-Boy) access shall be aligned with the Nyberg Woods signalized access. The existing westside Nyberg Retail access shall be limited to right-in, right-out. Tax Lot 2S1 24DA 100 (Meridian Park Veterinary Hospital and 7Eleven) shall share a driveway that aligns with the 65th/Nyberg Street intersection. There will be no new additional driveways created in this section of roadway.

(6) *124TH AVENUE.*

(a) Pacific Highway to Tualatin Road. No street or driveway accesses on the west side of this intersection will be permit-ted. No driveway accesses shall be allowed between Pacific Highway 99W and Tualatin Road.

(b) Tualatin Road to Herman Road. Between Tualatin Road and Herman Road, access to 124th Avenue shall be limited to a street intersection at Leveton Drive. The area west of the 124th Avenue/Tualatin Road intersection and south of Pacific Highway 99W will be served by a cul-de-sac connecting to the westward extension of Leveton Drive.

(c) Herman Road to Tualatin-Sherwood Road. On the east side of 124th Avenue between Herman Road and Tualatin-Sherwood Road the area will be served by the following streets or driveways:

(i) A street intersection at Myslony Street.

(ii) A street or driveway intersection approximately 800 feet south of the Myslony Street/124th Avenue intersection extending east with an alternative to extend north to connect with Myslony Street a minimum of 150 feet east of 124th Avenue. Access may be limited to right in/right out as determined by the City Manager.

(iii) Cimino Street extending east and south to an intersection at Tualatin-Sherwood Road across from 120th Avenue. The exact location and configuration of the streets and driveways shall be determined by the City Manager.

(iv) On the west side of 124th Avenue between Herman Road and Tualatin-Sherwood Road the area will be served by the following streets or driveways:

(A) A driveway across from Myslony Street.

(B) A street or driveway intersection approximately 800 feet north of the intersection of Tualatin-Sherwood Road and 124th Avenue. The exact location and configuration of the streets or driveways shall be determined by the City Manager.

(d) Tualatin-Sherwood Road. Between Tualatin-Sherwood Road and Basalt Creek Parkway access to 124th Avenue shall be limited to street intersections at Tonquin Road and one other location.

(7) *LOWER BOONES FERRY ROAD.*

(a) Boones Ferry Road to Childs Road.

(i) On the south side of the road, Tax Lot 2S1 24AB 800 shall have its access located at its east property line. This access shall be combined with the access of the Mt. Hood Chemical Building (Tax Lot 2S1 24 700) at its west property line into one joint access.

(ii) On the north side of the road is a small lot (Leageld Development; Tax Lot 2S1 13DC/2000) the driveway of which shall line up with the intersection of Childs Road and Lower Boones Ferry Road.

(b) Childs Road to I-5 Freeway:

(i) On the south side of the road the existing driveways may be allowed to remain. No new driveways will be permitted.

(ii) On the north side of the road, the existing driveways may be allowed to remain. No new driveways will be permitted.

(c) I-5 Freeway northerly to Bridgeport Road:

(i) On the west side, Hazel Fern Road shall intersect with Lower Boones Ferry Road, as Traveller's Lane.

(ii) On the east side, the Tri-Met park and ride shall be permitted two driveway accesses as determined by the City Manager.

(d) 72nd Avenue to the east City limits:

(i) On the north side access shall be permitted only by 65th Avenue and 63rd Avenue and a right-in, right-out driveway between 65th and 63rd Avenues. Between 63rd Avenue and the east City limits the properties fronting Lower Boones Ferry Road shall take access from 63rd Avenue.

(ii) On the south side access shall be permitted at 65th Avenue. Between 65th Avenue and the east City limits no new accesses shall be permitted. A median may be constructed to limit access to right-in, right-out.

(8) *BOONES FERRY ROAD.*

(a) North City Limits to the Tualatin River. All existing driveways will remain. No new driveways will be permitted.

(b) Tualatin River to Tualatin Road.

(i) Between the River and Martinazzi Avenue on the south side, the access for the apartments (Tax Lot 2S1 24B 1500) will be closed and converted over to the Loop Road. The Loop Road will have a right-in, right-out connection to Boones Ferry Road between the river and Martinazzi Avenue.

(ii) On the south side of Boones Ferry Road between Martinazzi Avenue and the driveway for the White Lot (formerly Lot C), any development or redevelopment shall take access over the White Lot or from Martinazzi Avenue.

(iii) Between the White lot and 84th Avenue, all properties shall have combined accesses resulting in only one access on Boones Ferry Road. Between 84th Avenue and Tualatin Road on the south side, any redevelopment shall result in no driveways onto Boones Ferry Road and access shall be taken from 84th Avenue or Seneca Street.

(iv) On the north side Tax Lots 2S1 24BC 1301 and 1400 and Tax Lot 2S1 24B 1300 (Apartments by Hedges Creek: Kaplan) shall combine their driveways at a location to be determined by the design of the Martinazzi Avenue-Boones Ferry Road intersection. Further the properties shall combine their access into one on Lot 1300 across from the White lot's driveway. Between the Green (former Lot G) and Blue (former Lot H) Lots, any redevelopment of these properties shall remove the existing driveways and take access from the public parking lots from a cross access between the two public lots. Between the Blue Lot and Tualatin Road any development or redevelopment shall have access off of Tualatin Road at the north edge of the property or over the Blue Lot.

(c) Tualatin Road to Tualatin-Sherwood Road.

(i) On the west side of this road is the Portland & Western Railroad (PNWR) tracks. There will be no access to Boones Ferry Road across the PNWR tracks except an access for a public street to the west side of the railroad tracks, centered on the centerline of Nyberg Street. The existing two driveways to the Tax Lot 2S1 23D 3400 (Sweek House also known as Willowbrook) shall be allowed a gated emergency access onto Boones Ferry Road, the other access shall be closed and access taken over Tax Lot 2S1 23D 2600 (Hedges Greene retail development) to Nyberg Street.

(ii) On the east side of this road, all redevelopment shall lead to elimination of all driveways onto Boones Ferry Road. Vehicular access to Boones Ferry Road in this section shall be limited to the Seneca Street intersection and Nyberg Street intersection. This will require interim access agreements per TDC 75.090.

(d) Tualatin-Sherwood Road to Sagert Street.

(i) On the west side, all existing driveways will be allowed to remain. On the frontage of the property of the demolished historic Tualatin Elementary School (Tax Lots 2S1 23DD 500 and 501), a new local street intersection is allowed on SW Boones Ferry Road that connects to a future public street on the Old Tualatin Elementary School property that extends north from Sagert Street in the approximate alignment of 90th Avenue. The new local street intersection may be located approximately 500 ft. north of the intersection with Sagert Street. Tax Lot 2S1 23DA 100 (the unnamed retail development at the intersection with Warm Springs Street will have one access aligned with Warm Springs.

(ii) On the east side, the driveway of McDonald's (Tax Lots 2S1 24CB 1201, 1301, and 1400) was closed and shall remain closed. Any additional development on the Brock property (Tax Lot 2S1 24CB 2100) shall result in closure of this driveway to Boones Ferry Road. Any additional development on (Tax Lot 2S1 24CB 2200) (Tualatin West Center retail development) shall result in closure of this driveway to Boones Ferry Road. Between Warm Springs Street and Tualatin-Sherwood Road, as an option to closing the driveways at Brocks, and Tualatin West Center, it may be permissible to construct a raised median barrier or other improvements in Boones Ferry Road in this section to physically eliminate left turning movements, thus limiting all these driveways to right turn in, right turn out. Any redevelopment of the residential property between

Mohawk and Sagert on the east side of Boones Ferry Road shall be accomplished in such a manner that the ultimate access to this area is from a street off of Sagert Street at its intersection with 86th Avenue. This may require interim agreements in accordance with TDC 75.090. All existing driveways in this area will be allowed to remain so long as the use of the property does not change.

(e) Sagert Street to Avery Street. The existing driveways will be allowed to remain. Any redevelopment of any residential property between Sagert and Avery shall result in no additional driveways being constructed in this area.

(f) Avery Street to Ibach Street. South of Avery Street, the Sundae Meadows Subdivision and Tualatin Presbyterian Church (Tax Lot 2S1 26AC 301) shall access Boones Ferry Road via Siletz Drive. One additional street or private drive (Cherry Lane) will be allowed for the Boones Ferry Commons Condominiums (Tax Lot 2S1 26CA 90000).

(g) Ibach Street to Norwood Road. Development of these residential properties shall result in no more than two driveway accesses for Tualatin High School, one emergency access with no curb cut for Grahams Landing Townhomes Condos (Tax Lot 2S1 35BA 90000) and only street intersections for other properties. All street intersections on Boones Ferry Road between Ibach and Norwood shall be spaced a minimum of 500 feet apart.

(9) *65TH AVENUE.*

(a) Nyberg to Borland: There will be no new additional driveways.

(b) Borland Road to south city limits: A street connection will be constructed across from Sagert Street to serve property to the east of 65th Avenue.

(10) *BORLAND ROAD.*

(a) Between 65th and the Entrance to Bridgeport School: In this section of roadway, as the residential properties develop, all accesses to Borland shall be limited to street intersections. These street intersections shall be spaced a minimum of 500 feet apart. All development in this area shall be interconnected so there are no dead-end entrances from Borland Road.

(b) Bridgeport School Entrance to Saum Creek: As the residential properties develop, all accesses to Borland shall be limited to street intersections. These street intersections shall be spaced a minimum of 500 feet apart. All development in this area shall be interconnected so there are no dead-end entrances from Borland Road. Access to Prosperity Park Road is allowed.

(11) *BRIDGEPORT ROAD.*

(a) 72nd Avenue to the West City Limits.

(i) On the north side, the existing driveways will be allowed to remain. No new driveways will be permitted.

(ii) On the south the existing driveways will be allowed to remain. No new driveways will be permitted.

(12) *72ND AVENUE.*

(a) Bridgeport Road to North City Limits. The existing driveways will be allowed to remain. No new driveways will be permitted.

(13) *MARTINAZZI AVENUE.*

(a) Boones Ferry Road to Seneca Street:

(i) On the west side, any redevelopment on the Haberman and Soft Tough Dentistry property (2S1 24BC 1500 and 1503) or the unnamed retail development property with corner tenant Umpqua

Bank (Tax Lot 2S1 24BC 1502) shall result in combining these two driveways into one driveway on Martinazzi Avenue, or the Halstin retail development property shall take access from the White Lot (former Lot C) to Boones Ferry Road.

(ii) On the east side the existing driveway shall be removed and access shall be taken off of the Loop Road.

(b) Seneca Street to Nyberg Street. No driveways shall be permitted. The raised center median prohibiting left turns in this area shall remain until driveways are removed. On the west side on Tax Lot 2S1 24BC 2702 (Wells Fargo Bank), the driveway shall be removed and access taken from Seneca Street or Nyberg Street. On the east side the driveway for Tax Lot 2S114B 2000 (Tualatin Center retail development Building 1) shall be removed and access taken from the Loop Road or Nyberg Street.

(c) Nyberg Street to Tualatin-Sherwood Road. There shall be no access to Martinazzi Avenue.

(d) Tualatin-Sherwood Road to Warm Springs Street. The only access shall be the existing Fred Meyer/Martinazzi Square driveway intersection.

(e) Warm Springs Street to Sagert Street. There shall be no additional access granted. The only street intersection will be Mohawk Street.

(14) *SAGERT STREET.*

(a) Martinazzi Avenue to 65th Avenue. No new driveways or streets shall be al-lowed, except the City Manager may allow one driveway from the SE corner lot of Sagert and Martinazzi. This driveway may be restricted to right-in, right-out.

(15) *LEVETON DRIVE.*

(a) 108th Avenue to 118th Avenue.

(i) On the north side of Leveton Drive, JAE (2S122B 200) shall align a driveway across from 118th Avenue and be permitted a second driveway approximately 50 feet from their east property line. Novellus (2S122AA 500 and 2S122AB 100) shall be permitted three driveways located approximately 25 feet and 950 feet from the west property line for Tax Lot 100 and 600 feet west of 108th Avenue for Tax Lot 500.

(ii) On the south side, Phight Inc. (2S122 300) shall be allowed a driveway aligned with the west Novellus (2S122AB 100) driveway and a driveway adjacent to their east property line. Fujimi (2S122 400) shall be allowed a driveway adjacent to their west property line and east property line. Tofle (2S122AD 400) shall be allowed a driveway aligning across from the Novellus (2S122AA 500) driveway and a second driveway approximately 260 feet west of 108th Avenue.

(b) 118th Avenue to 124th Avenue. The existing driveways will be allowed to remain. No new driveways will be permitted.

(16) *108TH AVENUE.*

(a) Leveton Drive to Herman Road.

(i) On the west side, Tofle (2S122AD 400) shall take access from Leveton Drive. The undeveloped property (2S122AD 500) shall be allowed one driveway onto 108th Avenue. The old Shulz Clearwater site (2S122AD 800) and then Northwest Pipe and Metal Fab (2S122AD 600 and 700) shall provide a joint driveway access. The Wahco Inc. property (2S122AD 900) shall take access from Herman Road.

(ii) On the east side, the DOT Inc. site shall have a driveway that aligns with Leveton Drive. The City Operations Center (2S122AD 200 and 300) will be permitted two driveways at locations to be determined by the City Manager.

~~(17) *HERMAN ROAD.*~~

~~(a) Teton Avenue to 108th Avenue:~~

~~(i) On the north side, the existing driveways will be allowed to remain. No new driveways will be permitted. Airifco (2S123B 600) will be permitted one driveway adjacent to their west property line.~~

~~(ii) On the south side is the Portland & Western Railroad (PNWR) tracks. There will be no access to Herman Road across the tracks except for a shared driveway between the Kem Equipment (2S122AD 800) and Marshall Property (2S122AD 1000) located on the common property line. The Marshall Property (2S123BC 1000) shall take access from Teton Avenue.~~

~~(b) 108th Avenue to 118th~~

~~(i) On the north side the existing driveways will be allowed to remain. No new driveways will be permitted.~~

~~(ii) On the south side is the Portland & Western Railroad (PNWR) tracks. There will be no access to Herman Road across the tracks.~~

~~(c) 118th Avenue to 124th Avenue:~~

~~(i) On the north side the existing driveways will be allowed to remain. No new driveways will be permitted.~~

~~(ii) On the south side is the Portland & Western Railroad (PNWR) tracks. There will be no access to Herman Road across the tracks.~~

~~(18) *90TH AVENUE.*~~

~~(a) Tualatin Road to Tualatin-Sherwood Road. The existing driveways will be allowed to remain. No new driveways will be permitted.~~

~~(19) *AVERY STREET.*~~

~~(a) Teton Road to Tualatin-Sherwood Road:~~

~~(20) *TETON AVENUE.*~~

~~(a) Tualatin Road to Herman Road. The existing driveways will be allowed to remain. No new driveways will be permitted.~~

~~(b) Herman Road to Tualatin-Sherwood Road. The existing driveways will be allowed to remain. No new driveways will be permitted.~~

~~(c) Tualatin-Sherwood Road to Avery Street. The existing driveways will be allowed to remain. No new driveways will be permitted.~~

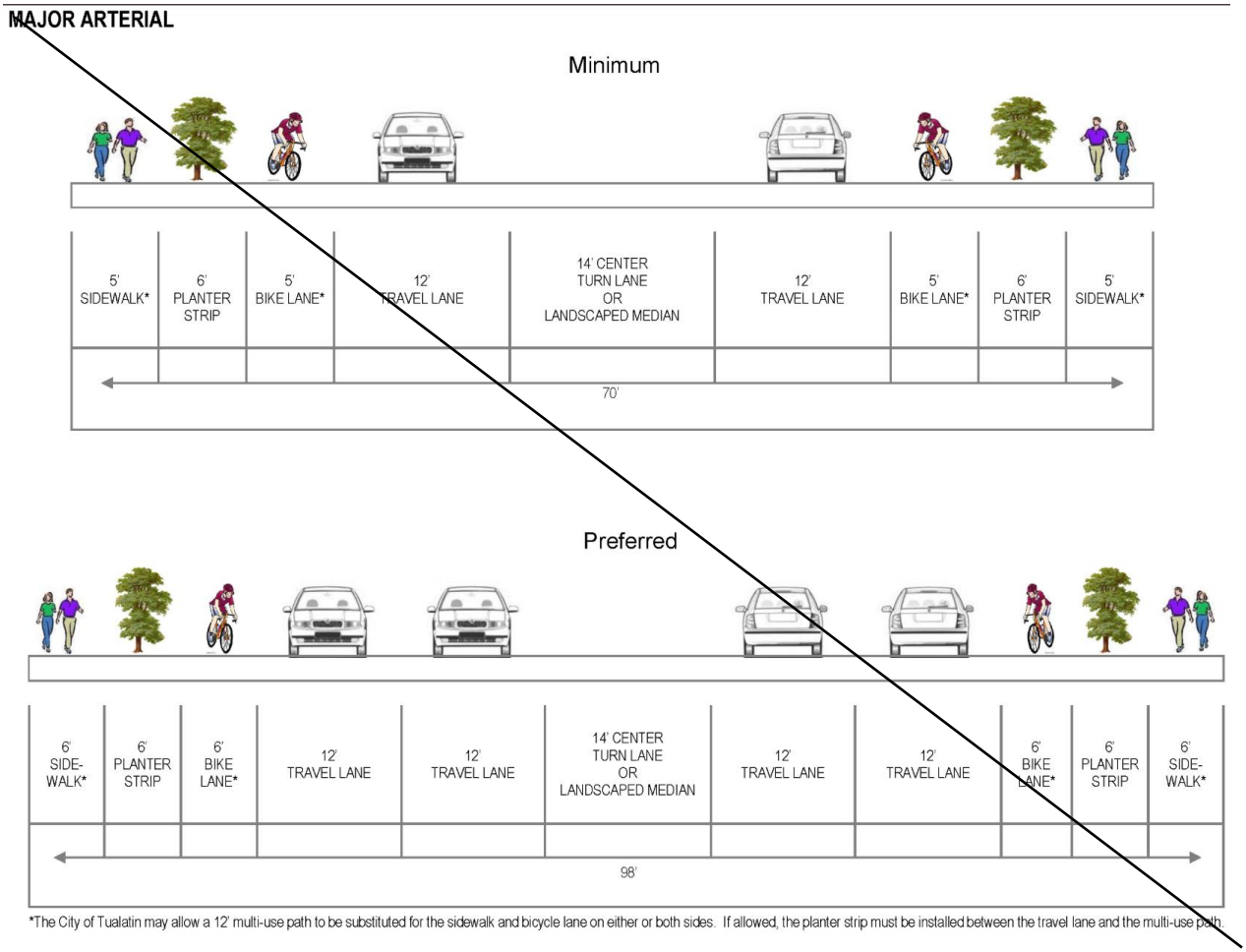
~~(21) *BASALT CREEK PARKWAY.*~~

~~(a) 124th Avenue to Boones Ferry Access to the Parkway shall be limited to Grahams Ferry Road and Boones Ferry Road.~~

APPENDIX B - FIGURES

[…]

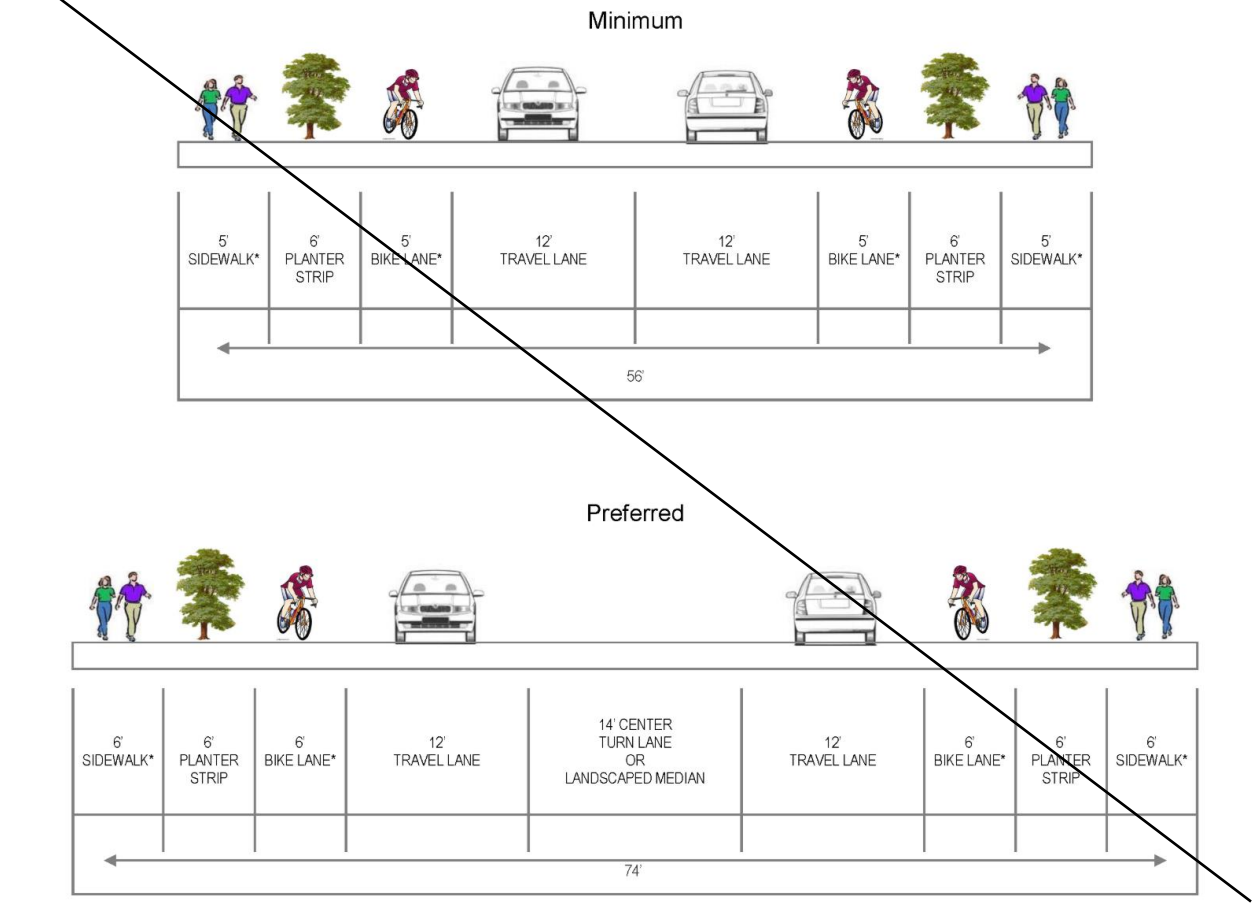
~~Figure 74-2a. Major Arterial Street Design Standards~~



*The City of Tualatin may allow a 12' multi-use path to be substituted for the sidewalk and bicycle lane on either or both sides. If allowed, the planter strip must be installed between the travel lane and the multi-use path.

~~Figure 74-2b. Minor Arterial Street Design Standards~~

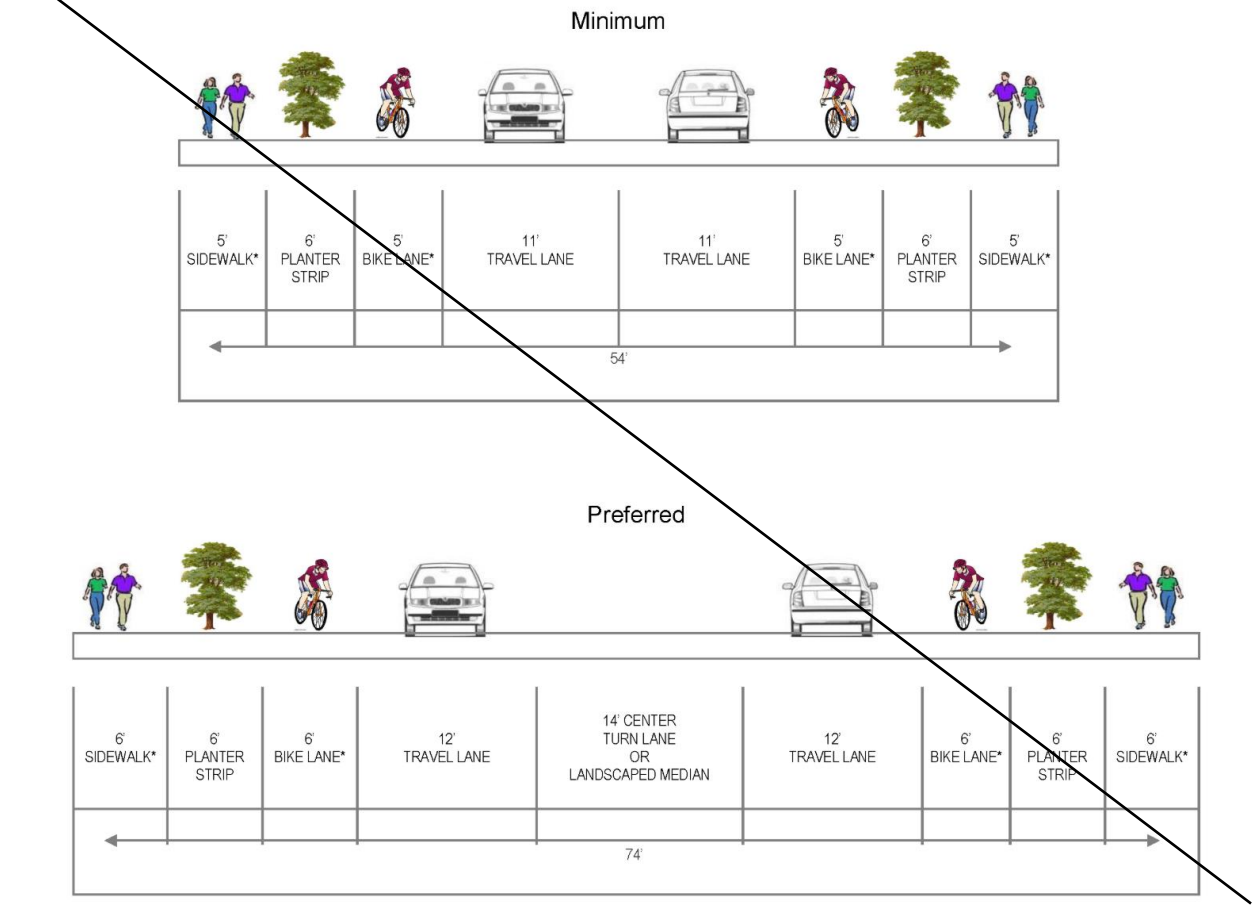
MINOR ARTERIAL



*The City of Tualatin may allow a 12' multi-use path to be substituted for the sidewalk and bicycle lane on either or both sides. If allowed, the planter strip must be installed between the travel lane and the multi-use path.

~~Figure 74-2c. Major Collector Street Design Standards~~

MAJOR COLLECTOR

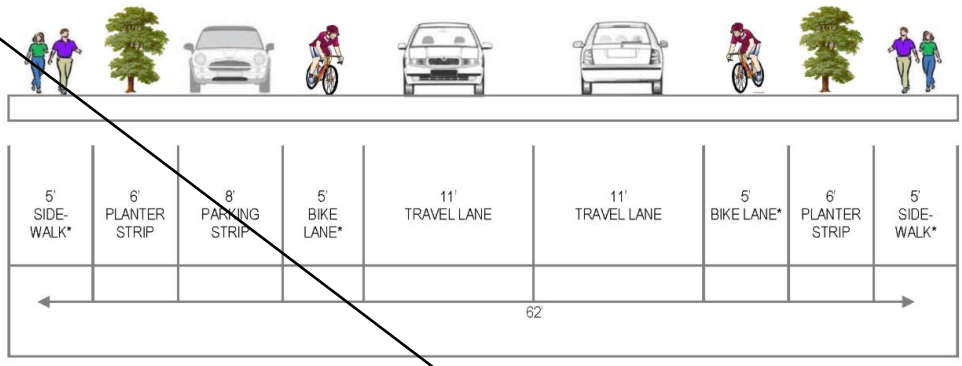


*The City of Tualatin may allow a 12' multi-use path to be substituted for the sidewalk and bicycle lane on either or both sides. If allowed, the planter strip must be installed between the travel lane and the multi-use path.

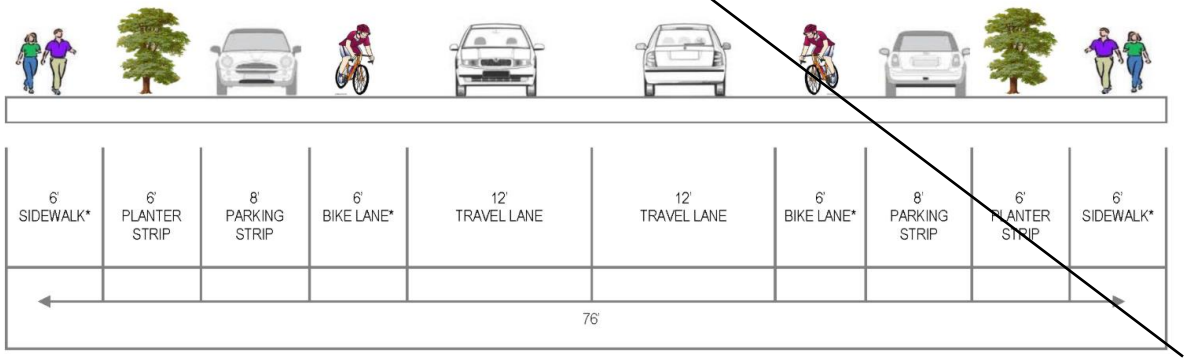
~~Figure 74-2d. Minor Collector Street Design Standards~~

MINOR COLLECTOR

Minimum



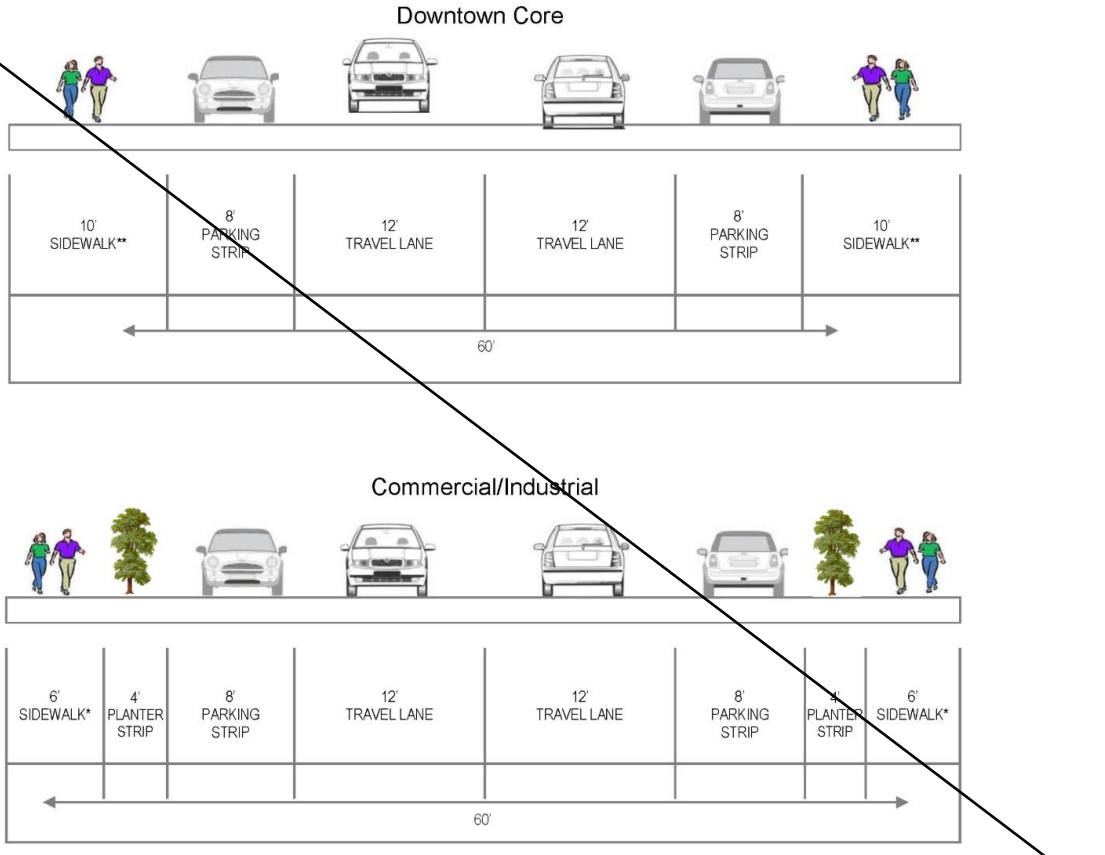
Preferred



*The City of Tualatin may allow a 12' multi-use path to be substituted for the sidewalk and bicycle lane on either or both sides. If allowed, the planter strip must be installed between the travel lane and the multi-use path.

~~Figure 74-2e. Connector Street Design Standards~~

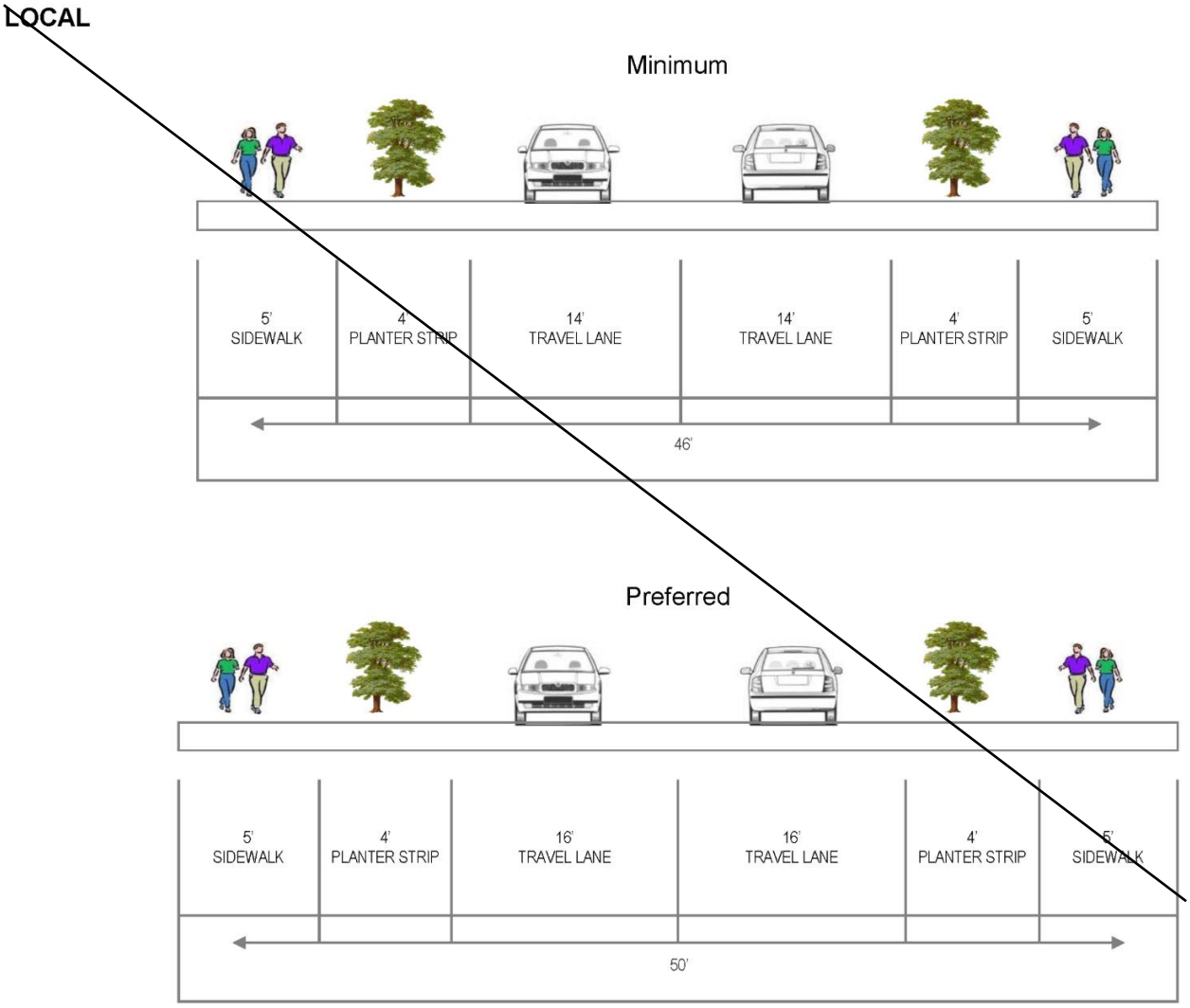
CONNECTOR



*The City of Tualatin may allow a 12' multi-use path to be substituted for the sidewalk and bicycle lane on either or both sides. If allowed, the planter strip must be installed between the travel lane and the multi-use path.
**Sidewalks on the downtown connector roads have 5 x 5' tree grates instead of planter strips.

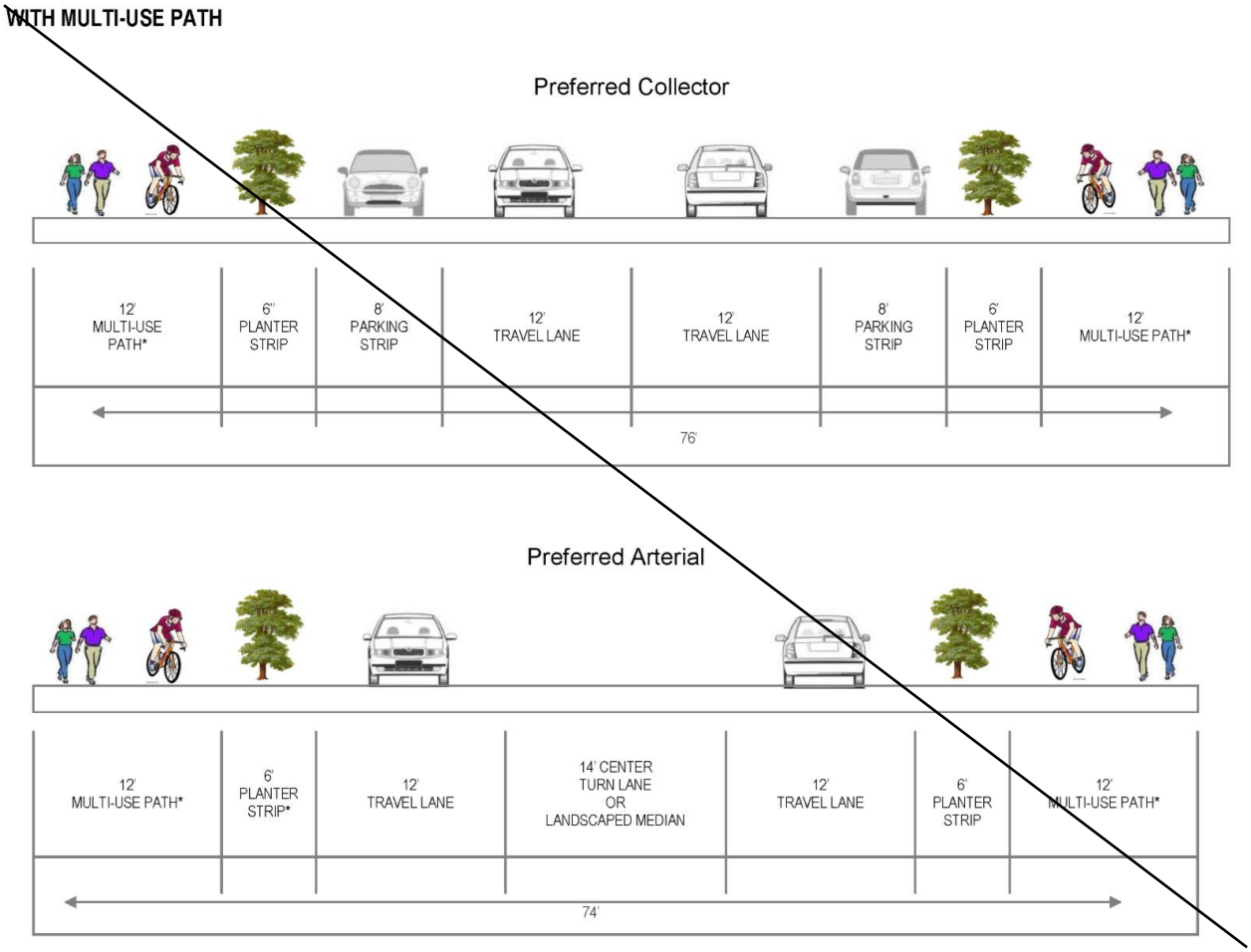
~~Figure 74-2f. Local Street Design Standards~~

LOCAL



~~Figure 74-2g. With Multi-Use Path Street Design Standards~~

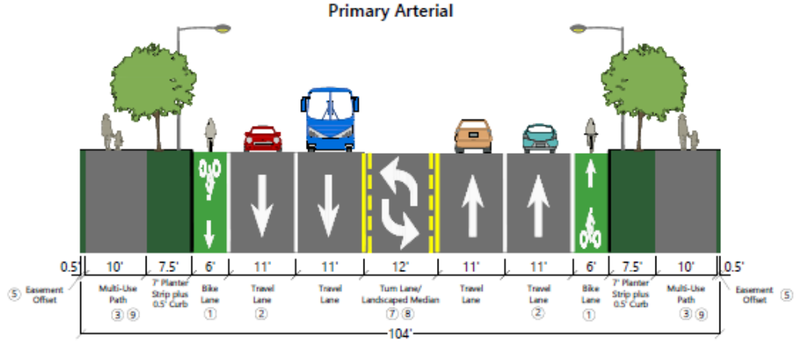
~~WITH MULTI-USE PATH~~



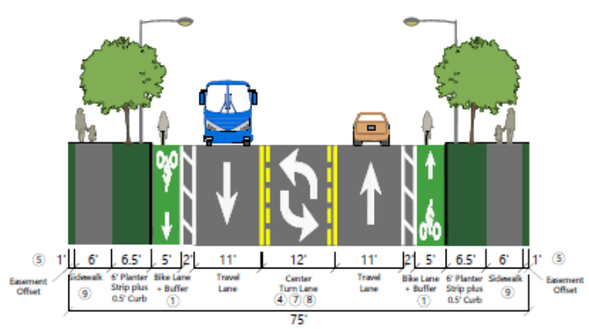
*The City of Tualatin may allow a 12' multi-use path to be substituted for the sidewalk and bicycle lane on either or both sides. If allowed, the planter strip must be installed between the travel lane and the multi-use path.

Figure 74-1A Typical Street Design Standards

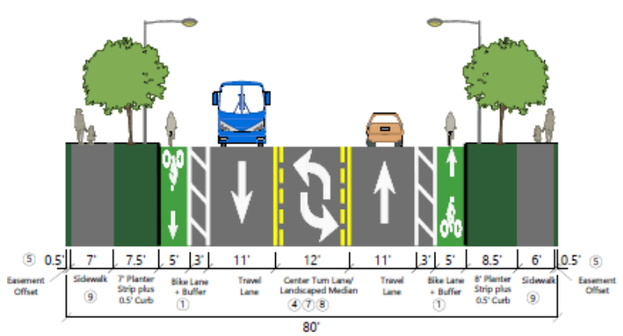
Primary Arterial



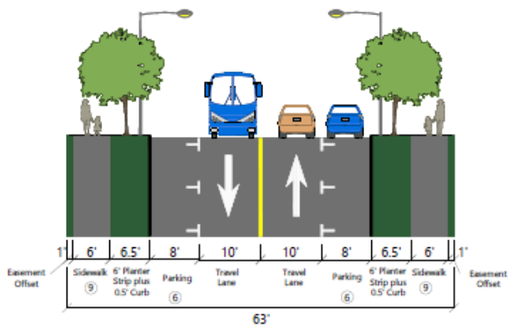
Collectors



Arterial



Neighborhood Route



General Notes

(1) Additional turn lanes may be required at intersection as determined by the City Engineer based on traffic volumes and/or safety needs as identified in an approved traffic study.

Notes

(1) The City of Tualatin may allow a 12' multi-use path to be substituted for the sidewalk and bicycle lane on either or both sides. If allowed, the planter strip must be installed between the travel lane and the multi-use path.

(2) Outside vehicle lanes may be deleted if street is listed as 3-lane Primary Arterial in Tualatin Transportation System Plan

(3) Mark for one-way bike and two-way ped traffic.

(4) City Engineer may authorize the deletion of center turn lane if they determine 20-year traffic volumes will be less than 8,000 ADT and the center turn lane is not needed for traffic flow and safety.

(5) Homes must front away from street.

(6) City Engineer may allow a 6' bike lane in place of on-street parking in non-residential areas with low parking demand as determined by parking study.

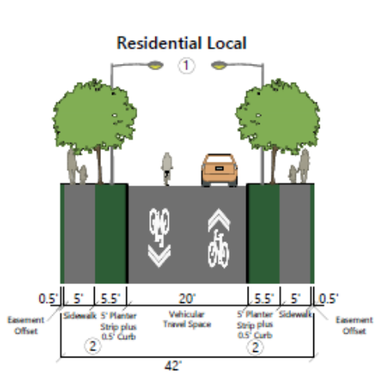
(7) Construct turn lanes within 200ft or to 95th percentile peak hour queue length (as determined by an engineering study) of intersections, whichever is longer. Construct turn lanes within 100ft or 95th percentile peak hour queue length of driveways to multifamily or commercial properties. Construct landscaped medians with 1' shy distance from travel lanes elsewhere.

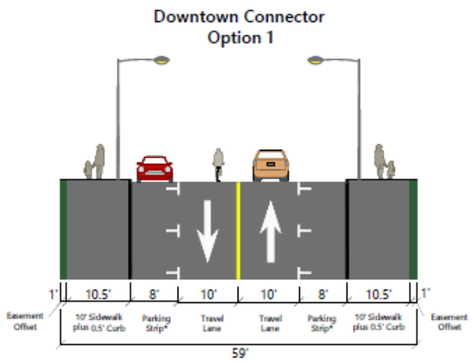
CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

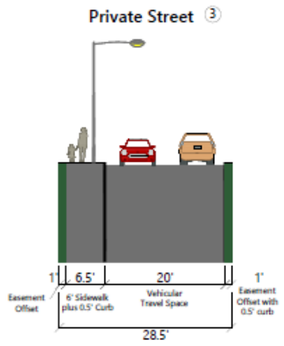
Figure 74-1A

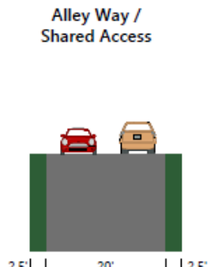
City of Tualatin Transportation System Plan
Typical Roadway Cross Sections

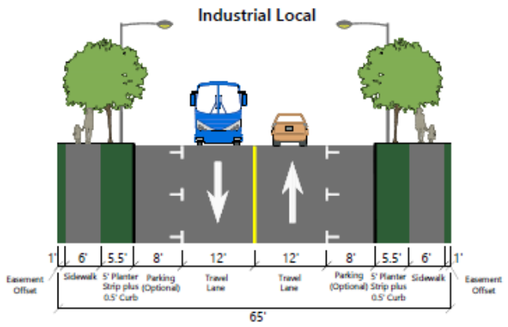
Figure 74-1B Typical Street Design Standards

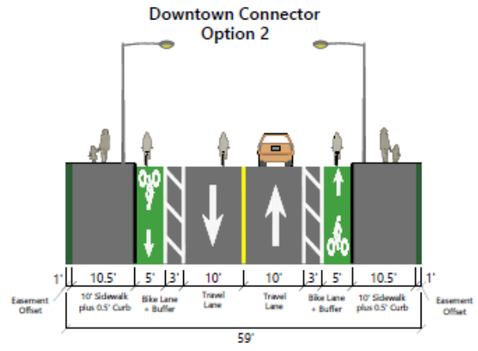


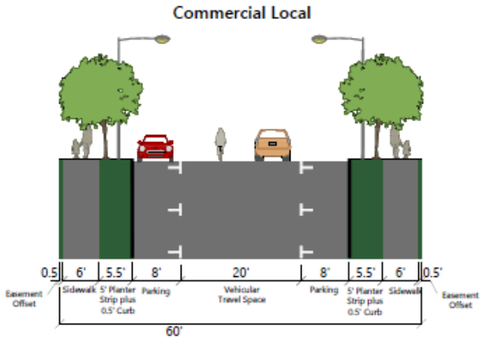


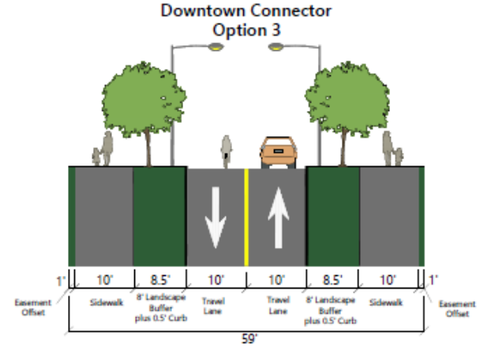












General Notes

① Local street standard is 32' curb-to-curb with parking on both sides and 5.5' planter strips, 5' sidewalks, and 0.5' easement offset in the 54-foot ROW. City engineer may approve a) 28' curb-to-curb with parking on one side in 50' ROW or b) 20' curb-to-curb with no parking in a 42-foot ROW (or parking in bays in widened ROW) if they determine that driveway density precludes on-street parking or better serves the needs of the public.

② Additional turn lanes may be required at intersection as determined by the City Engineer based on traffic volumes and/or safety needs as identified in an approved traffic study.

Notes

① One standard parking space shall be provided per 50' of local street frontage. Spaces may be parallel, diagonal, or perpendicular to the street and shall be constructed in concrete and drain towards the roadway. These spaces shall be placed within the right-of-way, and shall be between the sidewalk and the street. Acquire/dedicate right-of-way accordingly where parking is provided.

② 5' planter strip (plus 0.5' curb) may be used where parallel parking is provided.

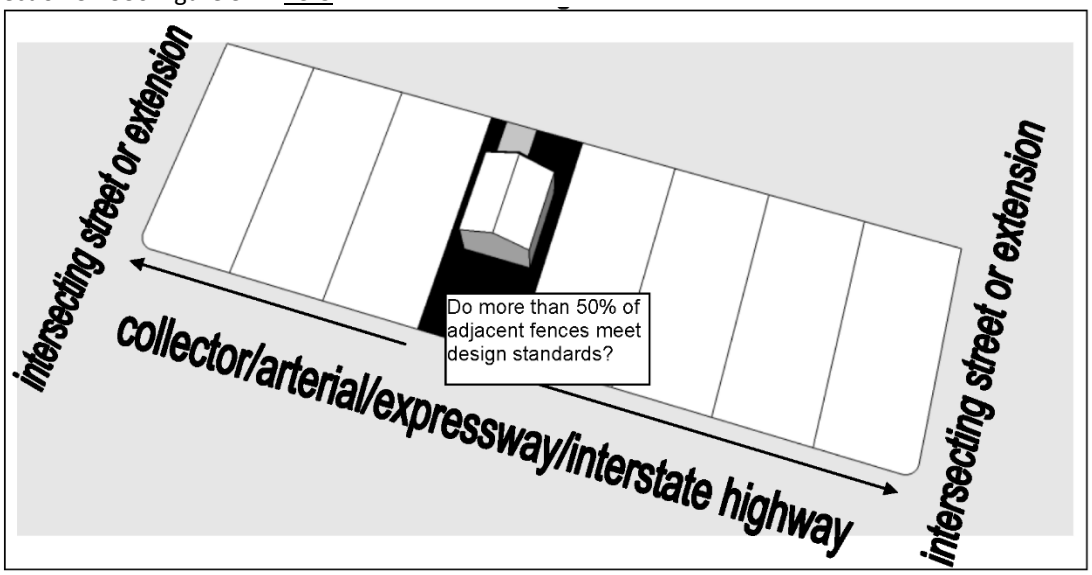
③ Cul-de-sacs allow curb tight reinforced sidewalks with mountable curbs and 48' radius to be back of walk.

Figure 74-1B

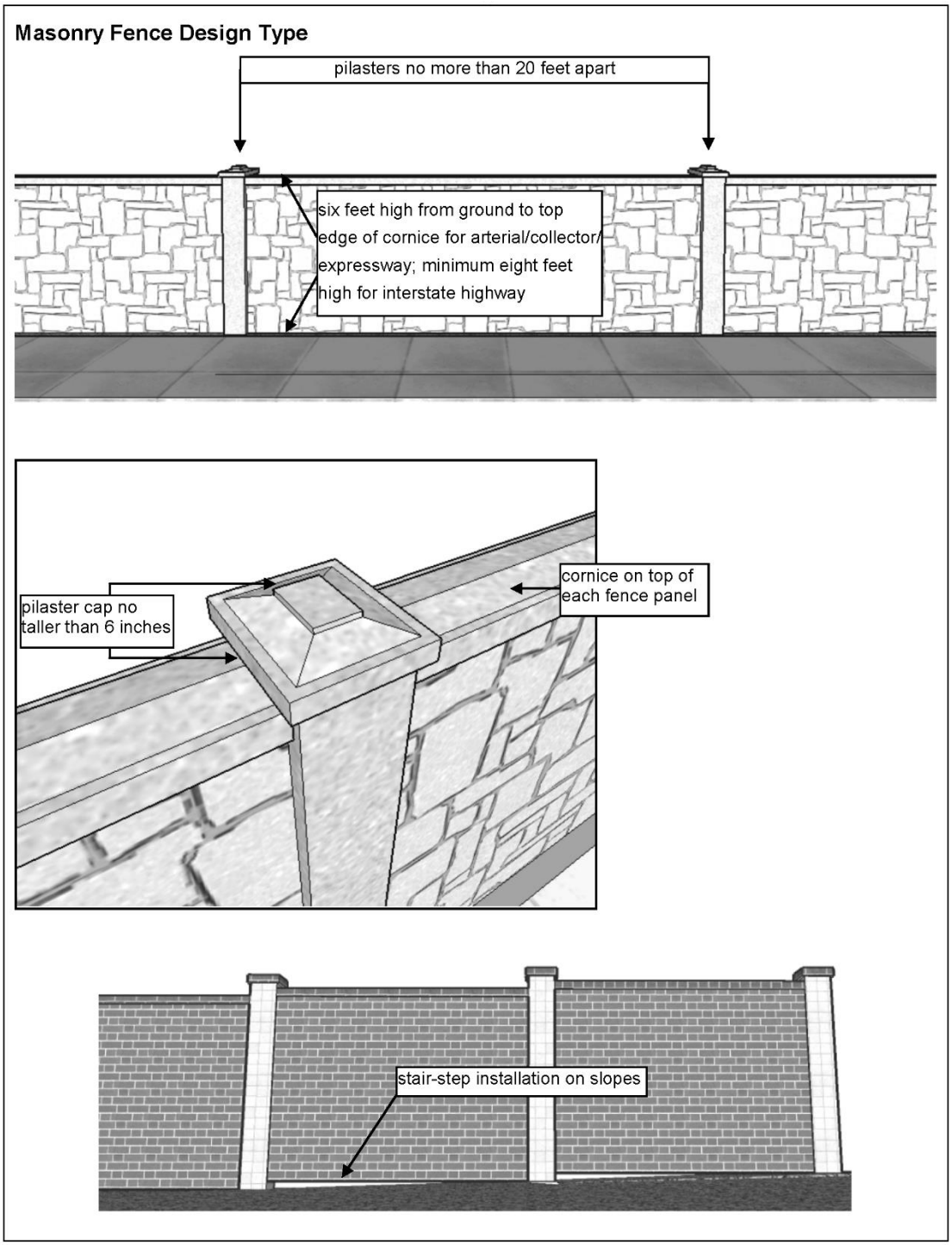
City of Tualatin Transportation System Plan
Typical Roadway Cross Sections

CONCEPTUAL - NOT FOR CONSTRUCTION. ADDITIONAL DETAILED ANALYSIS AND ENGINEERING DESIGN REQUIRED.

~~Section 34.330~~ Figure ~~34-1~~ 73-5



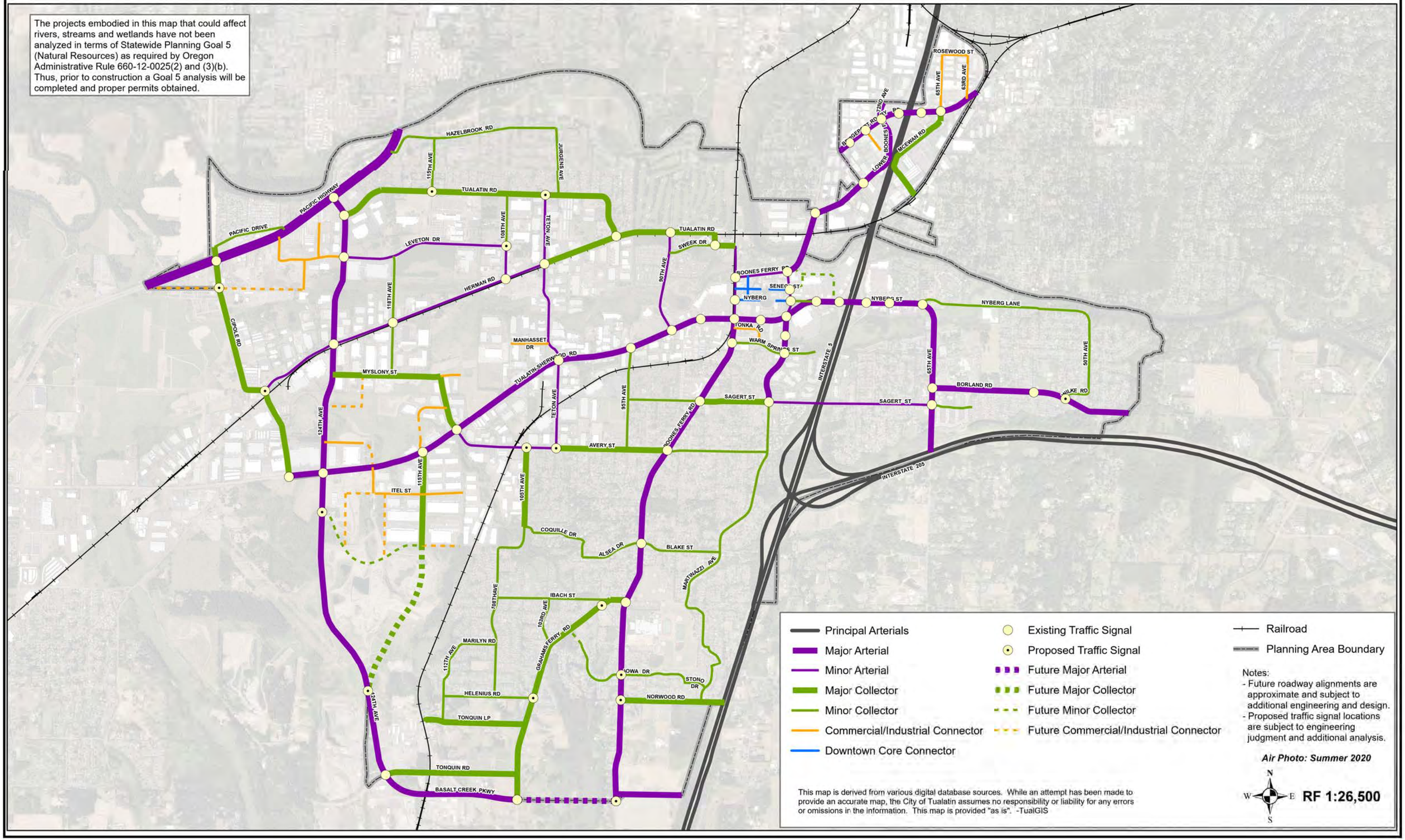
~~Section 34.340~~ Figure ~~34-2~~ 73-6



Map 8-1: Functional Classification and Traffic Signal Plan

TUALGIS

The projects embodied in this map that could affect rivers, streams and wetlands have not been analyzed in terms of Statewide Planning Goal 5 (Natural Resources) as required by Oregon Administrative Rule 660-12-0025(2) and (3)(b). Thus, prior to construction a Goal 5 analysis will be completed and proper permits obtained.



- Principal Arterials
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Commercial/Industrial Connector
- Downtown Core Connector
- Existing Traffic Signal
- Proposed Traffic Signal
- Future Major Arterial
- Future Major Collector
- Future Minor Collector
- Future Commercial/Industrial Connector
- Railroad
- Planning Area Boundary

Notes:
- Future roadway alignments are approximate and subject to additional engineering and design.
- Proposed traffic signal locations are subject to engineering judgment and additional analysis.

Air Photo: Summer 2020

N W E S

RF 1:26,500

This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". -TualGIS

Map 8-1: Functional Classification and Traffic Signal Plan

Exhibit 3 - PMA 25-0001
PROPOSED

TUALGIS

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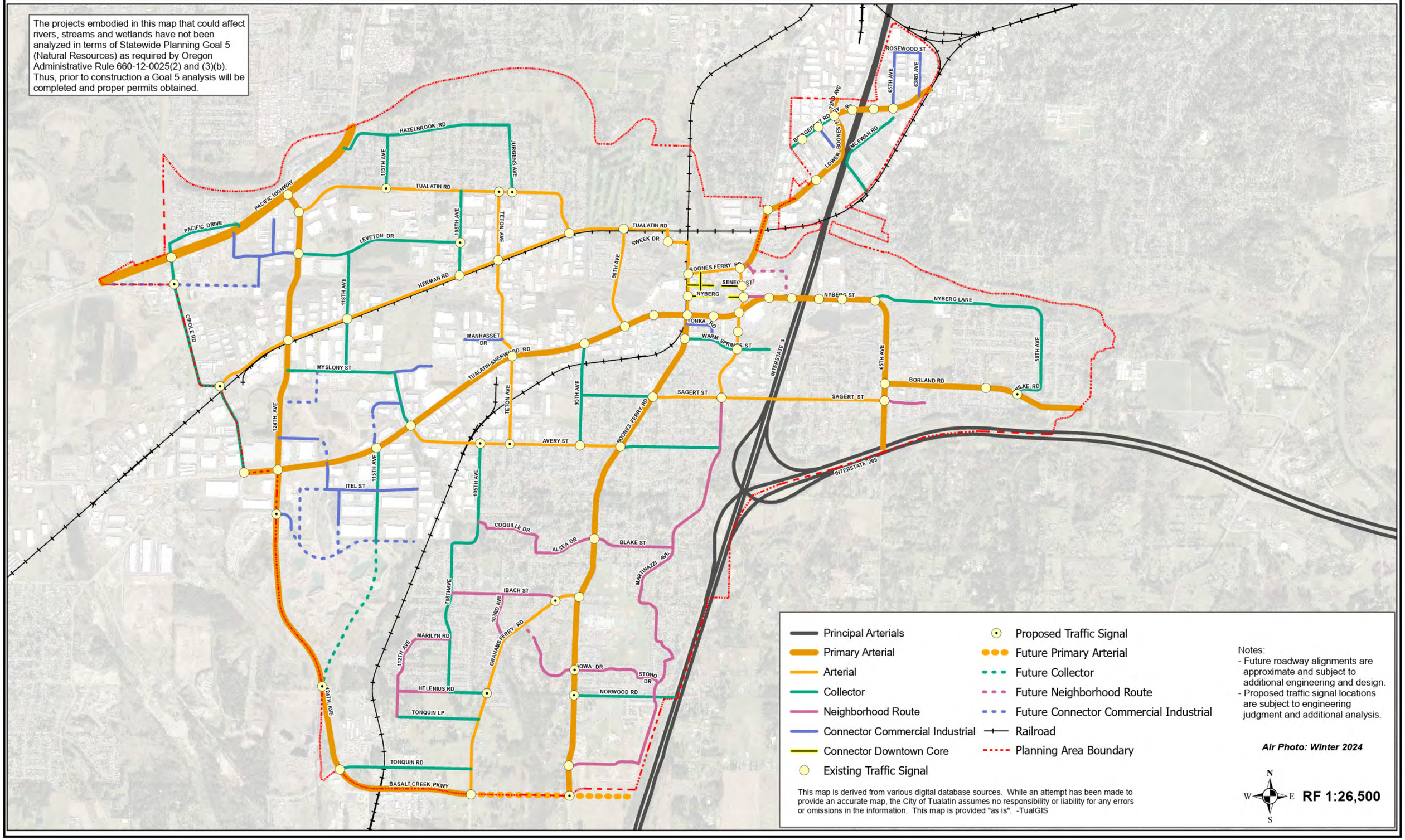

- Principal Arterials
- Primary Arterial
- Arterial
- Collector
- Neighborhood Route
- Connector Commercial Industrial
- Connector Downtown Core
- Existing Traffic Signal
- Proposed Traffic Signal
- Future Primary Arterial
- Future Collector
- Future Neighborhood Route
- Future Connector Commercial Industrial
- Railroad
- Planning Area Boundary

Notes:
- Future roadway alignments are approximate and subject to additional engineering and design.
- Proposed traffic signal locations are subject to engineering judgment and additional analysis.

Air Photo: Winter 2024

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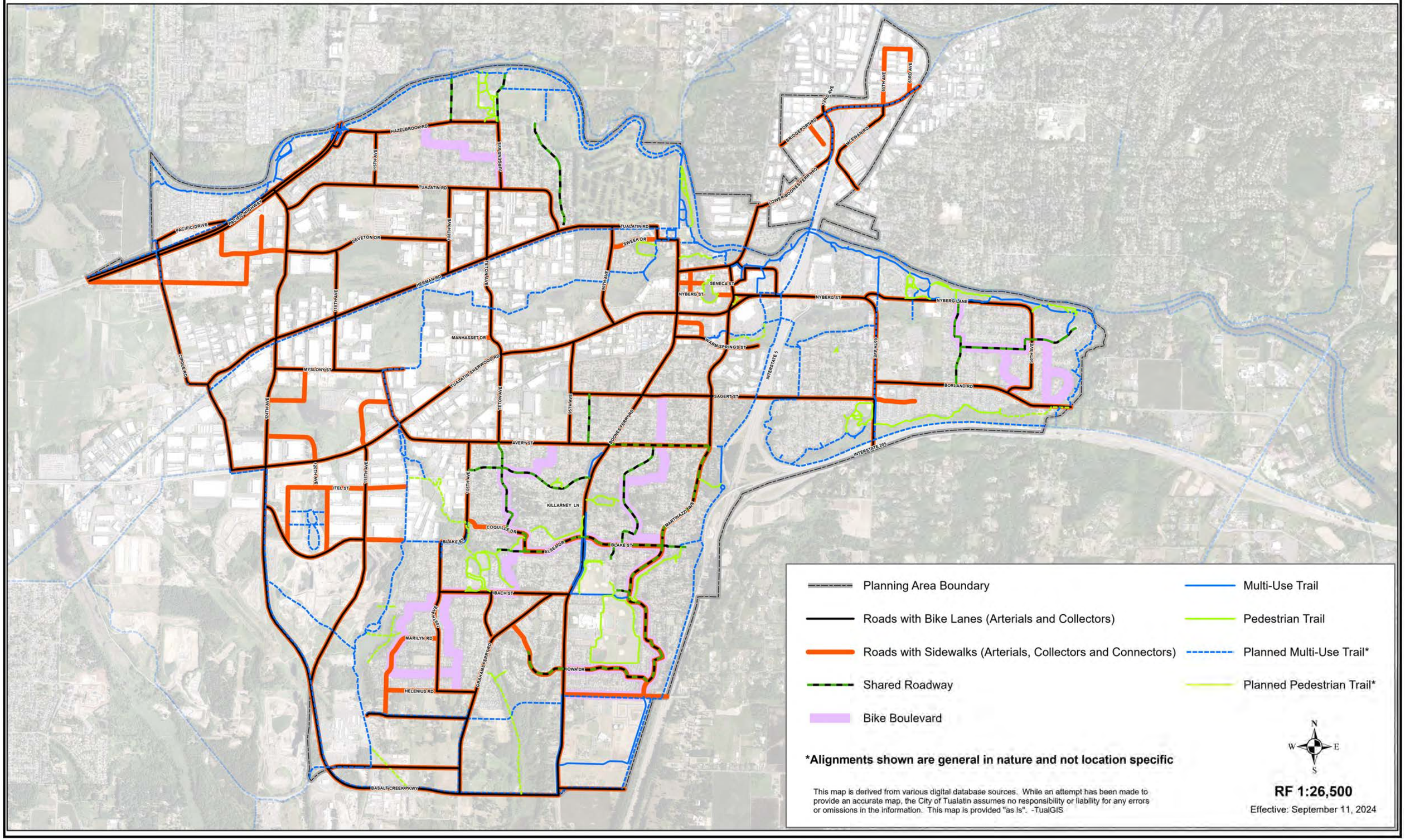
Map 8-4: Bicycle and Pedestrian Plan

TUALGIS



- Planning Area Boundary
- Roads with Bike Lanes (Arterials and Collectors)
- Roads with Sidewalks (Arterials, Collectors and Connectors)
- Shared Roadway
- Bike Boulevard
- Multi-Use Trail
- Pedestrian Trail
- Planned Multi-Use Trail*
- Planned Pedestrian Trail*

***Alignments shown are general in nature and not location specific**

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N W E S

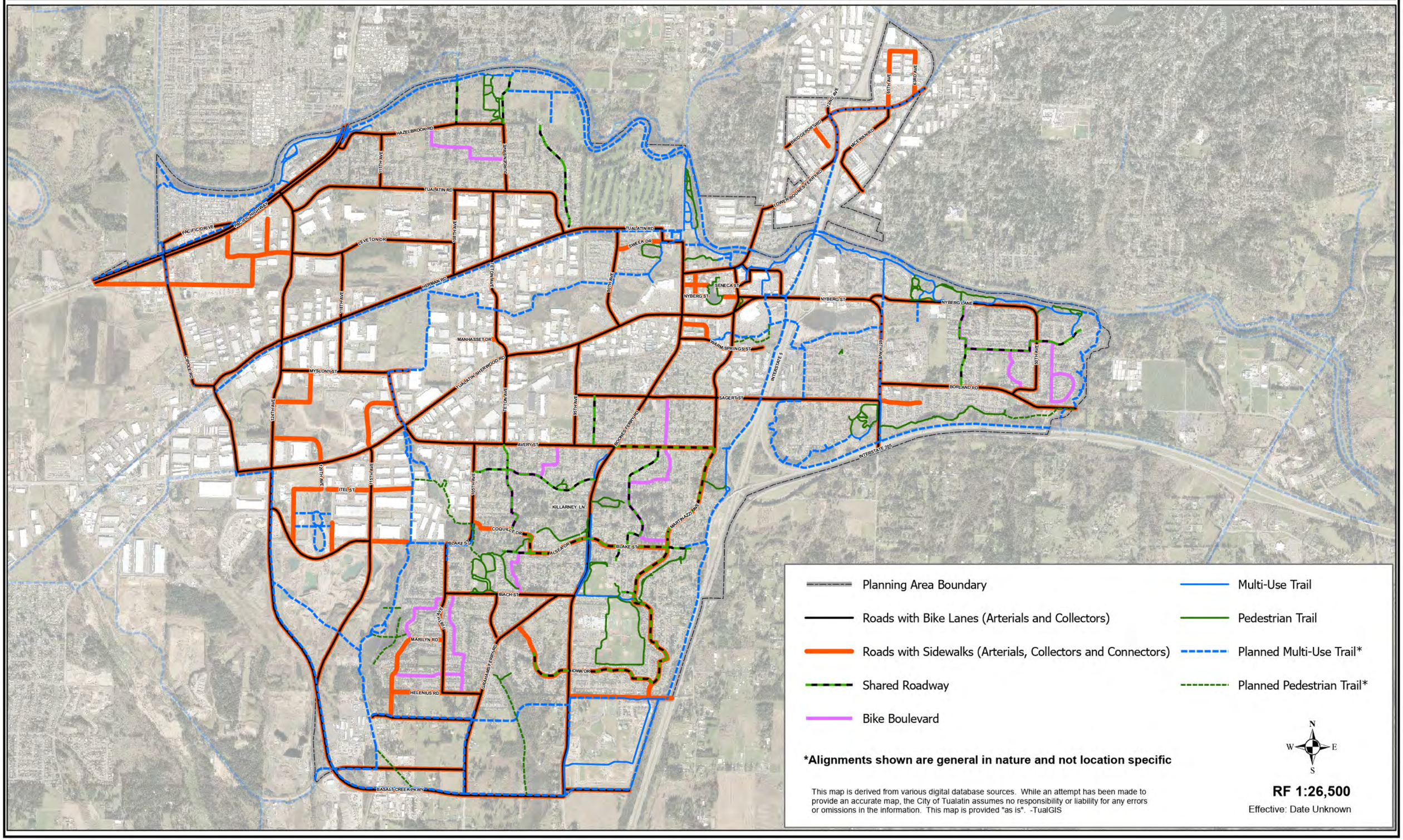
RF 1:26,500

Effective: September 11, 2024

Map 8-4: Bicycle and Pedestrian Plan

PROPOSED

TUALGIS



- Planning Area Boundary
- Roads with Bike Lanes (Arterials and Collectors)
- Roads with Sidewalks (Arterials, Collectors and Connectors)
- Shared Roadway
- Bike Boulevard
- Multi-Use Trail
- Pedestrian Trail
- Planned Multi-Use Trail*
- Planned Pedestrian Trail*

***Alignments shown are general in nature and not location specific**

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N W E S

RF 1:26,500

Effective: Date Unknown

Exhibit 3 - PMA 25-0001

Map 8-5: Tualatin Transit Plan

TUALGIS

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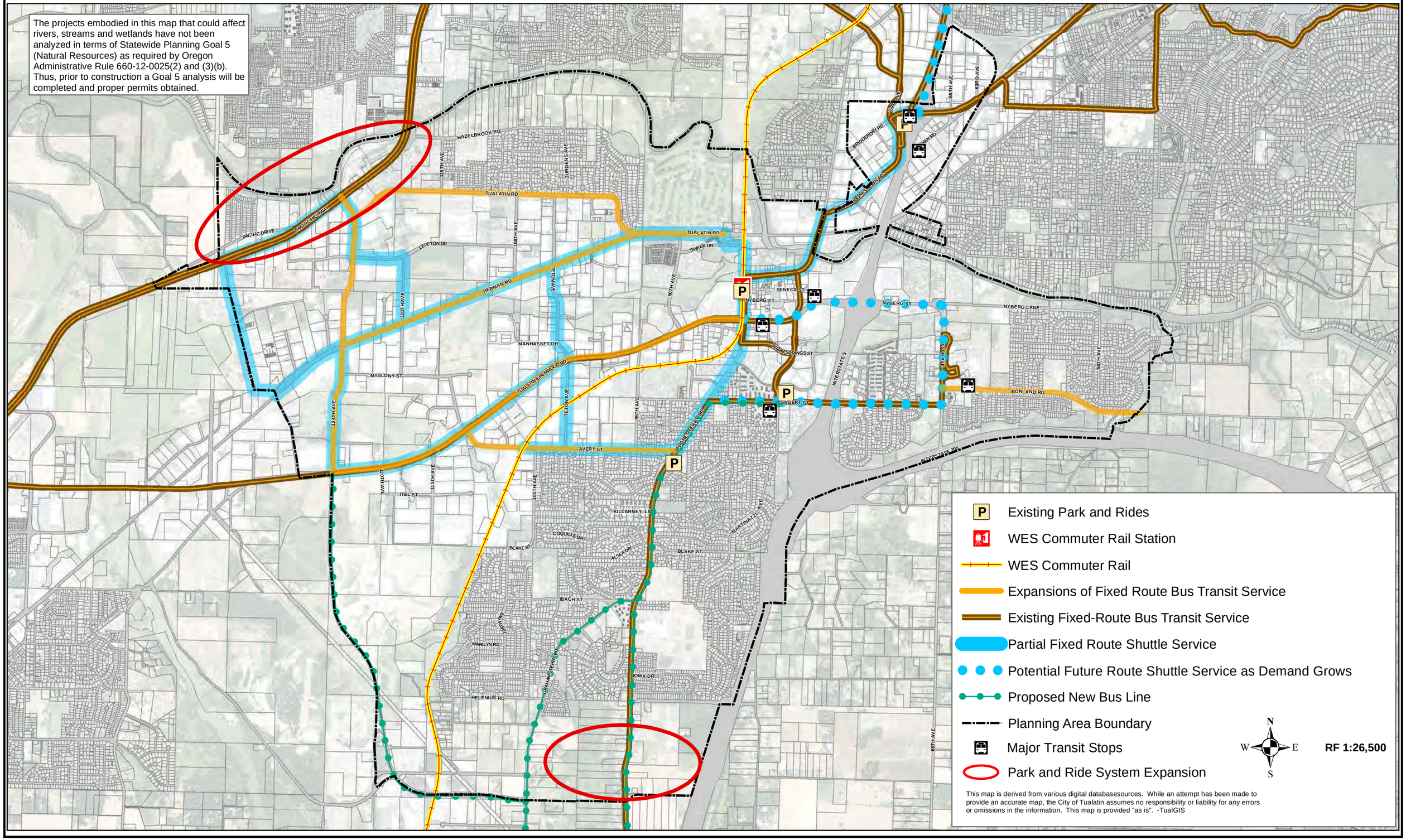

- P Existing Park and Rides
- WES Commuter Rail Station
- WES Commuter Rail
- Expansions of Fixed Route Bus Transit Service
- Existing Fixed-Route Bus Transit Service
- Partial Fixed Route Shuttle Service
- Potential Future Route Shuttle Service as Demand Grows
- Proposed New Bus Line
- Planning Area Boundary
- Major Transit Stops
- Park and Ride System Expansion

N W E S

RF 1:26,500

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Map 8-5: Tualatin Transit Plan

PROPOSED

TUALGIS

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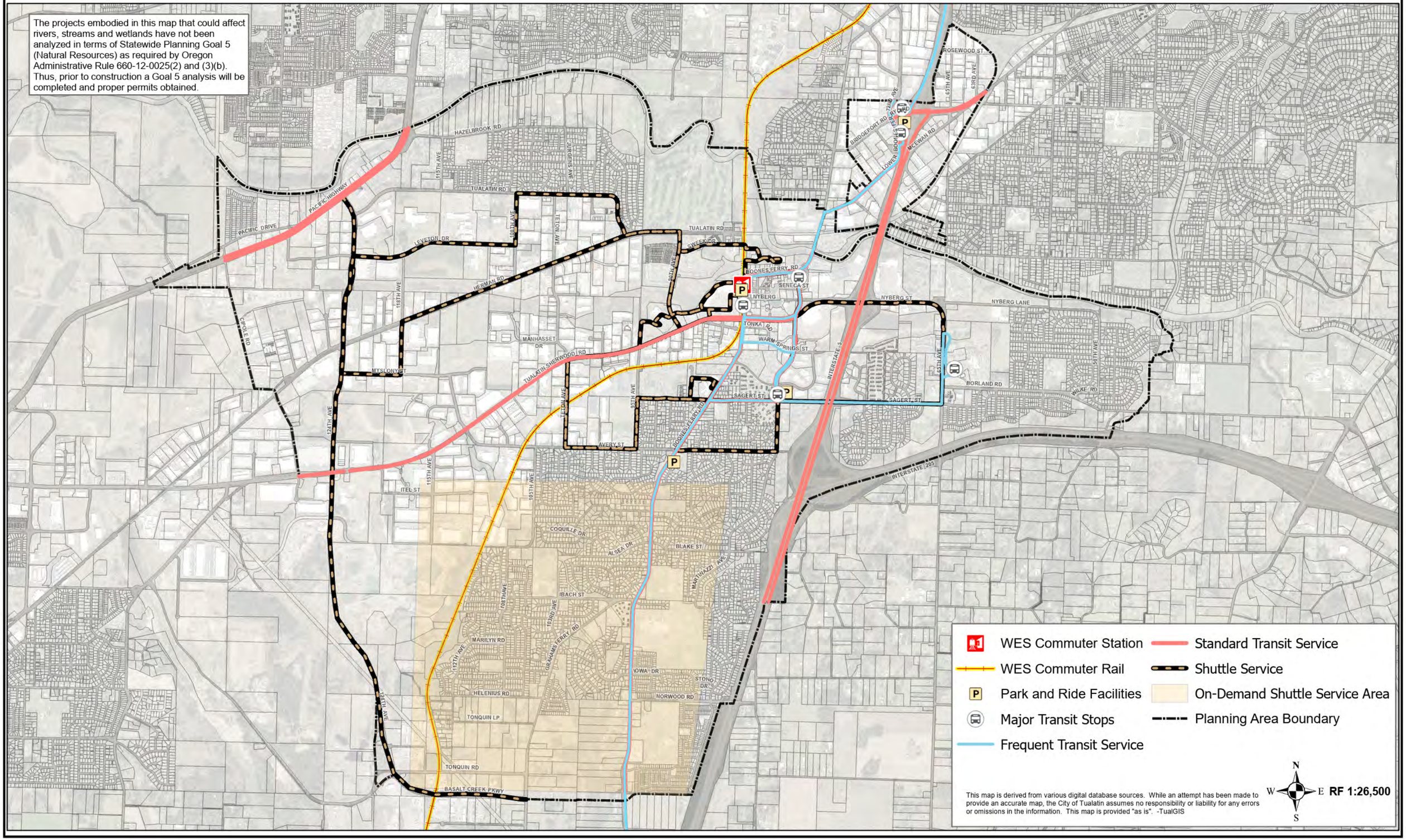

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N W E S

RF 1:26,500

Map 8-6: Freight Routes

Exhibit 3 - PMA 25-0001

TUALGIS

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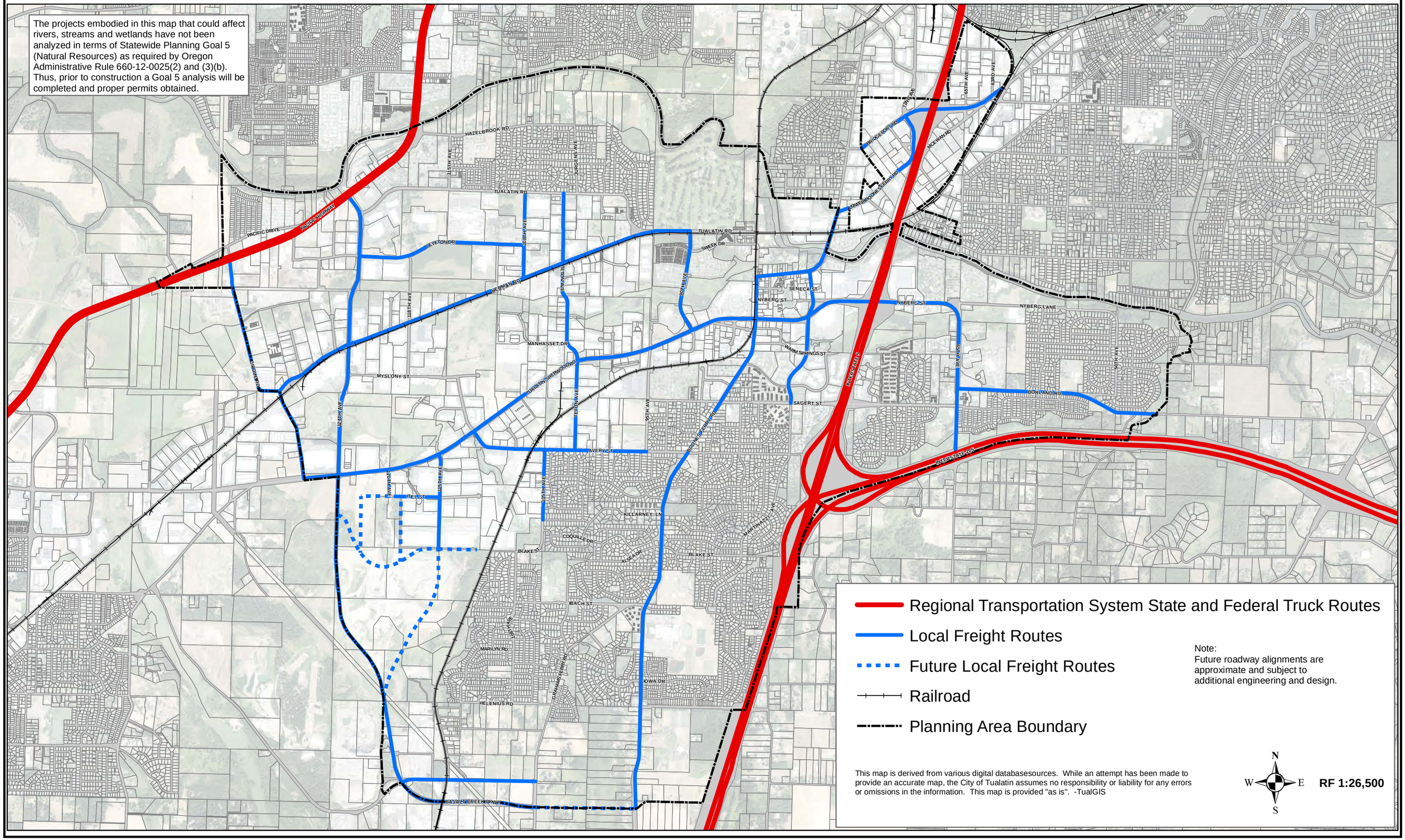

- Regional Transportation System State and Federal Truck Routes
- Local Freight Routes
- Future Local Freight Routes
- Railroad
- Planning Area Boundary

Note:
Future roadway alignments are approximate and subject to additional engineering and design.

This map is derived from various digital databasesources. While an attempt has been made to provide an accurate map, the City of Tualatin assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". -TualGIS

N W E S

RF 1:26,500

Map 8-5: Freight Routes

PROPOSED

TUALGIS

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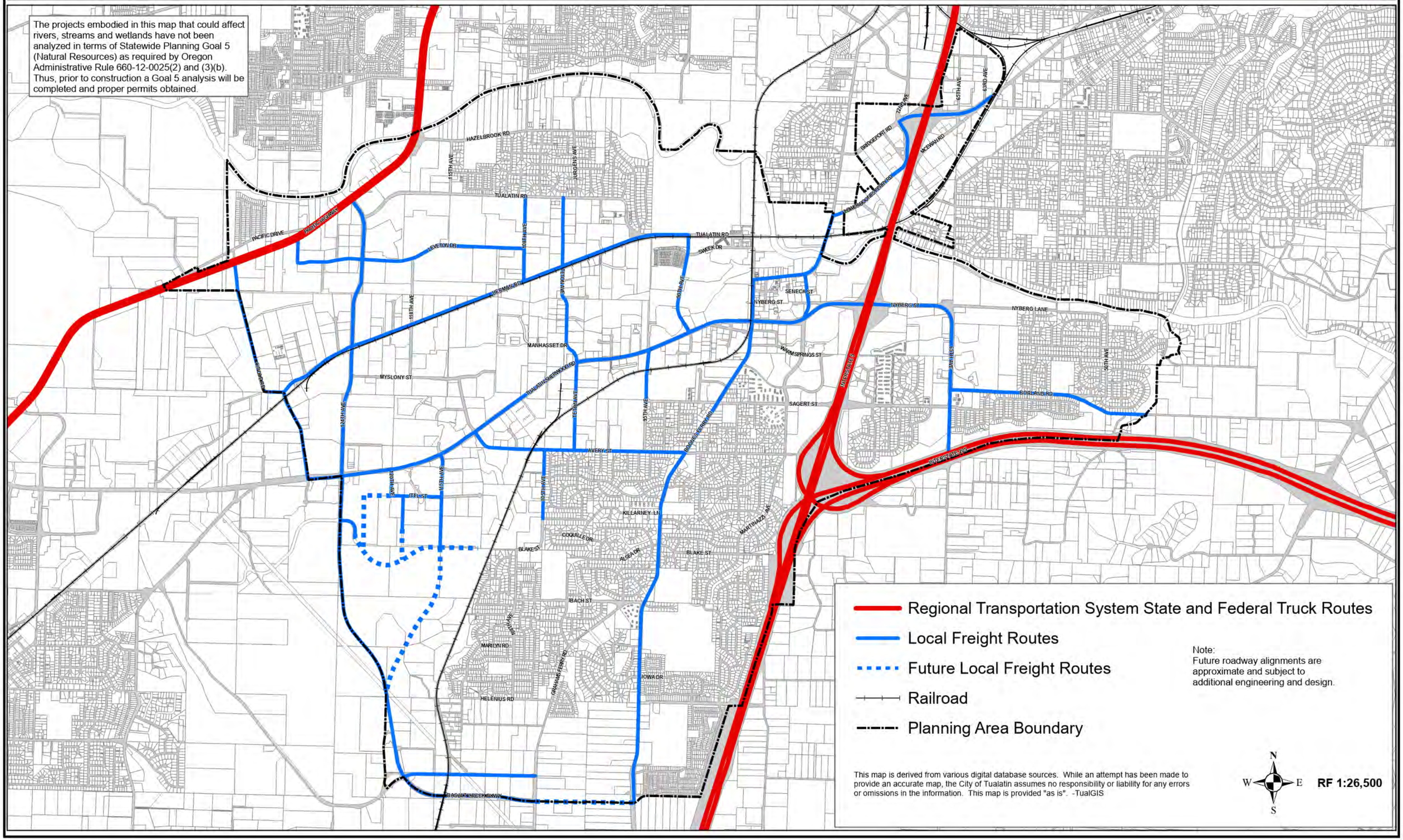

- Regional Transportation System State and Federal Truck Routes
- Local Freight Routes
- Future Local Freight Routes
- Railroad
- Planning Area Boundary

Note:
Future roadway alignments are approximate and subject to additional engineering and design.

This map is derived from various digital database sources. While an attempt has been made to provide an accurate map, the City of Tualatin assumes no responsibility or liability for any errors or omissions in the information. This map is provided "as is". -TualGIS

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ANALYSIS AND FINDINGS

TRANSPORATION SYSTEM PLAN

July 25, 2025

Case #:	PTA25-0001/PMA 25-0001
Project:	Transportation System Plan
Procedure:	Type IV-B, Legislative

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I. INTRODUCTION

A. Applicable Criteria

Applicable Statewide Planning Goals; Oregon Administrative Rules Chapter 660; Metro Code 3.08; Tualatin Comprehensive Plan Chapter 8; and Tualatin Development Code Chapters 33.

B. Project Description

The update to Tualatin's currently adopted 2014 Transportation System Plan (TSP) was initiated in 2024. The TSP update was a joint effort amongst community members, city staff, and council leadership to address future community needs, while conforming to state and regional policies. This long-range document will guide the city's future investment to support a multi-modal transportation network that is safe, healthy, and accessible to everyone.

The proposed Plan Text and Map Amendments (PTA 25-0001/ PMA 25-0001) would update the Comprehensive Plan and the Development Code, consistent with the TSP. An overview of the proposed amendments is summarized in Tables 1 and 2.

Table 1—Summary of proposed text amendments

CHAPTER	TITLE	PROPOSED AMENDMENT
Comprehensive Plan		
8	Transportation	• Updates to transportation network goals and policies
Tualatin Development Code		
31	General Provisions	• Updates definitions related to transportation
32	Procedures	• Updates procedural references to driveaway approaches
33	Applications & Approval Criteria	• Adds street plan as application requirement • Relocates Driveway Approach Permit/Closure application requirements and criteria from TDC 74
36	Subdivisions	• Adds street plan as application requirement • Updates clear and objective citations for Chapters 74 and 75 • Clarifies access requirements for double frontage lots
38	Signs	• Updates reference to functional street classifications
39	Use Categories	• Updates reference to functional street classifications
51	Neighborhood Commercial Zone	• Updates reference to functional street classifications
73B	Landscape Standards	• Corrects figure error for Vision Clearance
73G	Masonry Wall Standards	• Updates reference to functional street classifications
74	Public & Private Transportation	• Reorganized for readability • Addresses updated functional street classifications

	Facilities and Utilities	• Adds standards for private streets and public alleys
75	Access Management	• Reorganized for readability • Addresses updated functional street classifications • Removes dated references for access limitations
APP B	Figures	• Corrects figure references • Updates to functional classification cross section standards

Table 2—Summary of proposed map amendments

CHAPTER	TITLE	PROPOSED AMENDMENT
8-1	Functional Classification & Traffic Signals	• Updates functional classifications of select streets • Updates to proposed traffic signals
8-4	Bicycle and Pedestrian Plan	• Updates to complete the network
8-5	Transit Plan	• Updates to strengthen the system
8-6	Freight Plan	• Updates to match Metro's RTP

C. Attachments

Exhibit 1. 2045 Transportation System Plan
Exhibit 1a. 2045 Transportation System Plan Technical Appendix
Exhibit 2. PTA 25-0001 Text Amendments
Exhibit 3. PMA 25-0001 Map Amendments
Exhibit 4. 2045 TSP Findings and Analysis
Exhibit 5. Public Comments
Exhibit 6. Public Notice
Exhibit 7. DLCD Extension Letter for -0330
Exhibit 8. Draft TSP Comments

II. PLANNING FINDINGS

A. Oregon Statewide Planning Goals

State planning regulations require cities to adopt and amend Comprehensive Plans and land use regulations in compliance with state land use goals. Because the proposed code amendments have a limited scope, their impact to Statewide Planning Goals is limited to those goals addressed below.

Goal 1 – Citizen Involvement
To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.

Finding:
The proposed amendments will adopt the 2045 TSP as a supporting document to the Tualatin Comprehensive Plan. Extensive citizen involvement was conducted as part of the TSP. Chapter 2 of the TSP provides a detailed analysis of the project's public involvement methodologies that included the formation and participation a Community Advisory Committee (CAC) and Technical Advisory Group (TAG); in-person and virtual events that engaged over 2,000 residents, businesses, and visitors; and targeted outreach in the form of digital and printed advertisements.

Relative to the proposed amendments, compliance with the procedural elements for a Legislative Amendment were achieved under TDC 32.250. Public Noticing has been completed as required, and received public comments are included as Exhibit 5. The Planning Commission held a public meeting on June 18, 2025 and the City Council public hearing is scheduled on August 11, 2025. The proposed amendments conform to Goal 1.

Goal 2 – Land Use Planning
To establish a land use planning process and policy framework as a basis for all decision and actions related to use of land and to assure an adequate factual base for such decisions and actions.

Finding:
Goal 2 requires that the city adopt a Comprehensive Plan and implementing ordinances that are consistent with the statewide planning goals. The proposed amendments update the Tualatin Comprehensive Plan and Development Code consistent with the new 2045 TSP goals and policies. The TSP was developed with the help of a consultant team with expertise in transportation planning and is supported by extensive technical analysis. The proposed amendments conform to Goal 2.

Goal 6 – Air, Water and Land Resource Quality
To maintain and improve the quality of the air, water and land resources of the state.

Finding:
Goal 6 requires that the city regulate all waste and process discharge from future development in compliance with state and federal statutes. The TSP was updated in compliance with the Transportation Planning Rule (addressed later in the analysis), which emphasizes the importance of considering all modes of transportation, not just cars. Consistent with Goal 8, it requires the development of alternative travel options like walking, biking, and public transit, ensuring that the future transportation system is balanced and accessible for everyone. In particular, Chapter 8 of the Comprehensive Plan has been amended to include a goal and policies to reduce greenhouse gas emissions from the transportation system. The proposed amendments conform to Goal 6.

Goal 11 – Public Facilities and Services
To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development.

Finding:
Goal 11 requires the city to adopt public facility plans for areas within an urban growth boundary containing a population greater than 2,500 persons. The 2045 TSP provides an inventory and general assessment of the city's public transportation network in support of land uses designated in the Comprehensive Plan. The Plan includes a list of projects recommended to address traffic challenges, improve multimodal options, as well as maintain and expand the roadway network to accommodate growth. The Plan also identifies project locations, estimates project costs, and identifies typical funding sources. The proposed amendments will adopt the 2045 TSP as a supporting document to the Tualatin Comprehensive Plan. The proposed amendments conform to Goal 11.

Goal 12 – Transportation Planning
To provide and encourage a safe, convenient and economic transportation system.

Finding:
Goal 12 requires that the city provide a transportation system for different modes of transportation. There is currently good access and mobility across the city for motorized vehicles; however, there are gaps and system deficiencies at locations around the city for other modes of transportation. The 2045 TSP and related amendments recommend expanding travel options for users of all ages and abilities by improving options for walking, rolling, cycling, and accessing transit. The TSP and related amendments also serve to advance the city's climate action plan goals reduce greenhouse gas emissions from the transportation system. In sum, the updated TSP supports convenient and affordable travel options to jobs, schools, and essential services for all members of the community. Goal 12 is satisfied by the implementation of OAR 660 Division 12, the findings for which are included below in Section B. The proposed amendments conform to Goal 12.

B. Oregon Administrative Rules (OAR)

Chapter 660, Division 12 (Transportation Planning)

660-012-0010
Transportation Planning
(1) As described in this division, transportation planning shall be divided into two phases: transportation system planning and transportation project development. Transportation system planning establishes land use controls and a network of facilities and services to meet overall transportation needs. Transportation project development implements the TSP by determining the precise location, alignment, and preliminary design of improvements included in the TSP.
(2) It is not the purpose of this division to cause duplication of or to supplant existing applicable transportation plans and programs. Where all or part of an acknowledged comprehensive plan, TSP either of the local government or appropriate special district, capital improvement program, regional functional plan, or similar plan or combination of plans meets all or some of the requirements of this division, those plans or programs may be incorporated by reference into the TSP required by this division. Only those referenced portions of such documents shall be considered to be a part of the TSP and shall be subject to the administrative procedures of this division and ORS Chapter 197.

(3) It is not the purpose of this division to limit adoption or enforcement of measures to provide convenient bicycle and pedestrian circulation or convenient access to transit that are otherwise consistent with the requirements of this division.

Finding:
The 2045 TSP would update the existing TSP consistent with all applicable provisions of Division 12. The previously adopted TSP is consistent with -0010. As provided under this subsection, project development will be addressed separately at the time of a particular development application, consistent with TDC Chapters 32 and 33, and other relevant chapters depending on the application type. The proposed amendments are consistent with these requirements.

660-012-0012
Effective Dates and Transition
[…]
(4) The dates in this section apply unless alternative dates are approved by the director as provided in section (3).
(d) Metro shall amend its Urban Growth Management Functional Plan in conjunction with its next growth management analysis under ORS 197.296 and no later than December 31, 2024, to require each city and county within Metro to:
(A) By December 31, 2025, adopt boundaries for all regional and town centers identified on Metro's 2040 Growth Concept map for which the city or county has adopted urban land use designations in their comprehensive plan, except for any portions of centers that have boundaries adopted by another city or county;
(B) Adopt boundaries for any other regional and town center identified on Metro's 2040 Growth Concept map when the city or county adopts urban land use designations for the area of that center in their comprehensive plan, unless portions of the center have boundaries already adopted by another city or county; and
(C) Identify boundaries for regional and town centers that are adopted pursuant to this subsection to be located in the general area of the center as identified in the Metro 2040 Growth Concept map.
(e) Cities and counties shall adopt land use regulations to meet the requirements of OAR 660-012-0330 no later than the date of adoption of a major transportation system plan update as provided in OAR 660-012-0105.

Finding:
Comprehensive Plan Map 10-4 identifies Metro's 2040 Growth Concept town center. A separate proposal under PTA 25-0002 will adopt land use regulations to address 0330 CFEC walkable design standards. PTA 25-0002 is scheduled to be heard later this year, proceeding the TSP adoption. The City has submitted an extension request to DLCD to address the -0330 requirements at a later date under Exhibit 7. The proposed amendments will be made consistent with these requirements.

660-012-0015
Preparation and Coordination of Transportation System Plans
(3) Cities and counties shall prepare, adopt, and amend local TSPs for lands within their planning jurisdiction in compliance with this division:
(a) Local TSPs shall establish a system of transportation facilities and services adequate to meet identified local transportation needs and shall be consistent with regional TSPs and adopted elements of the state TSP;

(b) Where the regional TSP or elements of the state TSP have not been adopted, the city or county shall coordinate the preparation of the local TSP with the regional transportation planning body and ODOT to ensure that regional and state transportation needs are accommodated.
(4) Cities and counties shall adopt regional and local TSPs required by this division as part of their comprehensive plans. Transportation financing programs required by OAR 660-012-0040 may be adopted as a supporting document to the comprehensive plan.
(5) The preparation of TSPs shall be coordinated with affected state and federal agencies, local governments, special districts, and private providers of transportation services.
(6) Mass transit, transportation, airport, and port districts shall participate in the development of TSPs for those transportation facilities and services they provide. These districts shall prepare and adopt plans for transportation facilities and services they provide. Such plans shall be consistent with and adequate to carry out relevant portions of applicable regional and local TSPs. Cooperative agreements executed under ORS 195.020(2) shall include the requirement that mass transit, transportation, airport, and port districts adopt a plan consistent with the requirements of this section.

Finding:
The proposed amendments comply with all of the applicable requirements for preparation, coordination and adoption of TSPs required under this section of the TPR.

- *An existing conditions report inventoried Tualatin's transportation infrastructure and is included under the TSP Technical Appendix (Exhibit 1a). The report identified gaps and operational and safety deficiencies for the existing network.*
- *A plans and policies memorandum documents the review of existing local, regional, and state plans whose regulations and policies would inform the TSP update, as included in the TSP Technical Appendix (Exhibit 1a).*
- *The preparation of the TSP update was coordinated with DLCD, ODOT, Metro, Washington County, Clackamas County, and the cities of Lake Oswego, Durham, Tigard, Sherwood, Rivergrove, and Wilsonville.*
- *The TSP and amendments are incorporated as part of the City's Comprehensive Plan (Chapter 8).*
- *As described above, the preparation of proposed amendments followed the process in place for the development of the TSP and was closely coordinated with affected government agencies and service providers.*

OAR 660-012-0015 also requires that regional TSPs, such as Metro's RTP, be coordinated with state transportation plans and policies, such as those found in the Oregon Highway Plan (OHP). Both ODOT and Metro assisted in the development of the plans incorporated into the TSP. The proposed amendments are consistent with these requirements.

660-012-0020
Elements of Transportation System Plans
(1)A TSP shall establish a coordinated network of transportation facilities adequate to serve state, regional and local transportation needs.
(2) The TSP shall include the following elements:
(a) A determination of transportation needs as provided in OAR 660-012-0030;
(b) A road plan for a system of arterials and collectors and standards for the layout of local streets and other important non-collector street connections. Functional classifications of roads in regional and local TSP's shall be consistent with functional classifications of roads in state and regional TSP's and shall provide for continuity between adjacent jurisdictions. The standards for the layout of local

streets shall provide for safe and convenient bike and pedestrian circulation necessary to carry out OAR 660-012-0045(3)(b). New connections to arterials and state highways shall be consistent with designated access management categories. The intent of this requirement is to provide guidance on the spacing of future extensions and connections along existing and future streets which are needed to provide reasonably direct routes for bicycle and pedestrian travel. The standards for the layout of local streets shall address:
(A) Extensions of existing streets;
(B) Connections to existing or planned streets, including arterials and collectors; and
(C) Connections to neighborhood destinations.
(c) A public transportation plan which:
(A) Describes public transportation services for the transportation disadvantaged and identifies service inadequacies;
(B) Describes intercity bus and passenger rail service and identifies the location of terminals;
(C) For areas within an urban growth boundary which have public transit service, identifies existing and planned transit trunk routes, exclusive transit ways, terminals and major transfer stations, major transit stops, and park-and-ride stations. Designation of stop or station locations may allow for minor adjustments in the location of stops to provide for efficient transit or traffic operation or to provide convenient pedestrian access to adjacent or nearby uses.
(d) A bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the planning area. The network and list of facility improvements shall be consistent with the requirements of ORS 366.514;
(e) An air, rail, water and pipeline transportation plan which identifies where public use airports, mainline and branchline railroads and railroad facilities, port facilities, and major regional pipelines and terminals are located or planned within the planning area. For airports, the planning area shall include all areas within airport imaginary surfaces and other areas covered by state or federal regulations;
(f) For areas within an urban area containing a population greater than 25,000 persons a plan for transportation system management and demand management;
(g) A parking plan in MPO areas as provided in OAR 660-012-0045(5)(c);
(h) Policies and land use regulations for implementing the TSP as provided in OAR 660-012-0045;
(i) For areas within an urban growth boundary containing a population greater than 2500 persons, a transportation financing program as provided in OAR 660-012-0040.
(3) Each element identified in subsections (2)(b)–(d) of this rule shall contain:
(a) An inventory and general assessment of existing and committed transportation facilities and services by function, type, capacity and condition:
(A) The transportation capacity analysis shall include information on:
(i) The capacities of existing and committed facilities;
(ii) The degree to which those capacities have been reached or surpassed on existing facilities; and
(iii) The assumptions upon which these capacities are based.
(B) For state and regional facilities, the transportation capacity analysis shall be consistent with standards of facility performance considered acceptable by the affected state or regional transportation agency;
(C) The transportation facility condition analysis shall describe the general physical and operational condition of each transportation facility (e.g., very good, good, fair, poor, very poor).
(b) A system of planned transportation facilities, services and major improvements. The system shall include a description of the type or functional classification of planned facilities and services and their planned capacities and performance standards;

(c) A description of the location of planned facilities, services and major improvements, establishing the general corridor within which the facilities, services or improvements may be sited. This shall include a map showing the general location of proposed transportation improvements, a description of facility parameters such as minimum and maximum road right of way width and the number and size of lanes, and any other additional description that is appropriate;
(d) Identification of the provider of each transportation facility or service.

Finding:
The 2045 TSP was informed by technical memoranda that document existing and future conditions, a roadway classification system, recommended improvements by mode, programmatic solutions to enhance existing facilities, and a general funding plan as required by Section -0020 of the TPR. The previously adopted TSP (Ordinance #1354-13), was acknowledged by the Department of Land Conservation and Development and found to be in compliance with the TPR. The 2045 TSP is an update of the acknowledged TSP. The proposed amendments modify the Comprehensive Plan and Development Code, as summarized in Tables 1 and 2.

Further, the proposed amendments are consistent with the provisions described in 660-012-0020.

- *The amendments to the TSP are consistent with Metro's Regional Transportation Plan (RTP).*
- *TDC Chapter 74 includes local street standards consistent with the intent of -0020.*
- *The TSP includes all the public transit services described in 660-012-0020(2)(c)(A)-(C).*

The proposed amendments are consistent with these requirements.

660-012-0025
Complying with the Goals in Preparing Transportation System Plans; Refinement Plans
(1) Except as provided in section (3) of this rule, adoption of a TSP shall constitute the land use decision regarding the need for transportation facilities, services and major improvements and their function, mode, and general location.
(2) Findings of compliance with applicable statewide planning goals and acknowledged comprehensive plan policies and land use regulations shall be developed in conjunction with the adoption of the TSP.
(3) A local government or MPO may defer decisions regarding function, general location and mode of a refinement plan if findings are adopted that:
(a) Identify the transportation need for which decisions regarding function, general location or mode are being deferred;
(b) Demonstrate why information required to make final determinations regarding function, general location, or mode cannot reasonably be made available within the time allowed for preparation of the TSP;
(c) Explain how deferral does not invalidate the assumptions upon which the TSP is based or preclude implementation of the remainder of the TSP;
(d) Describe the nature of the findings which will be needed to resolve issues deferred to a refinement plan; and
(e) Set a deadline for adoption of a refinement plan prior to initiation of the periodic review following adoption of the TSP.
(4) Where a Corridor Environmental Impact Statement (EIS) is prepared pursuant to the requirements of the National Environmental Policy Act of 1969, the development of the refinement plan shall be

coordinated with the preparation of the Corridor EIS. The refinement plan shall be adopted prior to the issuance of the Final EIS.

Finding:
The proposed 2045 TSP amendments comply with the applicable provisions of Section -0025 of the TPR as demonstrated by the following facts:

- *The proposed amendments update the need, mode, function, and general location for several transportation facilities, consistent with OAR 660-012-0025(1) (TSP Chapter 4. Modal Plans).*
- *The findings contained herein satisfy the requirement of OAR 660-12-0025(2) and have been adopted in conjunction with proposed amendments.*
- *The proposed amendments do not include any refinement planning nor an Environmental Impact Statement; OAR 660-12-0025(3) – (4) therefore does not apply.*

The proposed amendments are consistent with these requirements.

660-012-0030
Determination of Transportation Needs
(1) The TSP shall identify transportation needs relevant to the planning area and the scale of the transportation network being planned including:
(a) State, regional, and local transportation needs;
(b) Needs of the transportation disadvantaged;
(c) Needs for movement of goods and services to support industrial and commercial development planned for pursuant to OAR chapter 660, division 9 and Goal 9 (Economic Development).
(2) Counties or MPO's preparing regional TSP's shall rely on the analysis of state transportation needs in adopted elements of the state TSP. Local governments preparing local TSP's shall rely on the analyses of state and regional transportation needs in adopted elements of the state TSP and adopted regional TSP's.
(3) Within urban growth boundaries, the determination of local and regional transportation needs shall be based upon:
(a) Population and employment forecasts and distributions that are consistent with the acknowledged comprehensive plan, including those policies that implement Goal 14. Forecasts and distributions shall be for 20 years and, if desired, for longer periods; and
(b) Measures adopted pursuant to OAR 660-012-0045 to encourage reduced reliance on the automobile.
(4) In MPO areas, calculation of local and regional transportation needs also shall be based upon accomplishment of the requirement in OAR 660-012-0035(4) to reduce reliance on the automobile.

Finding:
The proposed amendments identify transportation needs as required by -0030. The 2045 TSP (Exhibit 1) complies with the TPR by containing: a road plan for a network of arterial and collector roads (Chapter 4, Figure 15); a public transit plan (Chapter 4, Figure 14); a pedestrian and bicycle plan (Chapter 4, Figures 9 and 12) an air, rail, water, and pipeline plan (Chapter 4); a transportation funding plan (Chapter 5); and an implementation plan in support of region-wide sustainability goals (Chapter 7).

- *The proposed amendments are consistent with Metro's Regional Transportation Plan (RTP) that was completed in 2023; and, findings of compliance with the RTFP are included herein.*

- *The needs analysis was based upon population and employment forecasts developed by Metro with local government participation. These same regional forecasts have been used to inform the RTP and to implement Metro's 2040 designations, which are part of the City's adopted and acknowledged Comprehensive Plan. This baseline analysis considered sociodemographic groups and identified areas where greater transportation needs reside (Chapter 3).*
- *The proposed amendments are consistent with the requirements to reduce reliance on automobiles as set forth in OAR 660-012-0035(4) and referenced by OAR 660-012-0030(4). Appropriate findings are provided herein under OAR 660-012-0035.*

The proposed amendments are consistent with these requirements.

660-012-0035
Evaluation and Selection of Transportation System Alternatives
(1) The TSP shall be based upon evaluation of potential impacts of system alternatives that can reasonably be expected to meet the identified transportation needs in a safe manner and at a reasonable cost with available technology. The following shall be evaluated as components of system alternatives:
(a) Improvements to existing facilities or services;
(b) New facilities and services, including different modes or combinations of modes that could reasonably meet identified transportation needs;
(c) Transportation system management measures;
(d) Demand management measures; and
(e) A no-build system alternative required by the National Environmental Policy Act of 1969 or other laws.
(2) The following standards shall be used to evaluate and select alternatives:
(a) The transportation system shall support urban and rural development by providing types and levels of transportation facilities and services appropriate to serve the land uses identified in the acknowledged comprehensive plan;
(b) The transportation system shall be consistent with state and federal standards for protection of air, land and water quality including the State Implementation Plan under the Federal Clean Air Act and the State Water Quality Management Plan;
(c) The transportation system shall minimize adverse economic, social, environmental, and energy consequences;
(d) The transportation system shall minimize conflicts and facilitate connections between modes of transportation; and
(e) The transportation system shall avoid principal reliance on any one mode of transportation by increasing transportation choices to reduce principal reliance on the automobile.
(3) Where existing and committed transportation facilities and services have adequate capacity to support the land uses in the acknowledged comprehensive plan, the local government shall not be required to evaluate alternatives as provided in this rule.
(4) Transportation uses or improvements listed in OAR 660-012-0065(3)(d) to (g) and (o) and located in an urban fringe may be included in a TSP only if the project identified in the transportation system plan as described in section (6) of this rule, will not significantly reduce peak hour travel time for the route as determined pursuant to section (5) of this rule, or the jurisdiction determines that the following alternatives cannot reasonably satisfy the purpose of the improvement project:
(a) Improvements to transportation facilities and services within the urban growth boundary;
(b) Transportation system management measures that do not significantly increase capacity; or

(c) Transportation demand management measures. The jurisdiction needs only to consider alternatives that are safe and effective, consistent with applicable standards and that can be implemented at a reasonable cost using available technology.
(5) A project significantly reduces peak hour travel time when, based on recent data, the time to travel the route is reduced more than 15 percent during weekday peak hour conditions over the length of the route located within the urban fringe. For purposes of measuring travel time, a route shall be identified by the predominant traffic flows in the project area.
(6) A "transportation improvement project" described in section (4) of this rule:
(a) Is intended to solve all of the reasonably foreseeable transportation problems within a general geographic location, within the planning period; and

(b) Has utility as an independent transportation project.

Finding:
Tualatin's future roadway network is designed to improve connectivity, traffic flow, and safety for all users. The proposed 2045 TSP and associated amendments comply with the applicable provisions of Section
-0035 of the TPR as demonstrated by the following facts:

- *The 2045 TSP (Chapter 6), identify a combination of improvements to existing facilities and construction of new facilities necessary to provide a system of multimodal infrastructure to meet identified transportation needs.*
- *The 2045 TSP considers multimodal opportunities, as well as transportation system management, and demand management solutions. Recommended investments are categorized as: complete street projects, active transportation projects, and transit projects.*
- *An evaluation framework was developed to assess how potential projects advance the five goals identified in the 2045 TSP.*
- *Tualatin is not located in an urban fringe area as defined in 660-12-0005; and therefore -0035(4)-(6) are not applicable.*

The proposed amendments are consistent with these requirements.

660-012-0040
Transportation Financing Program
(1) For areas within an urban growth boundary containing a population greater than 2,500 persons, the TSP shall include a transportation financing program.
(2) A transportation financing program shall include the items listed in (a)–(d):
(a) A list of planned transportation facilities and major improvements;
(b) A general estimate of the timing for planned transportation facilities and major improvements;
(c) A determination of rough cost estimates for the transportation facilities and major improvements identified in the TSP; and
(d) In metropolitan areas, policies to guide selection of transportation facility and improvement projects for funding in the short-term to meet the standards and benchmarks established pursuant to 0035(4)–(6). Such policies shall consider, and shall include among the priorities, facilities and improvements that support mixed-use, pedestrian friendly development and increased use of alternative modes.
(3) The determination of rough cost estimates is intended to provide an estimate of the fiscal requirements to support the land uses in the acknowledged comprehensive plan and allow

jurisdictions to assess the adequacy of existing and possible alternative funding mechanisms. In addition to including rough cost estimates for each transportation facility and major improvement, the transportation financing plan shall include a discussion of the facility provider's existing funding mechanisms and the ability of these and possible new mechanisms to fund the development of each transportation facility and major improvement. These funding mechanisms may also be described in terms of general guidelines or local policies.
(4) Anticipated timing and financing provisions in the transportation financing program are not considered land use decisions as specified in ORS 197.712(2)(e) and, therefore, cannot be the basis of appeal under 197.610(1) and (2) or 197.835(4).
(5) The transportation financing program shall provide for phasing of major improvements to encourage infill and redevelopment of urban lands prior to facilities and improvements which would cause premature development of urbanizable lands or conversion of rural lands to urban uses.

Finding:
Transportation infrastructure funding is reasonably assured, and the proposed amendments fully implement all of the applicable provisions of -0040 as detailed in the following findings of fact:

- *The proposed amendments include a ranked list of planned transportation facilities and major improvements, including rough cost estimates and identified funding sources, as documented in the proposed 2045 TSP (Chapter 6).*
- *The proposed amendments include policies to guide the selection of transportation facilities and improvement projects for funding in the short term to meet the standards and benchmarks established pursuant to -0035(4)-(6). Said policies consider, and include among the priorities, facilities and improvements that support mixed-use, pedestrian-friendly development and increased use of alternative modes (Chapter 3, Technical Appendix)*
- *The regional transportation facilities identified in the proposed amendments have been included in Metro's financially constrained 2023 Regional Transportation Plan.*

Therefore, the proposed amendments are considered to be financially constrained and consistent with these requirements.

660-012-0045
Implementation of the Transportation System Plan
(1) Each local government shall amend its land use regulations to implement the TSP.
(a) The following transportation facilities, services and improvements need not be subject to land use regulations except as necessary to implement the TSP and, under ordinary circumstances do not have a significant impact on land use:
(A) Operation, maintenance, and repair of existing transportation facilities identified in the TSP, such as road, bicycle, pedestrian, port, airport, and rail facilities, and major regional pipelines and terminals;
(B) Dedication of right-of-way, authorization of construction, and the construction of facilities and improvements, where the improvements are consistent with clear and objective dimensional standards;
(C) Uses permitted outright under ORS 215.213(1)(j)–(m) and 215.283(1)(h)–(k), consistent with the provisions of OAR 660-012-0065; and
(D) Changes in the frequency of transit, rail, and airport services.
(b) To the extent, if any, that a transportation facility, service or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without

further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy, or legal judgment;
(c) In the event that a transportation facility, service, or improvement is determined to have a significant impact on land use or to concern the application of a comprehensive plan or land use regulation and to be subject to standards that require interpretation or the exercise of factual, policy, or legal judgment, the local government shall provide a review and approval process that is consistent with OAR 660-012-0050. To facilitate implementation of the TSP, each local government shall amend its land use regulations to provide for consolidated review of land use decisions required to permit a transportation project.
(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors, and sites for their identified functions. Such regulations shall include:
(a) Access control measures, for example, driveway and public road spacing, median control, and signal spacing standards, that are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;
(b) Standards to protect future operation of roads, transitways, and major transit corridors;
(c) Measures to protect public use airports by controlling land uses within airport noise corridors and imaginary surfaces, and by limiting physical hazards to air navigation;
(d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors, or sites;
(e) A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors, or sites;
(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of:
(A) Land use applications that require public hearings;
(B) Subdivision and partition applications;
(C) Other applications that affect private access to roads; and
(D) Other applications within airport noise corridors and imaginary surfaces that affect airport operations; and
(g) Regulations ensuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities, and performance standards of facilities identified in the TSP.
(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below. The purposes of this section are to provide for safe and convenient pedestrian, bicycle and vehicular circulation consistent with access management standards and the function of affected streets, to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel in areas where pedestrian and bicycle travel is likely if connections are provided, and that avoids wherever possible levels of automobile traffic that might interfere with or discourage pedestrian or bicycle travel.
(a) Bicycle parking facilities as part of new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park-and-ride lots;
(b) On-site facilities shall be provided that accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall

generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways.
(A) "Neighborhood activity centers" include, but are not limited to, existing or planned schools, parks, shopping areas, transit stops, or employment centers;
(B) Bikeways shall be required along arterials and major collectors. Sidewalks shall be required along arterials, collectors, and most local streets in urban areas, except that sidewalks are not required along controlled access roadways, such as freeways;
(C) Cul-de-sacs and other dead-end streets may be used as part of a development plan, consistent with the purposes set forth in this section;
(D) Local governments shall establish their own standards or criteria for providing streets and accessways consistent with the purposes of this section. Such measures may include but are not limited to: standards for spacing of streets or accessways; and standards for excessive out-of-direction travel;
(E) Streets and accessways need not be required where one or more of the following conditions exist:
(i) Physical or topographic conditions make a street or accessway connection impracticable. Such conditions include but are not limited to freeways, railroads, steep slopes, wetlands or other bodies of water where a connection could not reasonably be provided;
(ii) Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or
(iii) Where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995, which preclude a required street or accessway connection.
(c) Where off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle travel, including bicycle ways along arterials and major collectors;
(d) For purposes of subsection (b) "safe and convenient" means bicycle and pedestrian routes, facilities and improvements that:
(A) Are reasonably free from hazards, particularly types or levels of automobile traffic that would interfere with or discourage pedestrian or cycle travel for short trips;
(B) Provide an accessible and reasonably direct route of travel between destinations such as between a transit stop and a store; and
(C) Meet travel needs of cyclists and pedestrians considering destination and length of trip; and considering that the most common trip length of pedestrians is generally under one-half mile.
(e) Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, walkways and similar techniques.
(4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in subsections (a)–(g) below:
(a) Transit routes and transit facilities shall be designed to support transit use through provision of bus stops, pullouts and shelters, optimum road geometrics, on-road parking restrictions and similar facilities, as appropriate;
(b) New retail, office, and institutional buildings at or near major transit stops shall provide for convenient pedestrian access to transit through the measures listed in paragraphs (A) and (B) below.
(A) Accessible walkways shall be provided connecting building entrances and streets adjoining the site;

(B) Accessible pedestrian facilities connecting to adjoining properties shall be provided except where such a connection is impracticable as provided for in paragraph (3)(b)(E). Pedestrian facilities shall connect the on-site circulation system to existing or proposed streets, walkways, and driveways that abut the property. Where adjacent properties are undeveloped or have potential for redevelopment, streets, accessways and walkways on site shall be laid out or stubbed to allow for extension to the adjoining property;
(C) In addition to paragraphs (A) and (B) above, on sites at major transit stops provide the following:
(i) Either locate buildings within 20 feet of the transit stop, a transit street or an intersecting street or provide a pedestrian plaza at the transit stop or a street intersection;
(ii) An accessible and reasonably direct pedestrian facility between the transit stop and building entrances on the site;
(iii) A transit passenger landing pad accessible to people with disabilities;
(iv) An easement or dedication for a passenger shelter if requested by the transit provider; and
(v) Lighting at the transit stop.
(c) Local governments may implement paragraphs (b)(A) and (B) through the designation of pedestrian districts and adoption of appropriate implementing measures regulating development within pedestrian districts. Pedestrian districts must comply with the requirement of paragraph (b)(C);
(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;
(e) Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, and similar facilities, where appropriate;
(f) Road systems for new development shall be provided that can be adequately served by transit, including provision of pedestrian access to existing and identified future transit routes. This shall include, where appropriate, separate accessways to minimize travel distances;
(g) Along existing or planned transit routes, designation of types and densities of land uses adequate to support transit.
(5) In developing a bicycle and pedestrian circulation plan as required by OAR 660-012-0020(2)(d), local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas. Appropriate improvements should provide for more direct, convenient, accessible, and safer bicycle or pedestrian travel within and between residential areas and neighborhood activity centers (i.e., schools, shopping, transit stops). Specific measures include, for example, constructing walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.
(6) Local governments shall establish standards for local streets and accessways that minimize pavement width and total right-of-way consistent with the operational needs of the facility. The intent of this requirement is that local governments consider and reduce excessive standards for local streets and accessways in order to reduce the cost of construction, provide for more efficient use of urban land, provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, and which accommodate convenient pedestrian and bicycle circulation. Notwithstanding section (1) or (3) of this rule, local street standards adopted to meet this requirement need not be adopted as land use regulations.

Finding:
Elements of the 2045 TSP are implemented through the requirements of the Tualatin Development Code. The Code regulates land uses and development within the City and implements the long-range vision of the Comprehensive Plan, of which the TSP is part. The City is proposing amendments to the

Comprehensive Plan and Code, as part of the adoption of the 2045 TSP. The proposed amendments, together with previously adopted and acknowledged ordinances, fully implement all of the applicable provisions of -0045.

- *The TDC includes land use and subdivision regulations, which are acknowledged to be consistent with -0045(2), (3), (4), and (5).*
- *Map 8-1 Functional Classification and Traffic Signal Plan has been amended to support and protect the identified functions of transportation facilities consistent with the requirements of -0045(2).*
- *Map 8-5 Transit Plan has been amended to support transit use consistent with the requirements of -0045(4).*
- *Map 8-4 Bicycle and Pedestrian Plan has been amended to support safe and convenient bicycle and pedestrian circulation consistent with the requirements of -0045(5).*
- *TDC Chapter 74 provides a process for coordinated review of land use decisions affecting transportation facilities, corridors, and sites, as well as public notice consistent with the requirements of -0045(2).*
- *TDC Chapter 75 provides for review and protection of roadway safety, infrastructure, and operations consistent with the requirements of -0045(6).*

The proposed amendments are consistent with these requirements.

660-012-0050
(1) For projects identified by ODOT pursuant to OAR chapter 731, division 15, project development shall occur in the manner set forth in that division.
(2) Regional TSPs shall provide for coordinated project development among affected local governments. The process shall include:
(a) Designation of a lead agency to prepare and coordinate project development;
(b) A process for citizen involvement, including public notice and hearing, if project development involves land use decision-making. The process shall include notice to affected transportation facility and service providers, MPOs, and ODOT;
(c) A process for developing and adopting findings of compliance with applicable statewide planning goals, if any. This shall include a process to allow amendments to acknowledged comprehensive plans where such amendments are necessary to accommodate the project; and
(d) A process for developing and adopting findings of compliance with applicable acknowledged comprehensive plan policies and land use regulations of individual local governments, if any. This shall include a process to allow amendments to acknowledged comprehensive plans or land use regulations where such amendments are necessary to accommodate the project.
(3) Project development addresses how a transportation facility or improvement authorized in a TSP is designed and constructed. This may or may not require land use decision-making. The focus of project development is project implementation, e.g. alignment, preliminary design and mitigation of impacts. During project development, projects authorized in an acknowledged TSP shall not be subject to further justification with regard to their need, mode, function, or general location. For purposes of this section, a project is authorized in a TSP where the TSP makes decisions about transportation need, mode, function and general location for the facility or improvement as required by this division.
(a) Project development does not involve land use decision-making to the extent that it involves transportation facilities, services or improvements identified in OAR 660-012-0045(1)(a); the application of uniform road improvement design standards and other uniformly accepted engineering design standards and practices that are applied during project implementation; procedures and

standards for right-of-way acquisition as set forth in the Oregon Revised Statutes; or the application of local, state or federal rules and regulations that are not a part of the local government's land use regulations.
(b) Project development involves land use decision-making to the extent that issues of compliance with applicable requirements requiring interpretation or the exercise of policy or legal discretion or judgment remain outstanding at the project development phase. These requirements may include, but are not limited to, regulations protecting or regulating development within floodways and other hazard areas, identified Goal 5 resource areas, estuarine and coastal shoreland areas, and the Willamette River Greenway, and local regulations establishing land use standards or processes for selecting specific alignments. They also may include transportation improvements required to comply with ORS 215.296 or 660-012-0065(5). When project development involves land use decision-making, all unresolved issues of compliance with applicable acknowledged comprehensive plan policies and land use regulations shall be addressed and findings of compliance adopted prior to project approval.
(c) To the extent compliance with local requirements has already been determined during transportation system planning, including adoption of a refinement plan, affected local governments may rely on and reference the earlier findings of compliance with applicable standards.
(4) Except as provided in section (1) of this rule, where an Environmental Impact Statement (EIS) is prepared pursuant to the National Environmental Policy Act of 1969, project development shall be coordinated with the preparation of the EIS. All unresolved issues of compliance with applicable acknowledged comprehensive plan policies and land use regulations shall be addressed and findings of compliance adopted prior to issuance of the Final EIS.
(5) If a local government decides not to build a project authorized by the TSP, it must evaluate whether the needs that the project would serve could otherwise be satisfied in a manner consistent with the TSP. If identified needs cannot be met consistent with the TSP, the local government shall initiate a plan amendment to change the TSP or the comprehensive plan to assure that there is an adequate transportation system to meet transportation needs.
(6) Transportation project development may be done concurrently with preparation of the TSP or a refinement plan

Finding:
The proposed 2045 TSP and amendments, together with previously adopted and acknowledged ordinances, fully implement all of the applicable provisions of -0050.

- *The 2023 Metro RTP provides for the coordination of project development.*
- *The TSP addresses the type of and function of transportation improvement, and the City of Tualatin public works permit process is consistent with all the requirements of -0050.*

The proposed amendments are consistent with these requirements.

660-012-0055
Timing of Adoption and Update of Transportation System Plans; Exemptions
(1) MPOs shall complete regional TSPs for their planning areas by May 8, 1996. For those areas within a MPO, cities and counties shall adopt local TSPs and implementing measures within one year following completion of the regional TSP:
(a) If by May 8, 2000, a Metropolitan Planning Organization (MPO) has not adopted a regional transportation system plan that meets the VMT reduction standard in OAR 660-012-0035 and the metropolitan area does not have an approved alternative standard established pursuant to OAR 660-012-0035, then the cities and counties within the metropolitan area shall prepare and adopt an

integrated land use and transportation plan as outlined in OAR 660-012-0035. Such a plan shall be prepared in coordination with the MPO and shall be adopted within three years;
(b) When an area is designated as an MPO or is added to an existing MPO, the affected local governments shall, within one year of adoption of the regional transportation plan, adopt a regional TSP in compliance with applicable requirements of this division and amend local transportation system plans to be consistent with the regional TSP.
(c) Local governments in metropolitan areas may request and the commission may by order grant an extension for completing an integrated land use and transportation plan required by this division. Local governments requesting an extension shall set forth a schedule for completion of outstanding work needed to complete an integrated land use and transportation plan as set forth in OAR 660-012-0035. This shall include, as appropriate:
(A) Adoption of a long-term land use and transportation vision for the region;
(B) Identification of centers and other land use designations intended to implement the vision;
(C) Adoption of housing and employment allocations to centers and land use designations; and
(D) Adoption of implementing plans and zoning for designated centers and other land use designations.
(d) Local governments within metropolitan areas that are not in compliance with the requirements of this division to adopt or implement a standard to increase transportation choices or have not completed an integrated land use and transportation plan as required by this division shall review plan and land use regulation amendments and adopt findings that demonstrate that the proposed amendment supports implementation of the region's adopted vision, strategy, policies or plans to increase transportation choices and reduce reliance on the automobile.
(2) A plan or land use regulation amendment supports implementation of an adopted regional strategy, policy or plan for purposes of this section if it achieves the following as applicable:
(a) Implements the strategy or plan through adoption of specific plans or zoning that authorizes uses or densities that achieve desired land use patterns;
(b) Allows uses in designated centers or neighborhoods that accomplish the adopted regional vision, strategy, plan or policies; and
(c) Allows uses outside designated centers or neighborhood that either support or do not detract from implementation of desired development within nearby centers.
(3) For areas outside an MPO, cities and counties shall complete and adopt regional and local TSPs and implementing measures by May 8, 1997.
(4) By November 8, 1993, affected cities and counties shall, for non-MPO urban areas of 25,000 or more, adopt land use and subdivision ordinances or amendments required by OAR 660-012-0045(3), (4)(a)–(f) and (5)(d). By May 8, 1994 affected cities and counties within MPO areas shall adopt land use and subdivision ordinances or amendments required by 660-012-0045(3), (4)(a)–(e) and (5)(e). Affected cities and counties which do not have acknowledged ordinances addressing the requirements of this section by the deadlines listed above shall apply 660-012-0045(3), (4)(a)–(g) and (5)(e) directly to all land use decisions and all limited land use decisions.
(5)(a) Affected cities and counties that either:
(A) Have acknowledged plans and land use regulations that comply with this rule as of May 8, 1995, may continue to apply those acknowledged plans and land use regulations; or
(B) Have plan and land use regulations adopted to comply with this rule as of April 12, 1995, may continue to apply the provisions of this rule as they existed as of April 12, 1995, and may continue to pursue acknowledgment of the adopted plans and land use regulations under those same rule provisions provided such adopted plans and land use regulations are acknowledged by April 12, 1996. Affected cities and counties that qualify and make this election under this paragraph shall update

their plans and land use regulations to comply with the 1995 amendments to OAR 660-012-0045 as part of their transportation system plans.
(b) Affected cities and counties that do not have acknowledged plans and land use regulations as provided in subsection (a) of this section, shall apply relevant sections of this rule to land use decisions and limited land use decisions until land use regulations complying with this amended rule have been adopted.
(6) Cities and counties shall update their TSPs and implementing measures as necessary to comply with this division at each periodic review subsequent to initial compliance with this division. Local governments within metropolitan areas shall amend local transportation system plans to be consistent with an adopted regional transportation system plan within one year of the adoption of an updated regional transportation system plan or by a date specified in the adopted regional transportation system plan.
(7) The director may grant a whole or partial exemption from the requirements of this division to cities under 10,000 population and counties under 25,000 population, and for areas within a county within an urban growth boundary that contains a population less than 10,000. Eligible jurisdictions may request that the director approve an exemption from all or part of the requirements in this division. Exemptions shall be for a period determined by the director or until the jurisdiction's next periodic review, whichever is shorter.
(a) The director's decision to approve an exemption shall be based upon the following factors:
(A) Whether the existing and committed transportation system is generally adequate to meet likely transportation needs;
(B) Whether the new development or population growth is anticipated in the planning area over the next five years;
(C) Whether major new transportation facilities are proposed which would affect the planning areas;
(D) Whether deferral of planning requirements would conflict with accommodating state or regional transportation needs; and
(E) Consultation with the Oregon Department of Transportation on the need for transportation planning in the area, including measures needed to protect existing transportation facilities.
(b) The director's decision to grant an exemption under this section is appealable to the commission as provided in OAR 660-002-0020 (Delegation of Authority Rule)
(8) Portions of TSPs and implementing measures adopted as part of comprehensive plans prior to the responsible jurisdiction's periodic review shall be reviewed pursuant to OAR chapter 660, division 18, Post Acknowledgment Procedures.

Finding:
The proposed amendments, together with previously adopted and acknowledged ordinances (Ordinance #1354-13), is consistent with the applicable provisions of -0055. The proposed amendments are consistent with these requirements.

660-012-0060
Plan and Land Use Regulation Amendments
(1) If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule. A plan or land use regulation amendment significantly affects a transportation facility if it would:

(a) Change the functional classification of an existing or planned transportation facility (exclusive of correction of map errors in an adopted plan);
(b) Change standards implementing a functional classification system; or
(c) Result in any of the effects listed in paragraphs (A) through (C) of this subsection. If a local government is evaluating a performance standard based on projected levels of motor vehicle traffic, then the results must be based on projected conditions measured at the end of the planning period identified in the adopted TSP. As part of evaluating projected conditions, the amount of traffic projected to be generated within the area of the amendment may be reduced if the amendment includes an enforceable, ongoing requirement that would demonstrably limit traffic generation, including, but not limited to, transportation demand management. This reduction may diminish or completely eliminate the significant effect of the amendment.
(A) Types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;
(B) Degrade the performance of an existing or planned transportation facility such that it would not meet the performance standards identified in the TSP or comprehensive plan; or
(C) Degrade the performance of an existing or planned transportation facility that is otherwise projected to not meet the performance standards identified in the TSP or comprehensive plan.
(2) If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the performance standards of the facility measured or projected at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in subsections (a) through (e) below, unless the amendment meets the balancing test in subsection (e) or qualifies for partial mitigation in section (11) of this rule. A local government using subsection (e), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.
(a) Adopting measures that demonstrate allowed land uses are consistent with the performance standards of the transportation facility.
(b) Amending the TSP or comprehensive plan to provide transportation facilities, improvements, or services adequate to support the proposed land uses consistent with the requirements of this division. Such amendments shall include a funding plan or mechanism consistent with section (4) or include an amendment to the transportation finance plan so that the facility, improvement, or service will be provided by the end of the planning period.
(c) Amending the TSP to modify the performance standards of the transportation facility.
(d) Providing other measures as a condition of development or through a development agreement or similar funding method, including, but not limited to, transportation system management measures or minor transportation improvements. Local governments shall, as part of the amendment, specify when measures or improvements provided pursuant to this subsection will be provided.
(e) Providing improvements that would benefit modes other than the significantly affected mode, improvements to facilities other than the significantly affected facility, or improvements at other locations, if:
(A) The provider of the significantly affected facility provides a written statement that the system-wide benefits are sufficient to balance the significant effect, even though the improvements would not result in consistency for all performance standards;
(B) The providers of facilities being improved at other locations provide written statements of approval; and
(C) The local jurisdictions where facilities are being improved provide written statements of approval.

(3) Notwithstanding sections (1) and (2) of this rule, a local government may approve an amendment that would significantly affect an existing transportation facility without ensuring that the allowed land uses are consistent with the performance standards of the facility where:
(a) In the absence of the amendment, planned transportation facilities, improvements, and services as set forth in section (4) of this rule would not be adequate to achieve consistency with the performance standard for that facility by the end of the planning period identified in the adopted TSP;
(b) Development resulting from the amendment will, at a minimum, mitigate the impacts of the amendment in a manner that avoids further degradation to the performance of the facility by the time of the development through one or a combination of transportation improvements or measures;
(c) The amendment does not involve property located in an interchange area as defined in paragraph (4)(d)(C); and
(d) For affected state highways, ODOT provides a written statement that the proposed funding and timing for the identified mitigation improvements or measures are, at a minimum, sufficient to avoid further degradation to the performance of the affected state highway. However, if a local government provides the appropriate ODOT regional office with written notice of a proposed amendment in a manner that provides ODOT reasonable opportunity to submit a written statement into the record of the local government proceeding, and ODOT does not provide a written statement, then the local government may proceed with applying subsections (a) through (c) of this section.
(4) Determinations under sections (1)–(3) of this rule shall be coordinated with affected transportation facility and service providers and other affected local governments.
(a) In determining whether an amendment has a significant effect on an existing or planned transportation facility under subsection (1)(c) of this rule, local governments shall rely on existing transportation facilities and services and on the planned transportation facilities, improvements and services set forth in subsections (b) and (c) below.
(b) Outside of interstate interchange areas, the following are considered planned facilities, improvements, and services:
(A) Transportation facilities, improvements or services that are funded for construction or implementation in the Statewide Transportation Improvement Program or a locally or regionally adopted transportation improvement program or capital improvement plan or program of a transportation service provider.
(B) Transportation facilities, improvements or services that are authorized in a local transportation system plan and for which a funding plan or mechanism is in place or approved. These include, but are not limited to, transportation facilities, improvements, or services for which: transportation systems development charge revenues are being collected; a local improvement district or reimbursement district has been established or will be established prior to development; a development agreement has been adopted; or conditions of approval to fund the improvement have been adopted.
(C) Transportation facilities, improvements, or services in a metropolitan planning organization (MPO) area that are part of the area's federally-approved, financially constrained regional transportation system plan.
(D) Improvements to state highways that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when ODOT provides a written statement that the improvements are reasonably likely to be provided by the end of the planning period.
(E) Improvements to regional and local roads, streets or other transportation facilities or services that are included as planned improvements in a regional or local transportation system plan or comprehensive plan when the local government(s) or transportation service provider(s) responsible for the facility, improvement or service provides a written statement that the facility, improvement, or service is reasonably likely to be provided by the end of the planning period.

(c) Within interstate interchange areas, the improvements included in paragraphs (b)(A)–(C) are considered planned facilities, improvements, and services, except where:
(A) ODOT provides a written statement that the proposed funding and timing of mitigation measures are sufficient to avoid a significant adverse impact on the Interstate Highway system, then local governments may also rely on the improvements identified in paragraphs (b)(D) and (E) of this section; or
(B) There is an adopted interchange area management plan, then local governments may also rely on the improvements identified in that plan and which are also identified in paragraphs (b)(D) and (E) of this section.
(d) As used in this section and section (3):
(A) Planned interchange means new interchanges and relocation of existing interchanges that are authorized in an adopted transportation system plan or comprehensive plan;
(B) Interstate highway means Interstates 5, 82, 84, 105, 205, and 405; and
(C) Interstate interchange area means:
(i) Property within one-quarter mile of the ramp terminal intersection of an existing or planned interchange on an Interstate Highway; or
(ii) The interchange area as defined in the Interchange Area Management Plan adopted as an amendment to the Oregon Highway Plan.
(e) For purposes of this section, a written statement provided pursuant to paragraphs (b)(D), (b)(E) or (c)(A) provided by ODOT, a local government or transportation facility provider, as appropriate, shall be conclusive in determining whether a transportation facility, improvement, or service is a planned transportation facility, improvement, or service. In the absence of a written statement, a local government can only rely upon planned transportation facilities, improvements, and services identified in paragraphs (b)(A)-(C) to determine whether there is a significant effect that requires application of the remedies in section (2).
(5) The presence of a transportation facility or improvement shall not be a basis for an exception to allow residential, commercial, institutional, or industrial development on rural lands under this division or OAR 660-004-0022 and 660-004-0028.
(6) If a local government is determining whether proposed land uses would affect or be consistent with planned transportation facilities as provided in sections (1) and (2) using a performance standard based on projected levels of motor vehicle traffic, then the local government shall give full credit for potential reduction in vehicle trips for uses located in mixed-use, pedestrian-friendly centers, and neighborhoods as provided in subsections (a)–(d);
(a) Absent adopted local standards or detailed information about the vehicle trip reduction benefits of mixed-use, pedestrian-friendly development, local governments shall assume that uses located within a mixed-use, pedestrian-friendly center, or neighborhood, will generate 10 percent fewer daily and peak hour trips than are specified in available published estimates, such as those provided by the Institute of Transportation Engineers (ITE) Trip Generation Manual that do not specifically account for the effects of mixed-use, pedestrian-friendly development. The 10 percent reduction allowed for by this subsection shall be available only if uses that rely solely on auto trips, such as gas stations, car washes, storage facilities, and motels are prohibited;
(b) Local governments shall use detailed or local information about the trip reduction benefits of mixed-use, pedestrian-friendly development where such information is available and presented to the local government. Local governments may, based on such information, allow reductions greater than the 10 percent reduction required in subsection (a);
(c) Where a local government assumes or estimates lower vehicle trip generation as provided in subsection (a) or (b), it shall ensure through conditions of approval, site plans, or approval standards

that subsequent development approvals support the development of a mixed-use, pedestrian-friendly center or neighborhood and provide for on-site bike and pedestrian connectivity and access to transit as provided for in OAR 660-012-0045(3) and (4). The provision of on-site bike and pedestrian connectivity and access to transit may be accomplished through application of acknowledged ordinance provisions which comply with OAR 660-012-0045(3) and (4) or through conditions of approval or findings adopted with the plan amendment that ensure compliance with these rule requirements at the time of development approval; and

(d) The purpose of this section is to provide an incentive for the designation and implementation of pedestrian-friendly, mixed-use centers and neighborhoods by lowering the regulatory barriers to plan amendments that accomplish this type of development. The actual trip reduction benefits of mixed-use, pedestrian-friendly development will vary from case to case and may be somewhat higher or lower than presumed pursuant to subsection (a). The commission concludes that this assumption is warranted given general information about the expected effects of mixed-use, pedestrian-friendly development and its intent to encourage changes to plans and development patterns. Nothing in this section is intended to affect the application of provisions in local plans or ordinances that provide for the calculation or assessment of systems development charges or in preparing conformity determinations required under the federal Clean Air Act.

(7) Amendments to acknowledged comprehensive plans and land use regulations that meet all of the criteria listed in subsections (a)–(c) shall include an amendment to the comprehensive plan, transportation system plan, the adoption of a local street plan, access management plan, future street plan, or other binding local transportation plan to provide for on-site alignment of streets or accessways with existing and planned arterial, collector, and local streets surrounding the site as necessary to implement the requirements in OAR 660-012-0020(2)(b) and 660-012-0045(3):

(a) The plan or land use regulation amendment results in designation of two or more acres of land for commercial use;

(b) The local government has not adopted a TSP or local street plan that complies with OAR 660-012-0020(2)(b) or, in the Portland Metropolitan Area, has not complied with Metro's requirement for street connectivity as contained in Title 1, Section 3.08.110 of the Regional Transportation Functional Plan; and

(c) The proposed amendment would significantly affect a transportation facility as provided in section (1).

(8) A "mixed-use, pedestrian-friendly center or neighborhood" for the purposes of this rule, means:

(a) Any one of the following:

(A) An existing central business district or downtown;

(B) An area designated as a central city, regional center, town center, or main street in the Portland Metro 2040 Regional Growth Concept;

(C) An area designated in an acknowledged comprehensive plan as a transit-oriented development or a pedestrian district; or

(D) An area designated as a special transportation area as provided for in the Oregon Highway Plan.

(b) An area other than those listed in subsection (a) which includes or is planned to include the following characteristics:

(A) A concentration of a variety of land uses in a well-defined area, including the following:

(i) Medium to high density residential development (12 or more units per acre);

(ii) Offices or office buildings;

(iii) Retail stores and services;

(iv) Restaurants; and

(v) Public open space or private open space that is available for public use, such as a park or plaza.

(B) Generally include civic or cultural uses;
(C) A core commercial area where multi-story buildings are permitted;
(D) Buildings and building entrances oriented to streets;
(E) Street connections and crossings that make the center safe and conveniently accessible from adjacent areas;
(F) A network of streets and, where appropriate, accessways and major driveways that make it attractive and highly convenient for people to walk between uses within the center or neighborhood, including streets and major driveways within the center with wide sidewalks and other features, including pedestrian-oriented street crossings, street trees, pedestrian-scale lighting and on-street parking;
(G) One or more transit stops (in urban areas with fixed route transit service); and
(H) Limit or do not allow low-intensity or land extensive uses, such as most industrial uses, automobile sales and services, and drive-through services.
(9) Notwithstanding section (1) of this rule, a local government may find that an amendment to a zoning map does not significantly affect an existing or planned transportation facility if all of the following requirements are met.
[…]
(10) Notwithstanding sections (1) and (2) of this rule, a local government may amend a functional plan, a comprehensive plan, or a land use regulation without applying performance standards related to motor vehicle traffic congestion (e.g. volume to capacity ratio or V/C), delay, or travel time if the amendment meets the requirements of subsection (a) of this section. This section does not exempt a proposed amendment from other transportation performance standards or policies that may apply including, but not limited to, safety for all modes, network connectivity for all modes (e.g. sidewalks, bicycle lanes) and accessibility for freight vehicles of a size and frequency required by the development.
(a) A proposed amendment qualifies for this section if it:
(A) Is a map or text amendment affecting only land entirely within a multimodal mixed-use area (MMA); and
(B) Is consistent with the definition of an MMA and consistent with the function of the MMA as described in the findings designating the MMA.
[…]
(11) A local government may approve an amendment with partial mitigation as provided in section (2) of this rule if the amendment complies with subsection (a) of this section, the amendment meets the balancing test in subsection (b) of this section, and the local government coordinates as provided in subsection (c) of this section.
(a) The amendment must meet paragraphs (A) and (B) of this subsection.
(A) Create direct benefits in terms of industrial or traded-sector jobs created or retained by limiting uses to industrial or traded-sector industries.
(B) Not allow retail uses, except limited retail incidental to industrial or traded sector development, not to exceed five percent of the net developable area.
(C) For the purpose of this section:
(i) "Industrial" means employment activities generating income from the production, handling, or distribution of goods including, but not limited to, manufacturing, assembly, fabrication, processing, storage, logistics, warehousing, importation, distribution and transshipment, and research and development.
(ii) "Traded-sector" means industries in which member firms sell their goods or services into markets for which national or international competition exists.

(b) A local government may accept partial mitigation only if the local government determines that the benefits outweigh the negative effects on local transportation facilities and the local government receives from the provider of any transportation facility that would be significantly affected written concurrence that the benefits outweigh the negative effects on their transportation facilities. If the amendment significantly affects a state highway, then ODOT must coordinate with the Oregon Business Development Department regarding the economic and job creation benefits of the proposed amendment as defined in subsection (a) of this section. The requirement to obtain concurrence from a provider is satisfied if the local government provides notice as required by subsection (c) of this section and the provider does not respond in writing (either concurring or non-concurring) within 45 days.
(c) A local government that proposes to use this section must coordinate with Oregon Business Development Department, Department of Land Conservation and Development, area commission on transportation, metropolitan planning organization, and transportation providers and local governments directly impacted by the proposal to allow opportunities for comments on whether the proposed amendment meets the definition of economic development, how it would affect transportation facilities and the adequacy of proposed mitigation. Informal consultation is encouraged throughout the process starting with pre-application meetings. Coordination has the meaning given in ORS 197.015 and Goal 2 and must include notice at least 45 days before the first evidentiary hearing. Notice must include the following:
(A) Proposed amendment.
(B) Proposed mitigating actions from section (2) of this rule.
(C) Analysis and projections of the extent to which the proposed amendment in combination with proposed mitigating actions would fall short of being consistent with the performance standards of transportation facilities.
(D) Findings showing how the proposed amendment meets the requirements of subsection (a) of this section.
(E) Findings showing that the benefits of the proposed amendment outweigh the negative effects on transportation facilities.

Finding:
The proposed 2045 TSP amendments, together with previously adopted and acknowledged ordinances (Ordinance #1354-13), fully implement all of the applicable provisions of -0060 as detailed in the following findings of fact:

- *Map 8-1 Functional Classification and Traffic Signal Plan has amended the functional classification of existing or planned transportation facilities based on usage, traffic volumes, and traffic speeds of that roadway. A new classification was created for neighborhood routes and several roadways received a functional class update.*
- *Figures 74A-G cross sections have been amended to support an inclusive transportation network for all users of all abilities.*
- *The proposed amendments adopt transportation facilities to support the proposed urban land uses as discussed in -0060(2)(b).*
- *As discussed under -0040 above, the transportation facilities identified in the proposed amendments are considered to be financially feasible and are included in the financially constrained 2023 Regional Transportation Plan.*
- *The improvements identified in the 2045 TSP amendments are adequate to address the future demand on the transportation system.*

- *The process of coordinated TSP amendments with land use planning is consistent with all of the requirements of -0060.*
- *The proposal does not include amendments to zoning or amendments that are limited to a multimodal mixed-use area.*

The proposed amendments are consistent with these requirements.

660-012-0065
Transportation Improvements on Rural Lands
(1) This rule identifies transportation facilities, services and improvements which may be permitted on rural lands consistent with Goals 3, 4, 11, and 14 without a goal exception.
[…]

Finding:
The proposed amendments do not propose any new roadways, services, or improvements on lands located outside the UGB. These requirements are not applicable.

660-012-0070
Exceptions for Transportation Improvements on Rural Land
(1) Transportation facilities and improvements which do not meet the requirements of OAR 660-012-0065 require an exception to be sited on rural lands.
[…]

Finding:
This subsection is not applicable to the proposed amendments, as no rural transportation improvements have been identified in this ordinance. These requirements are not applicable.

660-012-0100
Transportation System Plans in Metropolitan Areas
(1) Cities and counties shall develop and adopt a transportation system plan. Cities and counties shall develop a transportation system plan and amendments to that plan consistent with the provisions of OAR 660-012-0105 through OAR 660-012-0215. A transportation system plan includes the following elements:
(a) The core transportation system plan elements as provided in section (2);
(b) Funding projections as provided in OAR 660-012-0115;
(c) A transportation options element as provided in OAR 660-012-0145;
(d) An unconstrained project list as provided in OAR 660-012-0170;
(e) A financially-constrained project list as provided in OAR 660-012-0180;
(f) Any refinement plans adopted as provided in OAR 660-012-0190;
(g) A pedestrian system element as provided in OAR 660-012-0500;
(h) A bicycle system element as provided in OAR 660-012-0600;
(i) A public transportation system element as provided in OAR 660-012-0700; and
(j) A street and highway system element as provided in OAR 660-012-0800.
(2) A transportation system plan shall include the following core elements:
(a) The base and planning horizon years as provided in section (3) of this rule;
(b) The land use assumptions as provided in OAR 660-012-0340;
(c) A list of all elements of the plan, and the date of adoption or amendment of each;

(d) The coordinated land use and transportation system planning policies in the comprehensive plan;
(e) The local transportation system plan goals and policies;
(f) Areas with concentrations of underserved populations as provided in OAR 660-012-0125, identified using best available data;
(g) A record of the engagement, involvement, and decision-making processes used in development of the plan, as provided in OAR 660-012-0130;
(h) A major equity analysis as provided in OAR 660-012-0135 or an engagement-focused equity analysis as provided in OAR 660-012-0135 for urban areas under 5,000 in population; and
(i) The dates of each report made to the director as provided in OAR 660-012-0900, including all applicable city and county reports for the planning area.
(3) Cities and counties shall determine the base and horizon years of a transportation system plan as follows:
(a) The base year is the present or past year which is used for the development of plan elements. The base year shall be the year of adoption of a major update to the transportation system plan, or no earlier than five years prior.
(b) The horizon year is the future year for which the plan contains potential projects and shall be at least twenty years from the year of adoption of a major update to the transportation system plan.
(4) The director may grant a whole or partial exemption from the requirements of this division to cities and counties with a population of less than 10,000 within the urban area. The director may also grant a whole or partial temporary exemption from the requirements of this division to jurisdictions of any size that are newly included in an existing metropolitan area or a newly designated metropolitan area. The director shall use the criteria and process as provided in OAR 660-012-0055(7) to decide to approve an exemption.
(5) The development of a transportation system plan shall be coordinated with affected cities, counties, transportation facility owners, and transportation service providers, and transportation options providers.
(6) Adoption or amendment of a transportation system plan shall constitute the land use decision regarding the function, mode, general location, and need for transportation facilities, services, and major improvements.
(7) Adoption or amendment of a transportation system plan shall include findings of compliance with applicable statewide planning goals, acknowledged comprehensive plan policies, and land use regulations.
(8) Cities and counties shall design transportation system plans to achieve transportation performance targets as provided in OAR 660-012-0910.
(9) Metro shall adopt a regional transportation system plan provided in OAR 660-012-0140.
(10) Cities and counties in the Portland Metropolitan Area shall additionally meet the requirements as provided in OAR 660-012-0140.

Finding:
The proposed amendments comply with all of the applicable requirements for the development and adoption of a TSP in a metropolitan area under this section of the TPR.

- *Baseline data was gathered in 2024 as provided in the Technical Appendix - Existing Conditions Inventory Technical Memorandum (Exhibit 1a).*
- *The horizon year was identified as 2045 in compliance with -0100(3).*
- *An exemption was not requested.*
- *The preparation of the TSP update was coordinated with ODOT, Metro, Washington County, Clackamas County, and the City of Wilsonville.*

- *The TSP and amendments are incorporated as part of City's Comprehensive Plan (Chapter 8).*
- *The TSP amendments are consistent with Metro's 2023 Regional Transportation Plan (RTP).*

The proposed amendments are consistent with these requirements, as addressed herein.

660-012-0105
Transportation System Plan Updates
(1) Any amendment to a transportation system plan must be either a major update as provided in section (2), or a minor update, which is any update that is not a major update.
(2) A major update to a transportation system plan is any update that:
(a) Includes a change to the horizon year of the plan;
(b) Is adopted after January 1 of the planning horizon year of the acknowledged plan; or
(c) Adds a facility authorized as provided in OAR 660-012-0830.
(3) A city or county making a major update to a transportation system plan shall:
(a) Update the core transportation system plan elements provided in OAR 660-012-0100(2);
(b) Include all other applicable transportation system plan elements provided in OAR 660-012-0100; and
(c) Comply with the engagement requirements of OAR 660-012-0120.
(4) A city or county making a minor update to a transportation system plan shall, at a minimum:
[…]

Finding:
The proposed amendments comply with all of the applicable requirements for a major update to a TSP under this section of the TPR.

- *The previously adopted TSP (Ordinance #1354-13) was acknowledged by the Department of Land Conservation and Development and found to be in compliance with the TPR.*
- *The proposed 2045 TSP is an update of the acknowledged TSP and includes a change to the horizon year.*
- *Updates to transportation elements are incorporated into the TSP (Chapter 4) and the Comprehensive Plan (Chapter 8).*

The proposed amendments are consistent with these requirements, as addressed herein.

660-012-0110
Transportation System Planning Area
(1) The planning area for transportation system plans is the area within the acknowledged urban growth boundary. The unincorporated area within urban growth boundaries is the urbanizable area.
(2) Cities and counties are responsible for cooperatively developing transportation system plans within the urban area, including the urbanizable area. Cities and counties shall jointly determine and agree how transportation system planning will occur in the urbanizable area, including plan adoption.
(a) Cities may develop and adopt a single transportation system plan for the entire urban area;
(b) A county may choose to develop and adopt a separate transportation system plan for areas in the urbanizable area; or
(c) A city and county may jointly determine the geographic extent of each of their transportation system plans within the urban area.
(3) Counties planning for urban areas as provided in this rule, and associated cities, shall meet these requirements:

(a) Both the city and county shall meet all applicable requirements of this division based on the population of the entire urban area, except where a population threshold in a rule specifically refers to the population of the urban unincorporated area.
(b) When a county develops a transportation system plan for a portion of the urban area within an urban growth boundary, both transportation system plans must have the same planning horizon year. This subsection does not apply in urban areas with more than one city or in the Portland Metropolitan Area.
(4) Counties shall plan areas outside urban growth boundaries as rural, regardless of location within a metropolitan area. Counties planning for unincorporated communities within a metropolitan area must meet requirements provided in OAR chapter 660, division 22.

Finding:
The proposed amendments comply with planning area requirements for a TSP under this section of the TPR.

- *The proposed amendments are for a single TSP limited to the Tualatin planning area, established under Metro's urban growth boundary.*
- *The preparation of the TSP update was coordinated with Washington and Clackamas Counties.*

The proposed amendments are consistent with these requirements.

660-012-0115
Funding Projections
(1) Cities and counties must include funding projections in the transportation system plan. Funding projections must include the list of funding sources and amount of funding available, as provided in this rule.
(2) The required list of funding sources must include all funding sources that the city or county expects to use over the planning period to operate, maintain, or construct the transportation system. These sources include, but are not limited to:
(a) Local, regional, state, and federal funding sources; and
(b) Sources expected from any transportation facility or service operator within the planning area.
(3) The list of funding sources shall include, for each source of funding identified:
(a) The expected funding over the remainder of the planning period;
(b) The purpose of the source of funding and any key limitations on the use of the funding; and
(c) Reasons that the funding source is expected to be available during the planning period. These reasons may include, but are not limited to, that the funding is provided by:
(A) Transportation facility pricing revenues, including parking revenues;
(B) Tax or bond revenues;
(C) Fees, charges, or other local revenues;
(D) Grants given using a formula or other regular disbursement;
(E) Regional funds from a Metropolitan Planning Organization; or
(F) A source that previously provided funds to the city or county and can reasonably expected to provide more in the future.
(4) The city or county shall use the list of funding sources to determine the amount of funding expected to be available to develop transportation projects over the planning period. Funding to maintain and operate the transportation system, or used for purposes other than development of transportation projects, shall be excluded. The transportation system plan shall clearly describe the amounts that are included and excluded.

Finding:

Transportation infrastructure funding is reasonably assured, and the proposed amendments fully implement all of the applicable provisions of -0115 as detailed in the following findings of fact:

- *The proposed amendments identified a combination of funding sources, including federal, state, regional, and local funds, as documented in the 2045 TSP (Chapter 5).*
- *Table 12 of the TSP illustrates projected capital and operation and maintenance funding for Tualatin's transportation system from 2024 to 2045.*
- *Potential future funding sources are summarized in TSP Chapter 5 and include a combination of taxes, bonds, vehicle registration fees, and urban renewal contributions. It is also recommended that the city actively pursue federal and state grants.*
- *A detailed financial assessment is provided in the Technical Appendix – Tualatin TSP Financial Assessment Memorandum (Exhibit 1a).*

Therefore, the proposed amendments are considered to be financially constrained and consistent with these requirements.

660-012-0120
Transportation System Planning Engagement
(1) Cities and counties shall develop transportation system plans using methods of public engagement and decision making consistent with the statewide planning goals and the local acknowledged comprehensive plan.
(2) Public engagement and decision making shall follow the practices provided in OAR 660-012-0130 to place an increased emphasis on centering the voices of underserved populations identified in OAR 660-012-0125.
(3) Cities or counties engaged in an update of the transportation system plan as provided in OAR 660-012-0105, or an update of the future land use assumptions as provided in OAR 660-012-0340, shall make a special effort to ensure underserved populations, as identified in OAR 660-012-0125, are:
(a) Informed about the choices that need to be made in the planning process;
(b) Given a meaningful opportunity to inform the planning process; and
(c) Given an equitable share of the decision-making power over key decisions, to the extent possible.

Finding:

The 2045 TSP was developed using methods of public engagement required under this section of the TPR:

- *Chapter 2 of the TSP provides a detailed analysis of the project's public involvement methodologies that included the formation and participation a Community Advisory Committee (CAC) and Technical Advisory Group (TAG); in-person and virtual events that engaged residents, businesses, and visitors; and targeted outreach in the form of digital and printed advertisements.*
- *Compliance with the procedural elements for a Legislative Amendment was achieved under TDC 32.250. Public Noticing will be satisfied as required, and public comments received are included as Exhibit 5. The Planning Commission held a public meeting on June 18, 2025, and the City Council public hearing is scheduled on August 11, 2025. The proposed amendments conform to Goal 1.*

The proposed amendments are consistent with these requirements, as addressed herein.

660-012-0125
Underserved Populations
(1) Cities and counties shall prioritize community-led engagement and decision-making, with specific attention to the underserved populations listed in section (2) of this rule.
(2) Underserved populations deserve prioritized attention regarding transportation and land use planning due to historic and current marginalization. Underserved populations include, but are not limited to:
(a) Black and African American people;
(b) Indigenous people (including Tribes, American Indian/Alaska Native and Hawaii Native);
(c) People of Color (including but not limited to Hispanic, Latina/o/x, Asian, Arabic or North African, Middle Eastern, Pacific Islander, and mixed-race or mixed-ethnicity populations);
(d) Immigrants, including undocumented immigrants and refugees;
(e) People with limited English proficiency;
(f) People with disabilities;
(g) People experiencing homelessness;
(h) Low-income and low-wealth community members;
(i) Low- and moderate-income renters and homeowners;
(j) Single parents;
(k) Lesbian, gay, bisexual, transgender, queer, intersex, asexual, or two-spirit community members; and
(l) Youth and seniors.

Finding:
As required under -0125, the 2045 TSP identified areas with concentrations of underserved populations as described in the Technical Appendix – Existing Conditions report (Exhibit 1a). Plan area demographics relied on the latest 2021 census data and identified concentrations of youth and seniors, people with disabilities, people of color, people with limited English proficiency, and households with no vehicles.

The proposed amendments are consistent with these requirements.

660-012-0130
Decision-Making with Underserved Populations
(1) Cities and counties shall, as a part of an involvement program required as provided in OAR 660-015-0000(1), center the voices of underserved populations in processes at all levels of decision-making under this division. Actions that may accomplish this include, but are not limited to:
(a) Reporting regularly on progress made under this rule as provided by section (3);
(b) Conducting equity analyses as provided in OAR 660-012-0135;
(c) Considering the effect on underserved populations when developing plans, including land use plans and plans for public investment;
(d) Developing decision-making factors that recognize and work to reduce historic and current inequities; and,
(e) Engaging in additional outreach activities with underserved populations and in areas with concentrations of underserved populations. Such outreach activities should include activities in multiple languages and formats, and be accessible to:
(A) People with disabilities,
(B) People without internet access, and

(C) People with limited transportation and child care options, and with schedule constraints around employment or other critical responsibilities.
(2) Cities and counties shall identify federally recognized sovereign tribes whose ancestral lands include the planning area. The city or county shall engage with affected tribes to notify them of coordinated land use and transportation planning activities and projects under this division.
(3) Cities and counties shall regularly assess and report on progress made under this rule by:
(a) Reporting to the department annually as provided in OAR 660-012-0900;
(b) Making regular reports to the planning commission and governing body of the city or county; and
(c) Making regular public reports to the community.

Finding:
As required under -0100, the 2045 TSP included an engagement plan that considered the needs of underserved populations such as youth, seniors, people living with disabilities, and people of color, as described in Technical Appendix – TSP Community Engagement Plan Memorandum (Exhibit 1a). The project also included a Latinx focus group held on August 21, 2024, and a BIPOC focus group held on August 22, 2024 (Exhibit 1a). Both groups were in support of TSP-identified projects and reiterated the importance of improving transit routes and reliability, as well as improving pedestrian safety.

The proposed amendments are consistent with these requirements.

660-012-0135
Equity Analysis
(1) Cities and counties shall determine whether the land use and transportation plans required in this division improve outcomes for underserved populations by using an equity analysis. An equity analysis is intended to determine benefits and burdens on underserved populations, as identified in OAR 660-012-0125.
(2) A city or county must engage in either a major equity analysis or an engagement-focused equity analysis as provided in this division, including in the following circumstances:
(a) A major equity analysis must be conducted when making a major update to a transportation system plan for an urban area of 5,000 in population or larger, as provided in OAR 660-012-0100(2).
[…]
(3) A city or county engaging in a major equity analysis shall conduct all the actions in the engagement-focused equity analysis in section (4). In addition, a city or county shall:
(a) Assess, document, acknowledge, and address where current and past land use, transportation, and housing policies and effects of climate change have harmed or are likely to harm underserved populations;
(b) Assess, document, acknowledge, and address where current and past racism in land use, transportation, and housing has harmed or is likely to harm underserved populations;
(c) Identify geographic areas with significantly disproportionate concentrations of underserved populations;
(d) Develop key performance measures as required in OAR 660-012-0905, or review existing performance measures, for key community outcomes as provided in subsection (4)(a) over time; and
(e) Use the best available data in conducting sections (a) through (d).
(4) A city or county conducting an engagement-focused equity analysis shall:
(a) Engage with members of underserved populations as identified in OAR 660-012-0125 to develop key community outcomes;

(b) Gather, collect, and value qualitative and quantitative information, including lived experience, from the community on how the proposed change benefits or burdens underserved populations;
(c) Recognize where and how intersectional discrimination compounds disadvantages;
(d) Analyze the proposed changes for impacts and alignment with desired key community outcomes and key performance measures under OAR 660-012-0905;
(e) Adopt strategies to create greater equity or minimize negative consequences; and
(f) Report back and share the information learned from the analysis and unresolved issues with people engaged as provided in subsection (a).

Finding:
As required under -0100, the 2045 TSP included a major equity analysis.

- *The TSP included extensive community engagement as described in Chapter 2 to understand the community's needs, desires, and values to incorporate into the TSP. Surveys conducted as part of the public engagement included a question on race and ethnicity. The City found that the makeup of survey respondents was generally consistent with the demographics of Tualatin, including underserved populations, as shown in Table 3 and Figure 4.*
- *An environmental justice analysis was included in Exhibit 1a, Technical Appendix: Existing Conditions Report. Census blocks with higher concentrations of underserved populations were identified in Figures 4-9.*

The proposed amendments are consistent with these requirements.

660-012-0140
Transportation System Planning in the Portland Metropolitan Area
(1) This rule applies to cities and counties in the Portland Metropolitan Area, and Metro. In the Portland Metropolitan Area, cities and counties shall develop and adopt local transportation system plans as provided in OAR 660-012-0100. Metro shall develop and adopt a regional transportation system plan as provided in this rule.
(2) Cities and counties shall amend comprehensive plans, land use regulations, and transportation system plans to be consistent with Metro's regional transportation system plan. Consistent means city and county comprehensive plans and implementing ordinances conform with the policies and projects in the regional transportation system plan. If Metro finds a local transportation system plan is consistent with the Regional Transportation Functional Plan, the transportation system plan shall be deemed consistent with the regional transportation system plan.
(3) Metro shall prepare, adopt, amend, and update a regional transportation system plan in coordination the with regional transportation plan required by federal law. Insofar as possible, the regional transportation system plan shall be accomplished through a single coordinated process that complies with the applicable requirements of federal law and this division.
[…]
(4) Notwithstanding any requirement in this division, Metro may adopt provisions into a regional functional plan that require cities and counties to meet an additional requirement for transportation system planning where Metro finds that the additional requirement is necessary to meet regional planning objectives and supports the purposes of this division.
(5) Notwithstanding requirements for transportation system plans provided in OAR 660-012-0100 through OAR 660-012-0110:

(a) Metro shall work cooperatively with cities and counties to determine responsibility for planning areas in the urbanizable area. Where a county has responsibility for a planning area, the county must meet the requirements as provided for counties in OAR 660-012-0110;
(b) Counties planning for unincorporated areas within the urban growth boundary shall meet all applicable requirements based on the population of the planning area;
(c) Counties and cities need not have the same planning horizon year; and
(d) Cities or counties may set the horizon year of a local transportation system plan to match the horizon year of the adopted regional transportation plan.
(6) Notwithstanding requirements for transportation system inventories as provided in OAR 660-012-0150, Metro shall prescribe inventory requirements in transportation system plans for cities and counties in a regional functional plan.
(7) Metro may propose alternative requirements in lieu of requirements provided in this division.
(a) The director shall review proposed alternative requirements to make a recommendation to the commission as to whether the proposed alternative requirements would meet the objectives of the original requirements and support the purposes of this division.
(b) The commission shall hold a hearing to review the proposed alternative requirements and the director's recommendation. If the commission finds that the proposed alternative requirements meet the objectives of the original requirements and support the purposes of this division, then the commission shall issue an order approving the proposed alternative requirements; otherwise, the commission shall remand the proposed alternative requirements to Metro with specific directions for changes needed to meet the objectives of the original requirement and support the purposes of this division.
(c) Upon approval by the commission, Metro may adopt the proposed alternative requirements into a regional functional plan. Upon adoption by Metro, cities and counties that comply with the alternative requirements of the regional functional plan are no longer required to meet the specific requirements of this division as described in the commission order.

Finding:
The City of Tualatin is located within the Portland Metropolitan area and has developed a major TSP update in compliance with -0100 and -0140. The proposed amendments, together with previously adopted and acknowledged ordinances (Ordinance #1354-13), is consistent with Metro's 2023 RTP.

- *Map 10-4 identifies Tualatin's town center consistent with Metro's 2040 Growth Concept and 2023 Regional Transportation Plan.*
- *Future forecasts were developed using the Washington County Travel Demand Model, which incorporates Metro's projections for regional land use growth through 2045, along with Metro's list of financially constrained transportation projects.*
- *Some roadways within Tualatin are projected to see an increase in traffic volume over the next twenty years as the region grows and as travelers divert around I-5 congestion to cut through the City. The TSP evaluated projects to address this growth with targeted intersection treatments rather than wholescale road widening on local roads. A summary of the findings is presented in the Modal Plans section of the TSP (Chapter 4), with more detailed information available in Exhibit 1a Technical Appendix.*

The proposed amendments are consistent with these requirements.

660-012-0145
Transportation Options Planning
(1) The transportation system options element of a transportation system plan shall include:
(a) The existing programs, services, and projects identified in section (2);
(b) The future transportation demand management needs identified in section (3) and the performance targets set as provided in OAR 660-012-0910; and
(c) A trip reduction strategy for large employers.
(2) Cities and counties shall coordinate with transportation options providers, public transportation service providers, state agencies, and other cities and counties to identify existing transportation options and transportation demand management programs, services, and projects. These shall include, but are not limited to:
(a) Education, encouragement, and other transportation demand management programs and services that focus on forms of transportation other than single-occupant vehicles;
(b) Transportation demand management programs and policies that discourage the use of single-occupancy vehicles; and
(c) Transportation options needs of underserved populations.
(3) Cities and counties shall coordinate with transportation options providers, public transportation service providers, and other cities and counties to identify future transportation demand management needs. These shall include, but are not limited to:
(a) Commute trip reduction consultation and promotion of programs such as the provision of transit passes and parking cash-out;
(b) Physical improvements such as carpool parking spaces and park and ride locations; and
(c) Regional solutions for intercity travel.

Finding:
The proposed 2045 TSP fully implements all of the applicable provisions of -0145 as detailed in the following findings of fact:

- *Chapter 4 of the TSP describes the various transportation system option elements, including a Transportation Options Plan and the various TDM programs offered in the metropolitan area.*
- *The TSP identifies a strategy to implement flexible commute options across the region in response to future TDM performance targets. An emphasis is placed on areas with higher concentrations of historically marginalized and underserved populations.*
- *Identified TDM programs include the Westside Transportation Alliance, Employee Commute Options (ECO), community shuttle programs like Ride Connection, and Safe Routes to School.*

The proposed amendments are consistent with these requirements.

660-012-0150
Transportation System Inventories
(1) This rule applies to transportation inventories as provided in OAR 660-012-0505, OAR 660-012-0605, OAR 660-012-0705, and OAR 660-012-0805.
(2) Cities and counties shall coordinate with other publicly owned transportation facility and service providers, including, but not limited to state agencies, other cities and counties, and public transportation system operators to develop the transportation system inventory.

(3) Inventories shall include all publicly owned, operated, or supported transportation facilities and services within the planning area, regardless of ownership or maintenance responsibility. Inventories shall note ownership or maintenance responsibility for all facilities.
(4) Inventories shall clearly identify the following for each inventoried facility or service:
(a) Function, including the classification of the facility or service, its primary uses, and whether it primarily serves local, regional, pass-through, or freight traffic.
(b) Primary users of the facility, including whether users are primarily on foot, bicycle, transit, freight, or personal vehicle.
(c) Land use context for each segment of the facility, including determining what types of planned land uses surround the facility.

Finding:
The proposed 2045 TSP amendments, fully implements the applicable provisions of -0150:

- *The preparation of the TSP update was coordinated with ODOT, Metro, Trimet, Washington County, and Clackamas County.*
- *An inventory of the existing transportation system was created to provide a comprehensive view of transportation-related facilities and services within the Tualatin Urban Planning Area which are summarized in the Modal Plans section in Chapter 4.*
- *Exhibit 1a: Technical Appendix- Existing conditions Inventory Technical Memorandum identifies existing functional class in Figure 12, land use context in Figure 2, and road ownership in Figure 13.*
- *Financially constrained projects have been listed in Tables 11, 12, 13, and 14.The tables list project mode and lead agencies.*

The proposed amendments are consistent with these requirements, as addressed herein.

660-012-0155
Prioritization Framework
(1) Cities, counties, Metro, and state agencies shall use the framework in this rule for decision making regarding prioritization of transportation facilities and services. Cities, counties, Metro, and state agencies shall consider the following:
(a) Prioritization factors as provided in section (3);
(b) Classification of facilities or segments as provided in section (4);
(c) The planned land use context as provided in section (5); and
(d) Expected primary users as provided in section (6).
(2) Cities, counties, Metro, and state agencies may use local values determined through engagement as provided in OAR 660-012-0120 to weight various prioritized factors when making prioritization decisions as provided in this division.
(3) Cities, counties, Metro, and state agencies shall prioritize transportation facilities and services based on the following factors:
(a) Meeting greenhouse gas reduction targets, including:
(A) Reducing per-capita vehicle miles traveled to meet greenhouse gas reduction targets provided in OAR 660-044-0020 or OAR 660-044-0025;
(B) Supporting compact, pedestrian-friendly patterns of development in urban areas, particularly in climate-friendly areas;
(C) Reducing single-occupant vehicle travel as a share of overall travel; and
(D) Meeting performance targets set as provided in OAR 660-012-0910.

(b) Improving equitable outcomes for underserved populations identified in OAR 660-012-0125;
(c) Improving safety, particularly reducing or eliminating fatalities and serious injuries;
(d) Improving access for people with disabilities;
(e) Improving access to destinations, particularly key destinations identified as provided in OAR 660-012-0360;
(f) Completing the multimodal transportation network, including filling gaps and making connections;
(g) Supporting the economies of the community, region, and state; and
(h) Other factors determined in the community.
(4) Cities, counties, Metro, and state agencies shall consider the functional classification of planned or existing transportation facilities or segments when making decisions about appropriate transportation facilities and services. Cities, counties, Metro, and state agencies may establish mode-specific functional classifications for each mode on any facility or segment that they own and operate.
(5) Cities, counties, Metro, and state agencies shall consider the planned land use context around an existing or planned transportation facility or segment when making decisions about appropriate transportation facilities and services.
(a) Within climate-friendly areas, cities, counties, Metro, and state agencies shall prioritize pedestrian, bicycle, and public transportation facilities and services. Cities, counties, Metro, and state agencies shall ensure facilities are planned for these modes to experience safe, low stress, and comfortable travel for people of all ages and abilities within climate-friendly areas with minimal interference from motor vehicle traffic.
(b) In areas with concentrations of underserved populations, cities, counties, Metro, and state agencies shall prioritize transportation projects addressing historic and current marginalization. Proposed transportation projects in these areas must work to rectify previous harms and prevent future harms from occurring. These areas may have suffered from disinvestment or harmful investments, including transportation system investments. Such harms include but are not limited to displacement, increased exposure to pollutants, destruction and division of neighborhoods, heat islands, and unsafe conditions for pedestrians, cyclists, transit users, and others.
(6) Cities, counties, Metro, and state agencies shall consider the expected primary users of an existing or planned transportation facility or segment when making decisions about appropriate transportation facilities and services. In particular:
(a) In areas near schools or other locations with expected concentrations of children, or areas with expected concentrations of older people or people with disabilities, cities, counties, Metro, and state agencies must prioritize safe, protected, and continuous pedestrian and bicycle networks connecting to key destinations, including transit stops.
(b) In industrial areas, along routes accessing key freight terminals, and other areas where accommodations for freight are needed, cities, counties, Metro, and state agencies must consider the needs of freight users. Pedestrian, bicycle, and public transportation system connections must be provided in industrial areas at a level that provides safe access for workers.

Finding:
The proposed 2045 TSP amendments, fully implements all of the applicable prioritization framework provisions of -0155:

- *A community engagement process (including the community at large, city staff, a Citizen Advisory Committee (CAC), and City Council) was used to identify TSP goals and policies that guide equitable development of the transportation network.*
- *The TSP goals served as the foundation for evaluating potential transportation projects under Goal 5 Policy 1. A set of evaluation criteria was developed to assess how effectively each project*

supports these goals. For each goal, four specific criteria were established, resulting in a total of 20 evaluation criteria considered for each project. Individual project ideas from the TSP project list were then evaluated using these criteria, which are detailed in Exhibit 1a: Technical Appendix.

- *The TSP goals and policies identified in Chapter 3, in sum, support improving equitable outcomes for underserved communities, improving access for people with disabilities, proactively managing roadway functional classifications, and consideration of adjacent land uses and modal users when designing transportation facilities.*
- *A separate proposal under PTA 25-0002 will adopt land use regulations to address 0330 CFEC walkable design standards. PTA 25-0002 is anticipated to be considered later this year. The City has submitted an extension request to DLCD to address the -0330 requirements at a later date under Exhibit 7.*
- *Chapter 5 of the TSP includes an implementation plan in conformance with the Climate Smart Strategy to achieve a 2045 greenhouse gas (GHG) emissions target of a 30% reduction in GHG emissions relative to a 2005 base year based on per capita emissions, in compliance with Oregon Administrative Rule (OAR) 660- 044-0020.*
- *While the Metro 2023 RTP provides a framework of metrics, under OAR 660-012-0910, the 2045 TSP establishes Tualatin's local performance measures that include methods, baseline current data, target goals, and a brief equity analysis as shown in Table 15 and Exhibit 1a: Technical Appendix.*

The proposed amendments are consistent with these requirements, as addressed herein.

660-012-0160
Reducing Vehicle Miles Traveled
(1) The following jurisdictions are exempt from the requirements of this rule:
(a) Cities under 5,000 population;
(b) Counties under 5,000 population within urban growth boundaries but outside of incorporated cities; and
(c) Counties under 10,000 population within urban growth boundaries but outside of incorporated cities.
(2) When a city or county, makes a major update to a transportation system plan as provided in OAR 660-012-0105, or Metro makes an update to a regional transportation plan as provided in OAR 660-012-0140, they shall use the following requirements to project vehicle miles traveled per capita for the planning period.
(a) The city, county, or Metro must prepare a projection that estimates changes between vehicle miles traveled per capita from the base year and vehicle miles traveled per capita that would result from all projects on the financially-constrained project list prepared as provided in OAR 660-012-0180; and
(b) Projections of vehicle miles traveled per capita must incorporate the best available science on latent and induced travel of additional roadway capacity.
(3) The projections prepared as provided in section (2) must be based on:
(a) Land use and transportation policies in an acknowledged comprehensive plan and in the proposed transportation system plan;
(b) Local actions consistent with the adopted performance targets under OAR 660-012-0910, or OAR 660-044-0110; and
(c) Forecast land use patterns as provided in OAR 660-012-0340.

(4) Cities and counties may only adopt a transportation system plan if the projected vehicle miles traveled per capita at the horizon year using the financially-constrained project list is lower than estimated vehicle miles traveled per capita in the base year scenario.
(5) A city or county is not required to meet the requirements in sections (2) through (4) of this rule if the city or county has selected a financially-constrained project list that does not contain any project that would require review as provided in OAR 660-012-0830(1).
(6) Metro shall adopt a regional transportation plan in which the projected vehicle miles traveled per capita at the horizon year using the financially-constrained project list is lower than the estimated vehicle miles traveled per capita at the base year by an amount that is consistent with the metropolitan greenhouse gas reduction targets in OAR 660-044-0020. Metro may rely on assumptions on future state and federal actions, including the following state-led actions that affect auto operating costs:
(a) State-led pricing policies, and energy prices; and
(b) Vehicle and fuel technology, including vehicle mix, vehicle fuel efficiency, fuel mix, and fuel carbon intensity.

Finding:
The 2045 TSP qualifies as a major update under -105. TSP Chapter 6 includes a financially-constrained project list that does not contain any project that would require review as provided in -830. As such, a VMT analysis was not conducted as part of the TSP update.

The proposed amendments are consistent with these requirements, as addressed herein.

660-012-0170
Unconstrained Project List
(1) Cities and counties shall create a combined project list by combining:
(a) The pedestrian project list developed as provided in OAR 660-012-0520;
(b) The bicycle project list developed as provided in OAR 660-012-0620;
(c) The public transportation project list developed as provided in OAR 660-012-0720; and
(d) The streets and highways project list developed as provided in OAR 660-012-0820.
(2) Cities and counties shall, to the extent practicable, combine proposed projects from multiple single-mode lists into a single multimodal project on the combined project list.
(3) Cities and counties shall develop an unconstrained project list by prioritizing the combined project list, including multimodal projects. Cities and counties need not include every project in the combined project list on the unconstrained project list. There is no limit to the number of projects that may be included on the unconstrained project list.
(4) Cities and counties shall develop a method of prioritizing projects on the unconstrained project list. Projects on the unconstrained project list may be ranked individually or in tiers. Unconstrained project lists ranked in tiers shall have enough tiers to clearly be able to determine the relative ranking of projects when making decisions. Cities and counties shall describe the method used to prioritize the unconstrained project list in the transportation system plan. Cities and counties must emphasize the following requirements when developing a method of prioritizing projects on the unconstrained project list:
(a) The project will help reduce vehicle miles traveled;
(b) The project burdens underserved populations less than and benefit as much as the city or county population as a whole; and
(c) The project will help achieve the performance targets set as provided in OAR 660-012-0910.

(5) Cities and counties shall develop planning-level cost estimates for the top ranked projects on the prioritized unconstrained project list as provided in section (4). The city or county shall make estimates for as many projects as the city or county reasonably believes could be funded in the planning period. The city or county need not make cost estimates for every project on the unconstrained project list.

Finding:
The 2045 TSP includes an unconstrained project list that meets the provisions of -0170 in Exhibit 1a. Technical Appendix: Final Project List Development. In total, a 191 projects were identified. Projects were then prioritized using a total of 20 evaluation criteria that support the TSP goals, included in Exhibit 1a. Technical Appendix: Project Evaluation Framework.

The proposed amendments are consistent with these requirements.

660-012-0180
Financially-Constrained Project List
(1) Cities and counties shall include a financially-constrained project list in a transportation system plan. Cities and counties shall use the prioritized unconstrained project list developed as provided in OAR 660-012-0170 and the amount of funding available developed as provided in OAR 660-012-0115 to produce the financially-constrained project list.
(2) Cities, counties, Metro, and the state may only develop, fund, and construct projects on the financially-constrained project list.
(a) Cities and counties may only submit projects on the financially-constrained project list in their transportation system plan to the financially-constrained list of a federally-required regional transportation plan.
(b) Cities and counties may develop, fund, or construct a project on the unconstrained project list if:
(A) The project is required as a condition of land development;
(B) A property owner is providing financial or material contributions to the project; and
(C) The project would not require review as provided in OAR 660-012-0830.
(3) Cities and counties shall create a financially-constrained project list using the top available projects on the prioritized unconstrained project list and the planning-level cost estimates developed as provided in OAR 660-012-0170. The sum of the planning-level cost estimates for projects placed on the financially-constrained project list shall not exceed 125 percent of the funding available as identified in OAR 660-012-0115. Cities and counties shall select projects such that the resulting financially-constrained list would:
(a) Reduce per capita vehicle miles traveled, as provided in OAR 660-012-0160;
(b) Burden underserved populations less than and benefit underserved populations as much or more as the city or county population as a whole; and
(c) Make significant progress towards meeting the performance targets set for each performance measure as provided in OAR 660-012-0910 or OAR 660-044-0110.
(4) If the list of projects cannot meet each test in section (3), the city or county must adjust the project list to find the highest-ranking set of projects that can meet the criteria in section (3). This is the financially-constrained project list.
(5) Cities or counties making a major or minor amendment to the transportation system plan as provided in OAR 660-012-0105 which includes an update to any project list, shall update the financially-constrained project list as provided in this rule.

(6) Cities and counties shall prioritize the implementation of projects from the financially-constrained project list for their ability to reduce climate pollution and improve equitable outcomes using the criteria provided in section (3) of this rule.

Finding:

The proposed amendments fully implement all of the applicable provisions of -0180:

- *Transportation infrastructure funding is reasonably assured, and the proposed amendments identified a combination of funding sources, including federal, state, regional, and local funds as documented in the 2045 TSP (Chapter 5).*
- *Final project list development and scoring are included in Exhibit 1a: Technical Appendix.*
- *Financially-constrained projects are listed in Chapter 6— Tables 11 (Complete Streets Projects), 12 (Active Transportation Projects), and 13 (Transit Projects).*
- *The regional transportation facilities identified in the proposed amendments have been included in Metro's financially constrained 2023 Regional Transportation Plan.*

Therefore, the proposed amendments are considered to be financially constrained and consistent with these requirements.

660-012-0190
Transportation System Refinement Plans
(1) A city or county may, when adopting a major update to the transportation system plan as provided in OAR 660-012-0105, defer decisions regarding function, general location, and mode of a refinement plan if findings are adopted that:
(a) Identify the transportation need for which decisions regarding function, general location, or mode are being deferred;
(b) Demonstrate why information required to make final determinations regarding function, general location, or mode cannot reasonably be made available within the time allowed for preparation of the transportation system plan;
(c) Explain how deferral does not invalidate the assumptions upon which the transportation system plan is based or preclude implementation of the remainder of the transportation system plan;
(d) Describe the nature of the findings that will be needed to resolve issues deferred to a refinement plan; and
(e) Set a deadline for adoption of a refinement plan.
(2) Where a Corridor Environmental Impact Statement (EIS) is prepared pursuant to the requirements of the National Environmental Policy Act of 1969, the development of the refinement plan shall be coordinated with the preparation of the Corridor EIS. The refinement plan shall be adopted prior to the issuance of the Final EIS.

Finding:

The proposed amendments do not require a deferred decision regarding function, general location, or mode. This section of the TPR is not applicable.

660-012-0215
Transportation Performance Standards
(1) This rule applies to transportation performance standards that cities and counties use to review comprehensive plan and land use regulation amendments as provided in OAR 660-012-0060. If a city

or county requires applicants to analyze transportation impacts as part of development review in acknowledged local land use regulations, then that review must include evaluation of the performance standards established under this rule. This rule applies to transportation performance standards that Metro uses to review functional plan amendments as provided in OAR 660-012-0060.
(2) Cities and counties shall adopt transportation performance standards. The transportation performance standards must support meeting the targets for performance measures set as provided in OAR 660-012-0910. The transportation performance standards must include these elements:
(a) Characteristics of the transportation system that will be measured, estimated, or projected, and the methods to calculate their performance;
(b) Thresholds to determine whether the measured, estimated, or projected performance meets the performance standard. Thresholds may vary by facility type, location, or other factors. Thresholds shall be set at the end of the planning period, time of development, or another time; and
(c) Findings for how the performance standard supports meeting the targets for performance measures set as provided in OAR 660-012-0910.
(3) Cities, counties, Metro, and state agencies shall adopt two or more transportation performance standards. Metro may adopt regional performance standards in a functional plan for use across regional and local plans. At least one of the transportation performance standards must support increasing transportation options and avoiding principal reliance on the automobile. The transportation system plan must clearly establish how to apply the multiple performance standards to a proposal that meets some, but not all, of the transportation performance standards. The transportation performance standards must evaluate at least two of the following objectives for the transportation system, for any or all modes of transportation:
(a) Reducing climate pollution;
(b) Equity;
(c) Safety;
(d) Network connectivity;
(e) Accessibility;
(f) Efficiency;
(g) Reliability; and
(h) Mobility.

Finding:
The proposed amendments, fully implement all of the applicable performance standard provisions of -0215:

- *A community engagement process (including the community at large, city staff, a Citizen Advisory Committee (CAC), and City Council) was used to identify TSP goals and policies that guide equitable development of the transportation network.*
- *The TSP goals served as the foundation for evaluating potential transportation projects under Goal 5 Policy 1. A set of evaluation criteria was developed to assess how effectively each project supports these goals. For each goal, four specific criteria were established, resulting in a total of 20 evaluation criteria considered for each project. Individual project ideas from the TSP project list were then evaluated using these criteria, which are detailed in Exhibit 1a: Technical Appendix.*
- *The TSP goals and policies identified in Chapter 3, in sum, support improving equitable outcomes for underserved communities, improving access for people with disabilities, proactively managing roadway functional classifications, and include consideration of adjacent land uses and modal users when designing transportation facilities.*

- *A separate proposal under PTA 25-0002 will adopt land use regulations to address 0330 CFEC walkable design standards. PTA 25-0002 will be considered later this year. The City has submitted an extension request to DLCD to address the -0330 requirements at a later date under Exhibit 7.*
- *Chapter 5 of the TSP includes an implementation plan in conformance with the Climate Smart Strategy to achieve a 2045 greenhouse gas (GHG) emissions target of a 30% reduction in GHG emissions relative to a 2005 base year based on per capita emissions, in compliance with Oregon Administrative Rule (OAR) 660- 044-0020.*
- *While the Metro 2023 RTP provides a framework of metrics, under OAR 660-012-0910, the 2045 TSP establishes Tualatin's local performance measures that include methods, baseline current data, target goals, and a brief equity analysis as shown in Table 15 and Exhibit 1a: Technical Appendix.*

The proposed amendments are consistent with these requirements

660-012-0300
Coordinated Land Use and Transportation System Planning
(1) Cities and counties shall coordinate land use and transportation plans.
(2) Cities and counties shall, if applicable, adopt and implement climate-friendly areas as provided in OAR 660-012-0310.
(3) Cities and counties shall adopt and implement the applicable land use requirements as provided in OAR 660-012-0330.
(4) Cities and counties shall, in the development of transportation plans, use the land use assumptions developed as provided in OAR 660-012-0340.
(5) Cities and counties shall develop a list of key destinations, identified as provided in OAR 660-012-0360.

Finding:
The proposed 2045 TSP and amendments coordinate land use and transportation plans as addressed below:

- *As Tualatin is located in the Portland Metropolitan area, -0310 does not apply.*
- *A separate proposal under PTA 25-0002 will adopt land use regulations to address 0330 CFEC walkable design standards. PTA 25-0002 will be considered later this year. The City has submitted an extension request to DLCD to address the -0330 requirements at a later date under Exhibit 7.*

The proposed amendments are consistent with these requirements as addressed herein.

660-012-0325
Transportation Review in Climate-Friendly Areas and Centers
(1) Cities or counties shall use the provisions of this rule to review amendments to comprehensive plans or land use regulations in lieu of the provisions of OAR 660-012-0060 when the amendment is:
(a) To adopt a climate-friendly area as provided in OAR 660-012-0310 through OAR 660-012-0320, or a Metro Region 2040 center; or
(b) Within an adopted climate-friendly area or Metro Region 2040 center.

(2) Cities and counties considering amendments to comprehensive plans or land use regulations to adopt or expand a climate-friendly area as provided in OAR 660-012-0310 through OAR 660-012-0320, or a Metro Region 2040 center, must make findings, including:
(a) A multimodal transportation gap summary as provided in section (4); and
(b) The multimodal transportation gap summary must include a highway impacts summary as provided in section (5) if the designated climate-friendly area as provided in OAR 660-012-0315 or Region 2040 center contains a ramp terminal intersection, state highway, interstate highway, or adopted ODOT Facility Plan.
(3) Cities and counties considering amendments to comprehensive plans or land use regulations within an adopted climate-friendly area or Metro Region 2040 center must make findings including a highway impacts summary as provided in section (5) if:
(a) A city or county is reviewing a plan amendment that includes property in an adopted Interchange Area Management Plan, includes property within one-quarter mile of a ramp terminal intersection, or includes property within one-quarter mile of a state highway segment in an adopted ODOT Facility Plan area; or
(b) The city or county is reviewing a plan amendment that would be reasonably likely to result in increasing traffic on the state facility that exceeds the small increase in traffic defined in the Oregon Highway Plan adopted by the Oregon Transportation Commission.
(4) A multimodal transportation gap summary must be coordinated between the local jurisdiction, transportation facility providers, and transportation services providers to consider multimodal transportation needs in each climate-friendly area as provided in OAR 660-012-0320 or Region 2040 center. The multimodal transportation gap summary must include:
(a) A summary of the existing multimodal transportation network within the climate-friendly area;
(b) A summary of the gaps in the pedestrian and bicycle networks in the climate-friendly area, including gaps needed to be filled for people with disabilities, based on the summary of the existing multimodal transportation network;
(c) If applicable as provided in section (2), a highway impacts summary as provided in section (5); and
(d) A list of proposed projects to fill multimodal network gaps identified in subsection (b).
(5) A highway impacts summary must identify how the transportation system may be affected by implementation of the climate-friendly area. The highway impacts summary must include:
(a) A summary of changes between existing and proposed development capacity of the climate-friendly area based on the proposed changes to the comprehensive plan and land use regulations;
(b) A summary of the additional motor vehicle traffic generation that may be expected in the planning period, considering reductions for expected complementary mixed-use development, additional multimodal options, and assuming meeting goals for reductions in vehicle miles traveled per capita; and
(c) A summary of traffic-related deaths and serious injuries within the climate-friendly area in the past five years.
(6) Cities and counties considering amendments to comprehensive plans or land use regulations that affect areas both inside and outside an adopted climate-friendly area or Metro Region 2040 center may either:
(a) Make separate findings for areas inside the climate-friendly area or Metro Region 2040 center as provided in this rule, and findings for areas outside the climate-friendly area or Metro Region 2040 center as provided in OAR 660-012-0060; or
(b) Make findings for all affected areas as provided in OAR 660-012-0060.

(7) Cities and counties shall provide notice of proposed adoption of a multimodal transportation gap summary or a revised highway impacts summary to ODOT and other affected transportation facility or service providers prior to submitting notice as provided in OAR 660-018-0020.

Finding:

The proposed 2045 TSP and amendments fully implement transportation reviews in town centers under the applicable provisions of -0325:

- *Comprehensive Plan Map 10-4 identifies Tualatin's town center consistent with Metro's 2040 Growth Concept and 2023 Regional Transportation Plan.*
- *This analysis includes findings for all affect areas as provided in -0060.*
- *Notice of adoption will be provided to affected service providers as provided in -0020.*

The proposed amendments are consistent with these requirements as addressed herein.

660-012-0330
Land Use Requirements
(1) Cities and counties shall implement plans and land use regulations to support compact, pedestrian-friendly, mixed-use land use development patterns in urban areas. Land use development patterns must support access by people using pedestrian, bicycle, and public transportation networks.
[…]
(3) Cities and counties shall have land use regulations that provide for pedestrian-friendly and connected neighborhoods. Land use regulations must meet the following requirements for neighborhood design and access:
[…]
(c) Cities and counties shall set block length and block perimeter standards at distances that will provide for pedestrian network connectivity. Cities and counties may allow alleys or public pedestrian facilities through a block to be used to meet a block length or perimeter standard.
[…]

Finding:

A separate proposal under PTA 25-0002 will adopt land use regulations to address 0330 CFEC walkable design standards. PTA 25-0002 will be considered later this year. The City has submitted an extension request to DLCD to address the -0330 requirements at a later date under Exhibit 7.

The proposed amendments do implement the standards found in -0330(3)(c) as demonstrated in Exhibit 2. A maximum block length standard of 400 feet and block perimeter of 1,600 feet is included for local street connectivity under TDC 74.030. Alley standards have been incorporated under TDC 74.070 and Mid-block Accessway standards are included underTDC 74.100.

660-012-0340
Land Use Assumptions
(1) Future land use assumptions developed under this rule are for the purposes of transportation planning. These land use assumptions are distinct from those used to plan for residential land needs as provided in ORS 197.296.

(2) A city, county, or Metro must develop and adopt future land use assumptions for transportation planning consistent with this rule when preparing a transportation system plan, or zoning a climate-friendly area or Region 2040 center as provided in OAR 660-012-0325.
(3) Future land use assumptions must be developed for future years, including but not limited to the planning horizon year of the transportation system plan, and a common horizon year for all jurisdictions within the metropolitan area.
(4) Future land use assumptions must be consistent with the most recent final population forecast as provided in OAR 660-032-0020 or OAR 660-032-0030, as applicable.
(5) Future land use assumptions for transportation planning must assume existing acknowledged comprehensive plan designations and policies, and existing land use regulations remaining in force throughout the planning period; except where these designations, policies, or regulations are superseded by statute or rule. Future land use assumptions must assume existing acknowledged urban growth boundaries throughout the planning period.
(6) Where applicable, future land use assumptions for transportation planning must allocate growth assumptions for employment and housing within climate-friendly areas as provided in OAR 660-012-0320 before allocating growth to other parts of the city or county.
(7) Future land use assumptions must be developed at a sufficient level of detail to understand where future development is expected.

Finding:
The 2045 TSP was informed by technical memoranda that document existing and future conditions, a roadway classification system, recommended improvements by mode, programmatic solutions to enhance existing facilities, and a general funding plan as required by Section -0020 of the TPR. The previously adopted TSP (Ordinance #1354-13), was acknowledged by the Department of Land Conservation and Development and found to be in compliance with the TPR. The 2045 TSP is an update of the acknowledged TSP. The proposed amendments include updates to:

- *Map 8-1: Functional Classification and Traffic Signal Plan*
- *Map 8-3: Local Street Plan*
- *Map 8-4: Bicycle and Pedestrian System*
- *Map 8-5: Transit Plan*
- *Map 8-6: Freight Routes*

Furthermore, the proposed amendments are consistent with Metro's Regional Transportation Plan (RTP) that was completed in 2023; and findings of compliance with the RTFP are included herein. The needs analyses was based upon population and employment forecasts developed by Metro with local government participation. These same regional forecasts have been used to inform the RTP and to implement Metro's 2040 designations, which are part of the City's adopted and acknowledged Comprehensive Plan. This baseline analysis considered sociodemographic groups and identified areas where greater transportation needs reside (Chapter 3).

The proposed amendments are consistent with these requirements.

660-012-0360
Key Destinations
(1) Cities and counties shall use best available data to identify key destinations for purposes of coordinated land use and transportation planning. Key destinations are destinations described in this

rule, as well as other destinations determined locally that are expected to attract a higher than average rate of pedestrian, bicycle, or transit trips.
(2) Key destinations may include, but are not limited to:
(a) Climate-friendly areas;
(b) Pedestrian-oriented commercial areas outside of climate-friendly areas;
(c) Transit stations, stops, and terminals;
(d) Retail and service establishments, including grocery stores;
(e) Child care facilities, schools, and colleges;
(f) Parks, recreation centers, paths, trails, and open spaces;
(g) Farmers markets;
(h) Libraries, government offices, community centers, arts facilities, post offices, social service centers, and other civic destinations;
(i) Medical or dental clinics and hospitals;
(j) Major employers;
(k) Gyms and health clubs;
(l) Major sports or performance venues; and
(m) Other key destinations determined locally.

Finding:
Key destinations are included in the 2045 TSP Chapter 4, Figure 6 Plan Area Map. Within the city of Tualatin, there are multiple key destinations, including the town center, civic destinations, emergency services, schools, hospitals, and community centers. The proposed amendments are consistent with these requirements.

660-012-0500
Pedestrian System Planning
(1) Transportation system plans must include a pedestrian system element that meets the requirements of this rule. For the purposes of this division, the pedestrian system is intended to serve people walking and those using mobility devices or other devices that operate at a similar speed and scale as people walking. The pedestrian system is intended to serve most short trips under one mile in cities.
(2) A pedestrian system element must include the following elements:
(a) The complete pedestrian system as described in section (3) of this rule that includes the full buildout of the pedestrian system within the urban growth boundary;
(b) Identification of gaps and deficiencies in the pedestrian system as described in section (4);
(c) Locations of key pedestrian destinations identified as provided in OAR 660-012-0360; and
(d) A list of prioritized pedestrian system projects developed as provided in OAR 660-012-0520.
(3) The complete pedestrian system is the full buildout of a complete pedestrian system within the planning area. A city or county determines the complete pedestrian system plan by:
(a) Using the pedestrian system inventory developed under OAR 660-012-0505 as a base;
(b) Adding the minimum pedestrian facilities to places that do not presently meet the minimum pedestrian system requirements in OAR 660-012-0510; and
(c) Adding enhanced facilities above the minimum pedestrian system requirements where the city or county finds that enhanced facilities are necessary or desirable to meet the goals of the jurisdiction's comprehensive plan.

(4) Cities and counties shall identify gaps and deficiencies in the pedestrian system by comparing the complete pedestrian system plan with the pedestrian system inventory developed under OAR 660-012-0505. Cities or counties must include any part of the complete pedestrian system not presently built to the standard in the complete pedestrian system plan as a gap or deficiency.

Finding:
The proposed 2045 TSP and amendments fully implement the pedestrian system planning under the applicable provisions of -0500:

- *Chapter 4 of the 2045 TSP contains a pedestrian system element.*
- *The complete active transportation system will be adopted into the Comprehensive Plan as Map 8-4.*

The proposed amendments are consistent with these requirements.

660-012-0505
Pedestrian System Inventory
(1) Pedestrian system inventories must include information on pedestrian facilities and street crossings for all areas within climate-friendly areas, within Metro Region 2040 centers, within one-quarter mile of all primary and secondary schools, and along all arterials and collectors. Pedestrian system inventories should include information on pedestrian facilities and street crossings for all areas within the planning area.
(a) Inventories of pedestrian facilities must include information on width and condition.
(b) Inventories of street crossings must include crossing distances, the type of crossing, closed crossings, curb ramps, and distance between crossings.
(2) Pedestrian system inventories must include the crash risk factors of inventoried pedestrian facilities, including but not limited to speed, volume, and roadway width. Pedestrian system inventories must also include the location of all reported injuries and deaths of people walking or using a mobility device. This must include all reported incidents from the most recent five years of available data prior to the year of adoption of the pedestrian system inventory.

Finding:
The proposed 2045 TSP and amendments fully implement the pedestrian system inventory under the applicable provisions of -0505:

- *The existing pedestrian network within the Tualatin Planning Area is illustrated in TSP Chapter 4, Figure 7.*
- *The pedestrian system inventories evaluated levels of traffic stress as included in TSP Chapter 4, Figure 8.*
- *A detailed analysis of the pedestrian system inventory is included in Exhibit 1a, Technical Appendix: Existing Conditions Inventory Technical Memorandum. The inventory studied conditions and crossings, as reflected in Figures 21 and 22. Crash risk factors were also studied using collision data for 2017-2021, as reflected in Figure 32. There was one pedestrian fatality on Boones Ferry Road, near the Bridgeport Interchange.*

The proposed amendments are consistent with these requirements.

660-012-0510
Pedestrian System Requirements

(1) This rule describes the minimum planned pedestrian facilities that must be included in plans. Cities and counties may choose to exceed the requirements in this rule. Cities and counties may choose to apply pedestrian functional classifications to pedestrian facilities.
(2) Pedestrian facility owners must design, build, and maintain pedestrian facilities to allow comfortable travel for all people, including people with disabilities.
(3) All streets and highways, other than expressways, shall have pedestrian facilities, as provided in ORS 366.514.
(a) Pedestrian facilities must be planned for both sides of each street.
(b) Cities shall plan for enhanced pedestrian facilities such as wide, protected sidewalks and pedestrian zones, such as plazas, in the following contexts:
(A) Along high volume or high-speed streets;
(B) In climate-friendly areas and Metro Region 2040 centers;
(C) In areas with concentrations of underserved populations.
(c) A substantial portion of the right-of-way dedicated to transportation uses in climate-friendly areas and Metro Region 2040 centers must be dedicated to pedestrian uses, including but not limited to sidewalks, pedestrian plazas, and protective buffers.
(d) Cities shall plan for enhanced tree canopy and other infrastructure that uses natural and living materials in pedestrian spaces in climate-friendly areas, Metro Region 2040 centers, and areas with concentrations of underserved populations.
(4) Off-street multi-use paths must be designed to permit comfortable joint or separated use for people walking, using mobility devices, and cycling. Separated areas for higher speeds and low speeds shall be provided when there is high anticipated use of the path.
(5) Enhanced crossings are pedestrian facilities to cross streets or highways that provide a high level of safety and priority to people crossing the street. Enhanced crossings must have adequate nighttime illumination to see pedestrians from all vehicular approaches. Enhanced crossings must be provided, at minimum, in the following locations:
(a) Closely spaced along arterial streets in climate-friendly areas and Metro Region 2040 centers;
(b) Near transit stops on local access priority arterial segments, or collector streets in a climate-friendly area or Metro Region 2040 center, or on a priority transit corridor;
(c) At off-street path crossings; and
(d) In areas with concentrations of underserved populations.
(6) Cities may take exemptions to the requirements in this rule through findings in the transportation system plan, for each location where an exemption is desired, for the following reasons:
(a) A city may plan for a pedestrian facility on one side of local streets in locations where topography or other barriers would make it difficult to build a pedestrian facility on the other side of the street, or where existing and planned land uses make it unnecessary to provide pedestrian access to the other side of the street. Street crossings must be provided near each end of sections where there is a pedestrian facility on only one side of the street.
(b) A city or county may plan for no dedicated pedestrian facilities on very slow speed local streets that are sufficiently narrow, and carry little or no vehicular traffic, so that pedestrians are the primary users of the street. (1) This rule describes the minimum planned pedestrian facilities that must be included in plans. Cities and counties may choose to exceed the requirements in this rule. Cities and counties may choose to apply pedestrian functional classifications to pedestrian facilities.

Finding:
The proposed 2045 TSP and amendments fully implement the pedestrian system requirements under the applicable provisions of -0510:

- *Chapter 4 of the 2045 TSP contains a pedestrian system element.*
- *Comprehensive Plan Map 8-4 illustrates the complete active transportation system plan.*
- *A number of enhanced crossings are included on the Active Transportation Project List included in Chapter 6, Table 12.*
- *Street improvement standards, including sidewalks are addressed in TDC 74.420. Multi-use path standards are included in TDC 74.750.*
- *Cross sections require enhanced pedestrian facilities along downtown connectors and commercial locals. Planter strip widths vary between 5.5-8.5 feet.*
- *A Future Network Analysis memorandum is included in Exhibit 1a. Technical Appendix, which concludes that sidewalks or other pedestrian facilities will be provided on both sides of each street except under the following exemptions:*
    - *Where topography or other barriers would make it difficult to build a pedestrian facility on the other side of the street, or*
    - *Where existing and planned land uses make it unnecessary to provide pedestrian access to the other side of the street.*

The proposed amendments are consistent with these requirements.

660-012-0520
Pedestrian System Projects
(1) Cities and counties shall develop a list of pedestrian system projects that would address all the gaps and deficiencies in the pedestrian system identified by the city under OAR 660-012-0500(4).
(2) Cities and counties shall develop pedestrian project prioritization factors that are able to sort the list of pedestrian system projects into a prioritized list of pedestrian system projects. Cities must develop pedestrian project prioritization factors by engaging underserved populations as provided in OAR 660-012-0130.
(3) Cities and counties shall use the following factors when prioritizing pedestrian system projects:
(a) Pedestrian system investments in climate-friendly areas and Metro Region 2040 centers;
(b) Pedestrian system investments in areas with concentrations of underserved populations;
(c) Pedestrian system investments in areas with pedestrian safety risk factors such as roadways with high speeds and high traffic volumes;
(d) Pedestrian system investments in areas with reported crashes involving pedestrian serious injuries and deaths;
(e) Pedestrian system investments that provide access to key pedestrian destinations identified as provided in OAR 660-012-0360;
(f) Pedestrian system investments that will connect to, fill gaps in, and expand the existing pedestrian network;
(g) Pedestrian system investments that prioritize pedestrian travel consistent with the prioritization factors in OAR 660-012-0155; and
(h) Where applicable, pedestrian system investments that implement a scenario plan approved by order as provided in OAR 660-044-0120.
(4) The transportation system plan must include a description of the prioritization factors and method of prioritizing pedestrian projects used to develop the prioritized list of pedestrian system projects.

Finding:
The proposed 2045 TSP and amendments fully implement the pedestrian system projects under the applicable provisions of -0520:

- *A list of pedestrian system projects that address gaps and deficiencies is included in Exhibit 1a. Technical Appendix: Final Project List Development.*
- *Pedestrian project prioritization factors are included in Exhibit 1a. Technical Appendix, Project Evaluation Framework. Prioritization considered factors listed under (3). The TSP also identified pedestrian levels of stress in Chapter 4, Figure 8.*
- *Planned pedestrian projects including sidewalks and off-street trails are included in Chapter 4, Figure 9.*
- *Planned pedestrian projects are described in Chapter 6, Table 12.*
- *Investments that are consistent with scenario planning provided under OAR 660-044-0120 are included in Chapter 7, Table 15.*

The proposed amendments are consistent with these requirements.

660-012-0600
Bicycle System Planning
(1) Transportation system plans must include a bicycle system element that meets the requirements of this rule. The bicycle system must be designed to provide safe and comfortable routes for a range of users and abilities. For the purposes of this division, the bicycle system is intended to serve people riding bicycles and other vehicles that operate at a similar speed and scale to people riding bicycles. These vehicles include, but are not limited to: electric bicycles, kick-style and electric scooters, and skateboards; and do not include motorcycles.
(2) A bicycle system element must include the following elements:
(a) The complete bicycle system as described in section (3) that includes the full buildout of the bicycle system within the urban growth boundary;
(b) Identification of gaps and deficiencies in the bicycle system as described in section (4);
(c) Locations of key bicycle destinations identified as provided in OAR 660-012-0360; and
(d) A list of prioritized bicycle system projects developed as provided in OAR 660-012-0620.
(3) The complete bicycle system is the full buildout of a complete bicycle system within the planning area. A city or county determines the complete bicycle system plan by:
(a) Using the bicycle system inventory developed under OAR 660-012-0605 as a base;
(b) Adding the minimum bicycle facilities to places that do not presently meet the minimum bicycle system requirements in OAR 660-012-0610; and
(c) Adding enhanced facilities above the minimum bicycle system requirements where the city or county finds that enhanced facilities are necessary or desirable to meet the goals of the jurisdiction's comprehensive plan.
(4) Cities and counties shall identify gaps and deficiencies in the bicycle system by comparing the complete bicycle system with the bicycle system inventory developed under OAR 660-012-0605. Cities must include any part of the complete bicycle system not presently built to the standard in the complete bicycle plan as a gap or deficiency.

Finding:
The proposed amendments, fully implement all of the applicable provisions of -0600 as detailed in the following findings of fact:

- *Chapter 4 of the 2045 TSP contains a bicycle system element that accommodates all ages, skill levels, and methods of rolling.*
- *The complete active transportation system will be adopted into the Comprehensive Plan as Map 8-4.*

The proposed amendments are consistent with these requirements.

660-012-0605
Bicycle System Inventory
(1) Bicycle system inventories must include information on bicycle lanes, bicycle routes, accessways, paths, and other types of bicycle facilities, including pedestrian facilities that may be used by bicycles. Inventories must include information on width, type, and condition.
(2) Bicycle system inventories must include information on bicycle facilities of all types within climate-friendly areas, within Metro Region 2040 centers, within one-quarter mile of all primary and secondary schools, on bicycle boulevards, and along all arterials and collectors. Bicycle system inventories should include information on bicycle facilities and street crossings for all areas within the planning area.
(3) Bicycle system inventories must include the crash risk factors of inventoried bicycle facilities, including but not limited to speed, volume, separation, and roadway width. Bicycle system inventories must also include the location of all reported injuries and deaths of people on bicycles. This must include all reported incidents from the most recent five years of available data prior to the year of adoption of the bicycle system inventory.

Finding:
The proposed 2045 TSP and amendments fully implement the bicycle system inventory under the applicable provisions of -0605:

- *The existing bicycle network within the Tualatin Planning Area is included in TSP Chapter 4, Figure 10. This figure illustrates the various facilities used in the bicycle network, including bike lanes, buffered bike lanes, trails, and wide shoulders.*
- *The bicycle system inventories evaluated levels of traffic stress as included in TSP Chapter 4, Figure 11.*
- *A detailed analysis of the bicycle system inventory is included in Exhibit 1a, Technical Appendix: Existing Conditions Inventory Technical Memorandum. The inventory studied street crossings, as reflected in Figure 22. Crash risk factors were also studied using collision data for 2017-2021, as reflected in Figure 32. There were no reported bicycle fatalities.*

The proposed amendments are consistent with these requirements.

660-012-0610
Bicycle System Requirements
(1) This rule describes the minimum planned bicycle facilities that must be included in plans. Cities or counties may choose to exceed the requirements in this rule. Cities and counties may choose to apply bicycle functional classifications to bicycle facilities.
(2) Cities and counties shall plan for a connected network of bicycle facilities that provides a safe, low stress, direct, and comfortable experience for people of all ages and abilities. All ages and abilities includes:
(a) School-age children;
(b) People over 65 years of age;
(c) Women;
(d) People of color;

(e) Low-income riders;
(f) People with disabilities;
(g) People moving goods, cargo, or other people; and
(h) People using shared mobility services.
(3) A connected network is comprised of both the ability to access key destinations within a community and enough coverage of safe and comfortable facilities to ensure most people within the community can travel by bicycle.
(a) Cities and counties must design the connected network to connect to key destinations identified as provided in OAR 660-012-0360, and to and within each climate-friendly area or Metro Region 2040 center.
(b) Cities and counties must design the connected network to permit most residents of the planning area to access the connected network with an emphasis on mitigating uncomfortable or unsafe facilities or crossings.
(c) The connected network shall consist of connected bicycle facilities including, but not limited to, separated and protected bicycle facilities, bicycle boulevards, and multi-use or bicycle paths. The connected network must include a series of interconnected bicycle facilities and provide direct routes to key destinations. Cities and counties must design comfortable and convenient crossings of streets with high volumes of traffic or high-speed traffic.
(4) Cities and counties shall plan and design bicycle facilities considering the context of adjacent motor vehicle facilities and land uses.
(a) Cities and counties shall design bicycle facilities with higher levels of separation or protection along streets that have higher volumes or speeds of traffic.
(b) Cities and counties shall plan for separated or protected bicycle facilities on streets in climate-friendly areas, Metro Region 2040 Centers, and other places with a concentration of destinations. Cities and counties are not required to plan separated or protected bicycle facilities on streets with very low levels of motor vehicle traffic, with slow speeds of motor vehicles, or near a high-quality parallel bicycle facility on the connected network.
(c) Cities and counties shall identify locations with existing bicycle facilities along high traffic or high-speed streets where the existing facility is not protected or separated, or parallel facilities do not exist. Cities and counties shall plan for a transition to appropriate facilities in these locations.
(5) Cities and counties shall adopt standards for bicycle system planning and facilities that will result in a safe, low stress, and comfortable experience for people of all ages and abilities. In adopting standards, cities and counties may use one or more of the following:
(a) The Urban Bikeway Design Guide, second edition, published by the National Association of City Transportation Officials;
(b) Designing for All Ages & Abilities, December 2017, published by the National Association of City Transportation Officials; and
(c) For state facilities, The Blueprint for Urban Design, 2019, published by the Oregon Department of Transportation.
(6) Cities and counties shall use the transportation prioritization framework in OAR 660-012-0155 when making decisions about bicycle facilities.

Finding:
The proposed 2045 TSP and amendments fully implement the bicycle system requirements under the applicable provisions of -0610:

- *Chapter 4 of the 2045 TSP contains a bicycle system element that accommodates all ages, skill levels, and methods of rolling.*

- *Comprehensive Plan Map 8-4 illustrates the complete active transportation system plan.*
- *Key Destinations are illustrated in TSP Chapter 4, Figure 6.*
- *Cross sections require separated bike lanes in the form of multi-use paths for major/minor arterials.*
- *Bikeway and multi-use path standards are included in TDC 74.450.*

The proposed amendments are consistent with these requirements.

660-012-0620
Bicycle System Projects
(1) Cities and counties shall develop a list of bicycle system projects that would address all the gaps and deficiencies in the bicycle system identified by the city under OAR 660-012-0600(4).
(2) Cities and counties shall develop bicycle project prioritization factors that are able to sort the list of bicycle system projects into a prioritized list of bicycle system projects. Cities must develop bicycle project prioritization factors by engaging underserved populations as provided in OAR 660-012-0130.
(3) Cities and counties shall use the following factors when prioritizing bicycle system projects:
(a) Bicycle system investments in climate-friendly areas and Metro Region 2040 centers;
(b) Bicycle system investments in areas with concentrations of underserved populations;
(c) Bicycle system investments in areas with safety risk factors such as roadways with high speeds and high traffic volumes;
(d) Bicycle system investments in areas with reported crashes involving serious injuries and deaths to people riding bicycles;
(e) Bicycle system investments that provide access to key bicycle destinations identified as provided in OAR 660-012-0360;
(f) Bicycle system investments system investments that will connect to, fill gaps in, and expand the existing bicycle system network;
(g) Bicycle system investments that prioritize bicycle travel consistent with the prioritization factors in OAR 660-012-0155; and
(h) Where applicable, bicycle system investments that implement a scenario plan approved by order as provided in OAR 660-044-0120.
(4) The transportation system plan must include a description of the prioritization factors and method of prioritizing bicycle projects used to develop the prioritized list of bicycle system projects.

Finding:
The proposed 2045 TSP and amendments fully implement the bicycle system projects under the applicable provisions of -0620:

- *A list of bicycle system projects that address gaps and deficiencies is included in Exhibit 1a. Technical Appendix: Final Project List Development.*
- *Bicycle project prioritization factors are included in Exhibit 1a. Technical Appendix, Project Evaluation Framework. Prioritization considered factors listed under (3) for projects.*
- *Planned bicycle projects are included in Chapter 4, Figure 12.*
- *Planned bicycle projects are described in Chapter 6, Table 12.*
- *Investments that are consistent with scenario planning provided under OAR 660-044-0120 are included in Chapter 7, Table 15.*

The proposed amendments are consistent with these requirements.

660-012-0700
Public Transportation System Planning
(1) Transportation system plans must include a public transportation system element that meets the requirements of this rule. Cities and counties must work in close cooperation with transit service providers in order to complete the public transportation system element of the transportation system plan.
(a) Cities and counties shall coordinate with public transportation service providers to develop the public transportation system element.
(b) The public transportation system element must include elements of the public transportation system that are in the control of the city, county, and coordinating transportation facility owners.
(c) The public transportation system element must identify elements of the public transportation system that the city or county will work with transit service providers to realize or improve, including transit priority corridors, transit supportive infrastructure, and stop amenities.
(d) Cities and counties must coordinate with transit service providers to align the public transportation system element with Transit Development Plans, goals, and other strategic planning documents adopted by transit service providers to the extent practical.
(e) Transportation system plans do not control public transportation elements exclusively controlled by transit service providers. These include funding or details of transit service provision, including timetables and routing.
(2) A public transportation system element must include the following elements:
(a) The complete public transportation system as described in section (3) that includes the full buildout and provision of services of the public transportation system within the urban growth boundary;
(b) Identification of gaps and deficiencies in the public transportation system as described in section (4);
(c) Locations of key public transportation destinations identified as provided in OAR 660-012-0360; and
(d) A list of prioritized public transportation system projects developed as provided in OAR 660-012-0720.
(3) The complete public transportation system is the full buildout of a complete public transportation system within the planning area. The city or county determines the complete public transportation system plan by:
(a) Using the public transportation system inventory developed under OAR 660-012-0705 as a base; and
(b) Adding the minimum public transportation services and facilities to places that do not presently meet the minimum public transportation system requirements in OAR 660-012-0710.
(4) Cities and counties shall identify gaps and deficiencies in the public transportation system by comparing the complete public transportation system with the public transportation system inventory developed under OAR 660-012-0705. Cities and counties must include any part of the complete public transportation system not presently built or operated to the standards in the complete public transportation system plan as a gap or deficiency. Cities and counties must identify gaps in the transit supportive facilities provided on priority transit corridors and other transit corridors identified as provided in OAR 660-012-0710. Transit supportive facilities include, but are not limited to:
(a) Stations, hubs, stops, shelters, signs, and ancillary features; and
(b) Transit priority infrastructure, including signals, queue jumps, and semi-exclusive or exclusive bus lanes or transitways.

The proposed 2045 TSP and amendments fully implement the public transportation system planning under the applicable provisions of -0700:

- *Chapter 4 of the 2045 TSP contains a transit system element. Tualatin coordinates with TriMet, SMART, and Ride Connection for transit service.*
- *The complete transit system will be adopted into the Comprehensive Plan as Map 8-5.*

The proposed amendments are consistent with these requirements.

660-012-0705
Public Transportation System Inventory
(1) The public transportation system inventory must include information on local and intercity transit services, including the location of routes, major stations, transit stops, transitways, transit lanes, transit priority signals, queue jumps, on-route charging, and other transit supportive facilities not otherwise inventoried. The inventory must document which services and facilities are accessible for people with disabilities based on the requirements in the Americans with Disabilities Act, or locally adopted higher standards.
(2) The public transportation system inventory must include the identification of existing service characteristics, including frequency and span of service for all services along identified transit priority corridors, serving key destinations, and serving major transit stations.
(3) Where local or intercity transit services travel outside of the planning area to other cities, the public transportation system inventory must include the identification of routes connecting to the next nearest cities with a population exceeding 9,000, as well as key destinations and major stations these routes serve.

Finding:
The proposed 2045 TSP and amendments fully implement the public transportation system inventory under the applicable provisions of -0705:

- *The existing transit network is included in Exhibit 1a, Technical Appendix: Existing Conditions Inventory Technical Memorandum, Figure 18. Figure 19.*
- *Intercity service connects to Beaverton, Tigard, Sherwood, Wilsonville, Lake Oswego, and Portland.*

The proposed amendments are consistent with these requirements.

660-012-0710
Public Transportation System Requirements
(1) Cities and counties shall plan for a connected local transit network that serves key destinations identified as provided in OAR 660-012-0360, and can be accessed by housing and jobs within the planning area. Cities must identify transit corridors, including:
(a) Priority transit corridors, which are transit corridors that are planned for the highest levels of regional transit service providing for a wide range of mobility needs; and
(b) Other transit corridors, which are planned to carry at least a moderate level of transit service providing for basic mobility needs.
(2) Cities and counties shall plan for a range of transit supportive facilities along priority transit corridors and in other locations where transit priority is desired. Cities and counties shall:

(a) Coordinate with transit service providers to determine transit priority infrastructure needed on priority transit routes for efficient transit service;
(b) Prioritize expedited access for transit vehicles to and from major stops, stations, and terminals; and
(c) Consider intercity transit access to stations or terminals.
(3) Cities and counties shall plan for safe and accessible transit stops and stations.
(a) Along priority transit corridors and other locations where transit priority is desired, cities and counties shall coordinate with transit service providers on the construction of transit supportive facilities. Cities and counties shall allow transit service providers to construct amenities at stops outright, with limited permitting requirements. These amenities include but are not limited to: pedestrian facility repair and extension, signage, lighting, benches, and shelters.
(b) Cities and counties shall limit on-street parking at transit stop locations at the request of a transit service provider.
(4) Cities and counties shall coordinate with transit service providers to identify needs for intercity transit services at a level appropriate to the size of the urban area and the size and distance of intercity markets.
(5) Cities and counties shall coordinate with transit service providers to identify gaps in transit service provided in the transportation system plan, and gaps for each priority transit corridor and other transit corridors.
(6) Cities and counties with an urban area of less than 10,000 population need not plan for priority transit corridors.

Finding:
The proposed 2045 TSP and amendments fully implement the public transportation system requirements under the applicable provisions of -0710:

- *The complete transit system is included in Chapter 4, Figure 14. Transit routes support the town center, regional commercial centers, schools, and industrial job centers, as well as provide access to nearby cities.*
- *The list of prioritized transit projects is included in Chapter 6, Table 13. A number or projects include coordination with providers to expand lines to frequent service, identifying needed infrastructure for bus stops, and coordinating expansion of service to connect to Yamhill County, Salem, and Canby.*
- *Comprehensive Plan Map 8-5 identifies major transit stops, and TDC Chapter 73A provides standards for transit stops.*

The proposed amendments are consistent with these requirements.

660-012-0720
Public Transportation System Projects
(1) Cities and counties shall develop a list of public transportation projects that would address all the gaps and deficiencies in the public transportation system identified by the city under OAR 660-012-0700(4).
(2) Cities and counties shall coordinate with transit service providers to identify the gaps in transit service provided in the transportation system plan and those identified in a land use and transportation scenario plan as provided in OAR 660-044-0110 or in the Statewide Transportation Strategy as adopted by the Oregon Transportation Commission, including the gap in transit miles per capita, and gaps for each priority transit corridor and other transit corridors. The purpose of

identifying these gaps is to illustrate the need for transit service operating funds for services operated within the planning area. The transportation system plan need not make provisions for funding operations of transit services directly.
(3) Cities and counties shall develop public transportation system project prioritization factors that are able to sort the list of public transportation system projects into a prioritized list of public transportation system projects. Cities must develop public transportation project prioritization factors by engaging underserved populations as provided in OAR 660-012-0130.
(4) Cities and counties shall use the following factors when prioritizing public transportation system projects:
(a) Public transportation system investments in climate-friendly areas and Metro Region 2040 centers;
(b) Public transportation system investments in areas with concentrations of underserved populations, particularly in areas with concentrations of people dependent on public transportation;
(c) Public transportation system investments that provide access to key public transportation destinations identified as provided in OAR 660-012-0360;
(d) Public transportation system investments that will connect to, fill gaps in, and expand the existing public transportation network;
(e) Public transportation system investments that prioritize transit travel consistent with the prioritization factors in OAR 660-012-0155; and
(f) Where applicable, public transportation system investments that implement a scenario plan approved by order as provided in OAR 660-044-0120.
(5) The transportation system plan must include a description of the prioritization factors and method of prioritizing public transportation projects used to develop the prioritized list of public transportation projects.

Finding:
The proposed 2045 TSP and amendments fully implement the public transportation system projects under the applicable provisions of -0720:

- *A list of public transportation system projects that address gaps and deficiencies is included in Exhibit 1a. Technical Appendix: Final Project List Development.*
- *Transit project prioritization factors are included in Exhibit 1a. Technical Appendix, Project Evaluation Framework. Prioritization considered factors listed under Section (3) for projects.*
- *Investments that are consistent with scenario planning provided under OAR 660-044-0120 are included in Chapter 7, Table 15.*

The proposed amendments are consistent with these requirements.

660-012-0800
Street and Highway System Planning
(1) Transportation system plans must include a street and highway system element that meet the requirements of this rule.
(2) A street and highway system element must include the following elements:
(a) The complete street and highway system as described in section (3) that includes the full buildout of the street and highway system within the urban growth boundary.
(b) Identification of gaps or deficiencies in the street and highway system as described in section (4);
(c) Locations of key destinations identified as provided in OAR 660-012-0360; and
(d) A list of prioritized street and highway system projects developed as provided in OAR 660-012-0820.

(3) The complete street and highway system is the full buildout of a complete street and highway system within the planning area. A city determines the ultimate street and highway system plan by:
(a) Using the street and highway system inventory developed under OAR 660-012-0805 as a base;
(b) Adding the minimum street and highway facilities to places that do not presently meet the minimum street and highway system requirements in OAR 660-012-0810; and
(c) Accommodating the reallocation of right of way on facilities where this is deemed necessary as provided in this division.
(4) Cities and counties shall identify gaps and deficiencies in the street and highway system by comparing the complete street and highway system with the street and highway system inventory developed under OAR 660-012-0805. Cities must include any part of the complete street and highway system not presently built to the standard in the ultimate street and highway plan as a gap or deficiency.

Finding:
The proposed 2045 TSP and amendments fully implement the street and highway system planning under the applicable provisions of -0800:

- *Chapter 4 of the 2045 TSP contains a vehicle plan element. Tualatin collaborates with ODOT, Washington County, and Clackamas County to manage the street network.*
- *The complete roadway system will be adopted into the Comprehensive Plan as Map 8-1.*

The proposed amendments are consistent with these requirements.

660-012-0805
Street and Highway System Inventory
(1) Street and highway system inventories must include information on all streets and highways, including the functional classification of each facility.
(a) For local streets, inventories must include location.
(b) For collector streets, inventories must include location, condition, and number of general-purpose travel lanes, and turn lanes.
(c) For arterial streets, inventories must include location, condition, and number of general-purpose travel lanes, turn lanes, and lane width.
(d) For expressways and other limited-access highways, inventories must include location, condition, number of general-purpose travel lanes, and lane width. Inventories must also include locations and type of interchanges.
(2) Street and highway system inventories must include the location of all reported serious injuries and deaths of people related to vehicular crashes. This must include all reported incidents from the most recent five years of available data prior to the year of adoption of the street and highway system inventory.
(3) Street and highway system inventories must include an overview of pricing strategies in use, including specific facility pricing, area or cordon pricing, and parking pricing. Inventories must include pricing mechanisms and rates.
(4) Street and highway system inventories must include the location of designated freight routes, and the location of all key freight terminals within the planning area, including intermodal terminals.

Finding:
The proposed 2045 TSP and amendments fully implement the street and highway system inventories under the applicable provisions of -0805:

- *The existing street and highway system network is included in Exhibit 1a, Technical Appendix: Existing Conditions Inventory Technical Memorandum.*
    - *Roadway functional classifications are included in Figure 12.*
    - *Number of travel lanes are included in Figure 14.*
    - *Collision density is included in Figure 31, which shows locations of serious injury. There were no fatal injuries related to vehicular crashes recorded during the five-year study period.*
    - *There are no pricing strategies in use, including tolling or parking.*
    - *Freight routes are included in Figure 27.*

The proposed amendments are consistent with these requirements.

660-012-0810
Street and Highway System Requirements
(1) Cities and counties shall plan, design, build, and maintain a connected streets and highway network in a manner that respects the prioritization factors in OAR 660-012-0155.
(a) Cities and counties shall plan streets and highways for the minimum size necessary for the identified function, land use context, and expected users of the facility.
(b) Cities and counties shall consider and reduce excessive standards for local streets and accessways in order to reduce the cost of construction, increase safety, provide for more efficient use of urban land, provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, provide for utility placement, and support connected and safe pedestrian and bicycle networks.
(c) Cities and counties shall plan for an equitable allocation of right-of-way consistent with the prioritization factors as provided in OAR 660-012-0155. Streets in climate-friendly areas, Metro Region 2040 centers, and along priority transit corridors must be designed to prioritize pedestrian, bicycle, and transit systems, as provided in OAR 660-012-0510, OAR 660-012-0610, and OAR 660-012-0710.
(2) Cities and counties shall plan local streets to provide local access to property and localized circulation within neighborhoods.
(a) Cities and counties shall plan and design local streets for low and safe travel speeds compatible with shared pedestrian and bicycle use.
(b) Cities and counties shall establish standards for local streets with pavement width and right-of-way width as narrow as practical to meet needs, reduce the cost of construction, efficiently use urban land, discourage inappropriate traffic volumes and speeds, improve safety, and accommodate convenient pedestrian and bicycle circulation. Local street standards adopted by a city or county must be developed as provided in ORS 368.039. A local street standard where the paved width is no more than 28 feet on streets where on-street parking is permitted on both sides of the street shall be considered adequate to meet this requirement. Wider standards may be adopted if the local government makes findings that the wider standard is necessary.
(c) Cities and counties shall plan and design a complete and connected network of local streets. Cities and counties may plan for chicanes, diverters, or other strategies or devices in local street networks where needed to prevent excessive speed or through travel. These measures must continue to provide for connected and pedestrian and bicycle networks.
(d) Cities and counties shall avoid planning or designing local streets with a dead end. Dead end local streets may be permitted in locations with topographic or other barriers, or where the street is planned to continue to a connected network in the future.

(e) Cities and counties shall plan for multimodal travel on local streets as provided in OAR 660-012-0510, OAR 660-012-0610, and OAR 660-012-0710. Cities and counties must plan local streets in climate-friendly areas and Metro Region 2040 centers to prioritize pedestrian and bicycle systems, and be limited to local access for motor vehicles.
(f) A city or county may plan for local streets to be wider than otherwise allowed in this rule when used exclusively for access to industrial or commercial properties outside of climate-friendly areas or Metro Region 2040 centers, and where plans do not allow residential or mixed-use development.
(g) Transportation system plans need not include the specific location of all planned local streets but must describe areas where they will be necessary.
(3) Cities and counties shall plan collector streets to provide access to property and collect and distribute traffic between local streets and arterials. Cities and counties must plan and design a collector street network that is complete and connected with local streets and arterials.
(a) Cities and counties must plan for multimodal travel on collector streets as provided in OAR 660-012-0510, OAR 660-012-0610, and OAR 660-012-0710.
(b) Cities and counties must plan collectors in climate-friendly areas and Metro Region 2040 centers to prioritize pedestrian, bicycle, and public transportation systems.
(4) Cities and counties shall plan arterial streets and highways to provide travel between neighborhoods and across urban areas. Cities and counties must plan an arterial street network that is complete and connected with local streets and collectors.
(a) Cities and counties shall designate each segment of an arterial as one of the three categories below in the transportation system plan. These designations must be made considering the intended function, the land use context, and the expected users of the facility. Cities and counties must address these considerations to ensure local plans include different street standards for each category of arterial segment.
(A) Cities and counties shall plan for local access priority arterial segments to prioritize access to property and connected streets when balancing needs on the facility. Local access priority arterial segments will generally allow for more access locations from property, more opportunities to make turns, more frequent intersections with other streets, and slower speeds.
(B) Cities and counties shall plan for through movement priority arterial segments to prioritize through movement of traffic when balancing needs on the facility. Through movement priority arterial segments will generally prioritize access limited to intersections with the street network, limited access to individual properties, and safe speeds.
(C) Cities and counties shall plan for arterial segments in a climate-friendly area to prioritize multimodal travel as provided in subsection (b). This includes prioritizing complete, connected, and safe pedestrian, bicycle, and public transportation facilities.
(b) Cities and counties shall plan for multimodal travel on or along arterial streets as provided in OAR 660-012-0510, OAR 660-012-0610, and OAR 660-012-0710.
(A) Cities and counties shall plan arterials in climate-friendly areas to prioritize pedestrian, bicycle, and public transportation systems.
(B) Cities and counties shall plan arterials along transit priority corridors to prioritize transit service reliability and frequency over general-purpose traffic.
(5) Cities and counties shall, as part of the transportation planning process, carefully consider new or expanded freeways considering goals for reductions in vehicle miles traveled per capita.
(a) Cities and counties shall consider high-occupancy vehicle lanes, including transit lanes, and managed priced lanes on freeways.
(b) Pedestrian and bicycle facilities should be parallel to freeways, rather than on them. Transit facilities on or along freeways should be designed for direct transit vehicle access.

(6) Notwithstanding other provisions of this rule, where appropriate, cities and counties shall plan and design streets and highways to accommodate:
(a) Transit vehicles on a segment of a priority transit corridor or transit corridor without dedicated transit lanes or transitway.
(b) Freight travel on designated freight routes and key freight terminals inventoried as provided in OAR 660-012-0805.
(c) Agricultural equipment on streets or highways connecting to agriculturally zoned land used for agricultural purposes where equipment access is necessary.

Finding:
The proposed 2045 TSP and amendments fully implement the street and highway system requirements under the applicable provisions of -0810:

- *Cross sections will be adopted into the Development Code as Figures 74-2a-g. Local street cross sections provide an option for a 34-foot-wide paved width with parking on both sides, a 28-foot-wide paved width with parking on one side, and for a 20-foot-wide paved width with an option to include parallel parking bays on either side. The City of Tualatin finds that this wider width is necessary to comply with TVF&R requirements for an unobstructed street of at least 20 feet in width in order to ensure fire apparatus access.*
- *TDC Chapter 74 provides a process for coordinated review of land use decisions affecting transportation facilities, corridors, and sites.*
- *No new or expanded freeway projects were included in the 2045 TSP.*

The proposed amendments are consistent with these requirements.

660-012-0820
Street and Highway Projects
(1) Cities and counties shall develop a list of street and highway system projects that would address the gaps and deficiencies in the street and highway system.
(2) Cities and counties shall develop street and highway project prioritization factors that are able to sort the list of street and highway system projects into a prioritized list of street and highway system projects. Cities must develop street and highway project prioritization factors by engaging underserved populations as provided in OAR 660-012-0130.
(3) Cities and counties shall use the following factors when prioritizing street and highway system projects:
(a) Street and highway investments that reallocate right-of-way from facilities dedicated to moving motor vehicles to those for use by the pedestrian, bicycle, and public transportation systems, particularly:
(A) In climate-friendly areas and Metro Region 2040 centers;
(B) In areas with concentrations of underserved populations; and
(C) In areas with reported serious injuries and deaths.
(b) Street and highway system investments that will fill gaps in the existing street network;
(c) Street and highway system investments consistent with the prioritization factors in OAR 660-012-0155;
(d) Street and highway system investments that will help meet the performance targets set as provided in OAR 660-012-0910; and

(e) Street and highway system investments consistent with a scenario plan approved by order as provided in OAR 660-044-0120.
(4) The transportation system plan must include a description of the prioritization factors and method of prioritizing street and highway projects used to develop the prioritized list of street and highway system projects.
(5) Cities or counties choosing to include a proposed facility requiring authorization as provided in OAR 660-012-0830 in the transportation system plan must first meet the requirements provided in OAR 660-012-0830.

Finding:
The proposed 2045 TSP and amendments fully implement the street and highway system projects under the applicable provisions of -0820:

- *A list of complete street projects that address gaps and deficiencies is included in Exhibit 1a. Technical Appendix: Final Project List Development.*
- *Street project prioritization factors are included in Exhibit 1a. Technical Appendix, Project Evaluation Framework. Prioritization considered factors listed under (3) for projects.*
- *Planned complete street projects are included in Chapter 6, Figure 17.*
- *Planned complete street projects are described in Chapter 6, Table 11.*
- *Investments that are consistent with scenario planning provided under OAR 660-044-0120 are included in Chapter 7, Table 15.*

The proposed amendments are consistent with these requirements.

660-012-0830
Enhanced Review of Select Roadway Projects
(1) Cities and counties shall review and may authorize certain proposed facilities to be included as a planned project or unconstrained project in any part of the local comprehensive plan, including the transportation system plan.
(a) The following types of proposed facilities must be reviewed as provided in this rule:
(A) A new or extended arterial street, highway, freeway, or bridge carrying general purpose vehicle traffic;
(B) New or expanded interchanges;
(C) An increase in the number of general purpose travel lanes for any existing arterial or collector street, highway, or freeway; and
(D) New or extended auxiliary lanes with a total length of one-half mile or more. Auxiliary lane means the portion of the roadway adjoining the traveled way for speed change, turning, weaving, truck climbing, maneuvering of entering and leaving traffic, and other purposes supplementary to through-traffic movement.
(b) Notwithstanding any provision in subsection (a), the following proposed facilities need not be reviewed or authorized as provided in this rule:
(A) Changes expected to have a capital cost of less than $5 million;
(B) Changes that reallocate or dedicate right of way to provide more space for pedestrian, bicycle, transit, or high-occupancy vehicle facilities;
(C) Facilities with no more than one general purpose travel lane in each direction, with or without one turn lane;

(D) Changes to intersections that do not increase the number of lanes, including implementation of a roundabout;
(E) Access management, including the addition or extension of medians;
(F) Modifications necessary to address safety needs; or
(G) Operational changes, including changes to signals, signage, striping, surfacing, or intelligent transportation systems.
(c) Notwithstanding subsection (a), a city or county may carry forward a proposed facility in a major transportation system plan update without review as provided in this rule if it is a planned project in a transportation system plan acknowledged prior to January 1, 2023, and the project meets any of the following at the time of adoption of the update:
(A) The project is included in a general obligation bond approved by voters prior to January 1, 2022;
(B) The project is included as a project phase other than planning in the State Transportation Improvement Program adopted by the Oregon Transportation Commission, or a metropolitan planning organization's transportation improvement program;
(C) The project has received a decision under the National Environmental Policy Act of 1969; or
(D) The project has been advertised for construction bids.
(2) Cities and counties choosing to authorize a proposed facility as provided in this rule shall:
(a) Initiate the authorization process through action of the governing body of the city or county;
(b) Include the authorization process as part of an update to a transportation system plan to meet the requirements as provided in OAR 660-012-0100, or have an existing acknowledged transportation system plan meeting these requirements;
(c) Have met all applicable reporting requirements as provided in OAR 660-012-0900;
(d) Designate the project limits and characteristics of the proposed facility, including length, number of lanes, or other key features;
(e) Designate a facility impact area and determine affected jurisdictions as provided in section (3);
(f) Conduct an engagement-focused equity analysis of the proposed facility as provided in OAR 660-012-0135;
(g) Develop a public involvement strategy as provided in section (4);
(h) Conduct an alternatives review as provided in sections (5) and (6);
(i) Choose to move forward with an authorization report as provided in section (7);
(j) Complete an authorization report as provided in section (8); and
(k) Publish the authorization report as provided in section (9).
(3) A city or county designating a facility impact area and determining affected jurisdictions shall:
(a) Coordinate with all cities and counties with planning jurisdictions within two miles of the limits of the proposed facility to determine the extent of the facility impact area;
(b) Review the extent of the impact of the proposed facility by including all areas where implementation of the proposed facility is expected to change levels or patterns of traffic or otherwise change the transportation system or land use development patterns;
(c) Take particular care when reviewing the facility impact area in places with concentrations of underserved populations. The city or county must consider the special impact of new facilities in the context of historic patterns of discrimination, disinvestment, and harmful investments;
(d) Designate a facility impact area to include, at minimum, areas within one mile of the proposed facility; and
(e) Determine affected jurisdictions by including all cities or counties with planning jurisdictions in the designated facility impact area.
(4) A city or county developing a public involvement strategy shall, in coordination with affected jurisdictions:

(a) Develop the public involvement strategy as provided in OAR 660-012-0130.
(b) Require that the public involvement strategy provides for opportunities for meaningful public participation in decision-making over the course of the authorization process;
(c) Require that the public involvement strategy includes regular reports to the affected governing bodies, planning commissions, and the public on the progress of the authorization process; and
(d) Coordinate the public involvement strategy with other public involvement activities that may be concurrent, including updates to a transportation system plan or authorizations for other proposed facilities.
(5) A city or county choosing to undertake an alternatives review shall, in coordination with affected jurisdictions:
(a) Have designated the facility impact area, determined affected jurisdictions, transit service providers, and transportation options providers; and developed a public involvement strategy as provided in this rule;
(b) Develop a summary of the expected impacts of the proposed facility on underserved populations identified as provided in OAR 660-012-0125, particularly, but not exclusively, in neighborhoods with concentrations of underserved populations. These impacts must include, but are not limited to, additional household costs, and changes in the ability to access jobs and services without the use of a motor vehicle;
(c) Develop a summary of the estimated additional motor vehicle travel per capita that is expected to be induced by implementation of the proposed facility over the first 20 years of service, using best available science;
(d) Investigate alternatives to the proposed facility, as provided in subsections (e) through (h). Cities and counties must use a planning level of analysis, and make use of existing plans and available data as much as practical;
(e) Investigate alternatives to the proposed facility through investments in the pedestrian and bicycle systems. The city or county must:
(A) Review the transportation system plan for identified gaps and deficiencies in pedestrian and bicycle facilities within the facility impact area;
(B) Determine how much of the need for the proposed facility may be met through enhanced investments in the pedestrian and bicycle networks;
(C) Identify pedestrian and bicycle system investments that could contribute to meeting the identified need which do not require implementation of the proposed facility; and
(D) Identify pedestrian and bicycle system investments that could contribute to meeting the identified need which may be implemented without the proposed facility, and may be retained if the proposed facility is implemented.
(f) Investigate alternatives to the proposed facility through investments in the public transportation system. The city or county must:
(A) Review the transportation system plan for identified gaps and deficiencies in public transportation facilities and services within the facility impact area;
(B) Coordinate with transit service providers to identify opportunities for providing additional transit service within or to the facility impact area; and
(C) Identify potential transit facility and service investments that contribute to meeting the identified need which may be implemented without the proposed facility.
(g) Investigate alternatives to the proposed facility through investments in transportation options programs; or other means to reduce demand for motor vehicle travel. The city or county must:
(A) Review the transportation system plan for identified existing and needed transportation demand management services within the facility impact area;

(B) Coordinate with transportation options providers to identify opportunities for providing transportation demand management services in and around the facility impact area; and
(C) Identify potential transportation options program investments that contribute to meeting the identified need which may be implemented without the proposed facility.
(h) Investigate alternatives to the proposed facility that include system pricing. The city or county must:
(A) Determine if various types of pricing could substantially reduce the need for the proposed facility;
(B) Investigate a range of pricing methods appropriate for the facility type and need, which may include, but are not limited to: parking pricing, tolling, facility pricing, cordon pricing, or congestion pricing; and
(C) Identify pricing methods where it is reasonably expected to meet the need for the facility, may reasonably be implemented, and can be expected to generate sufficient revenue to cover the costs of operating the collection apparatus.
(6) A city or county completing an alternatives review must, in coordination with affected jurisdictions:
(a) Review the projects identified in section (5) to determine sets of investments that may be made that could substantially meet the need for the proposed facility without implementation of the proposed facility. A city or county must consider adopted state, regional, and local targets for reduction of vehicle miles traveled to reduce climate pollution when making determinations of substantially meeting the need for the proposed facility; and
(b) Complete an alternatives review report upon completion of the alternatives review phase. The alternatives review report must include a description of the effectiveness of identified alternatives. The alternatives review report must include the summaries developed in subsections (5)(b) and (c). The alternatives review report must be provided to the public, and the governing bodies and planning commissions of each affected city or county. The alternatives review report must also be included in the next annual report to the director as provided in OAR 660-012-0900.
(7) The governing body of the city or county shall review the alternatives review report and may either:
(a) Select a set of investments reviewed in the alternatives review report intended to substantially meet the identified need for the proposed facility. These investments may be added to the unconstrained project list of the transportation system plan as provided in OAR 660-012-0170; or
(b) Choose to complete the authorization report for the proposed facility, as provided in section (8).
(8) A city or county choosing to complete an authorization report as provided in section (7) shall, after completion of the alternatives review, include the following within the authorization report:
(a) A record of the initiation of the authorization process by the governing body;
(b) The public involvement strategy developed as provided in section (4), and how each part of the public involvement strategy was met;
(c) The alternatives review report;
(d) A summary of the estimated additional long-term costs of maintaining the proposed facility, including expected funding sources and responsible transportation facility operator.
(9) A city or county shall publish the authorization report upon completion and provide it to the public and governing bodies of each affected jurisdiction.
(10) A city or county, having completed and published an authorization report, may place the proposed project on the list of street and highway system projects with other projects as provided in OAR 660-012-0820. A proposed project authorized as provided in this rule may remain on a project list in the transportation system plan as long there are no significant changes to the proposed project or the land use context as described in the authorization report.

Finding:
The proposed 2045 TSP does not contain any unconstrained projects (Chapter 6, Table 11) that would trigger enhanced review under the provisions of -0830.

These requirements are not applicable.

660-012-0900
Reporting
(1) Cities and counties outside of the planning area of Metro shall report annually on progress toward meeting the requirements in division 44 and this division.
(2) Metro shall prepare a report annually on progress toward meeting the requirements in division 44 and this division. Cities and counties within the planning area of Metro shall coordinate with Metro and provide information to Metro. Cities and counties within the planning area of Metro are not required to report directly to the department as provided in this rule.
(3) Cities, counties, and Metro shall submit the report to the director no later than May 31 of each year for the report for the previous calendar year.
(4) The director shall provide for a method of submission. The director shall review reports as provided in OAR 660-012-0915.
(5) Cities, counties, and Metro shall submit either a minor report, as provided in section (6), or a major report, as provided in section (7), each year.
(a) Minor reports shall be submitted each year where a major report is not submitted.
(b) Major reports shall be submitted for each year that the metropolitan planning organization representing the city or county approved a regional transportation plan as provided in 23 CFR § 450.324.
(6) A minor report must include the following information:
(a) A narrative summary of the state of coordinated land use and transportation planning in the planning area over the reporting year, including any relevant activities or projects undertaken or planned by the city or county;
(b) The planning horizon date of the acknowledged transportation system plan, a summary of any amendments made to the transportation system plan over the reporting year, and a forecast of planning activities over the near future that may include amendments to the transportation system plan;
(c) Copies of reports made in the reporting year for progress towards centering the voices of underserved populations in processes at all levels of decision-making as provided in OAR 660-012-0130 and a summary of any equity analyses conducted as provided in OAR 660-012-0135; and
(d) Any alternatives reviews undertaken as provided in OAR 660-012-0830, including those underway or completed.
(7) A major report must include the following information:
(a) All information required in a minor report as provided in section (6);
(b) For reporting cities and counties:
(A) A description of what immediate actions the city or county has considered to be taken to reduce greenhouse gas emissions as provided in ORS 184.899(2); and
(B) A description of the consultations with the metropolitan planning organization on how the regional transportation plan could be altered to reduce greenhouse gas emissions as provided in ORS 184.899(2).

(c) Reporting for each regional and local performance measures as provided in OAR 660-012-0905 or OAR 660-044-0110 including:
(A) Baseline data;
(B) Baseline projections of expected outcomes from acknowledged plans;
(C) An assessment of whether the city, county, or Metro has met or is on track to meet each performance target for each reporting year between the base year and planning horizon year set as provided in OAR 660-012-0910;
(D) For any performance targets that were not met, a proposal for the corrective actions that will be taken to meet the performance target by the next major report;
(E) An assessment of whether the reporting city or county has adopted local amendments to implement the approved land use and transportation scenario plan as provided in OAR 660-044-0130;
(F) For any amendments to implement the approved land use and transportation scenario plan as provided in OAR 660-044-0130 that have not yet been adopted, a proposal for the corrective actions that will be taken to adopt the amendments; and
(G) The status of any corrective actions identified in prior reports.
(8) Upon a written request for an exemption submitted to the department prior to the due date of a report, the director may grant a city or county an exemption to a requirement to include any required element of a report under sections (6) or (7) when the director determines that the requestor has established that collection and reporting of the information would not be possible or would place an undue burden on the city or county.
(9) Counties need only report for those portions of the county within an urban growth boundary inside the metropolitan area. A county may jointly report with a city for the entire urban growth area of the city.
(10) Reports as provided by this rule are not land use decisions.

Finding:
Tualatin will annually coordinate and provide information to Metro to satisfy the provisions of -0900: The proposal is consistent with these requirements.

660-012-0905
Land Use and Transportation Performance Measures
(1) Cities, counties, and Metro that have a land use and transportation scenario approved by the commission as provided in OAR 660-044-0050 or OAR 660-044-0120 shall report on the performance measures from the approved regional scenario plan.
(2) Cities and counties that do not have a land use and transportation scenario approved by the commission as provided in OAR 660-044-0120 shall report on the specific actions, including capital improvements and the adoption of policies or programs that they have or will undertake to reduce pollution and increase equitable outcomes for underserved populations. At a minimum, this report must include the following performance measures:
(a) Compact Mixed-Use Development
(A) Number of publicly supported affordable housing units in climate-friendly areas.
(B) Number of existing and permitted dwelling units in climate-friendly areas and percentage of existing and permitted dwelling units in climate-friendly areas relative to total number of existing and permitted dwelling units in the jurisdiction.
(C) Share of retail and service jobs in climate-friendly areas relative to retail and service jobs in the jurisdiction.
(b) Active Transportation

(A) Percent of collector and arterial streets in climate-friendly areas and underserved population neighborhoods with bicycle and pedestrian facilities with Level of Traffic Stress 1 or 2.
(B) Percent of collector and arterial streets in climate-friendly areas and underserved population neighborhoods with safe and convenient marked pedestrian crossings.
(C) Percent of transit stops with safe pedestrian crossings within 100 feet.
(c) Transportation Options
(A) Number of employees covered by an Employee Commute Options Program.
(B) Number of households engaged with Transportation Options activities.
(C) Percent of all Transportation Options activities that were focused on underserved population communities.
(d) Transit
(A) Share of households within one-half mile of a priority transit corridor.
(B) Share of low-income households within one-half mile of a priority transit corridor.
(C) Share of key destinations within one-half mile of a priority transit corridor.
(e) Parking Costs and Management: Average daily public parking fees in climate-friendly areas.
(f) Transportation System
(A) Vehicle miles traveled per capita.
(B) Percent of jurisdiction transportation budget spent in climate-friendly areas and underserved population neighborhoods.
(C) Share of investments that support modes of transportation with low pollution.

Finding:
The proposed 2045 TSP and amendments fully implement the street and highway system projects under the applicable provisions of -0905:

- *Implementation of greenhouse gas performance measures is discussed in Chapter 7.*
- *Compliance with the state's Climate Smart Strategy is achieved under regional performance targets identified in Metro's 2023 RTP.*
- *Tualatin's implementation and monitoring of the regional performance targets are addressed in Table 15.*

The proposed amendments are consistent with these requirements.

660-012-0910
Land Use and Transportation Performance Targets
(1) Cities, counties, and Metro must set performance targets for each reporting year for each performance measure provided in OAR 660-044-0110 and OAR 660-012-0905 in their local transportation system plan. Performance targets for the performance measures provided in OAR 660-012-0905 must be set at levels that are reasonably likely to achieve the regional performance targets from an approved land use and transportation scenario plan as provided in OAR 660-044-0110 or the regional performance targets from the Statewide Transportation Strategy as adopted by the Oregon Transportation Commission.
(2) Cities, counties, and Metro that have a land use and transportation scenario approved by the commission as provided in OAR 660-044-0120 must set targets for equity performance measures in a transportation system plan as provided in OAR 660-044-0110(9)(c).
(3) Cities, counties, and Metro shall set performance targets in any major update to their transportation system plan as provided in OAR 660-012-0105. If a city or county has not yet set targets

and is submitting a major report as provided in OAR 660-012-0900(7), then the city or county shall set performance targets through a minor update to their transportation system plan.

Finding:
The proposed 2045 TSP Chapter 7, Table 15 identifies performance targets, including in equity focus areas when sufficient forecasting data was available. The proposed amendments are consistent with these requirements.

C. Oregon Highway Plan

The following goals and policies of the Oregon Highway Plan (OHP) are applicable to the proposed amendments:

Policy 1A: State Highway Classification System

Finding:
The proposed amendments would update the City's Functional Classification map (Exhibit 3, Map 8-1). No new functional classifications are introduced and no changes inconsistent with State Highway Classifications have been made. The proposed amendments are consistent with the OHP.

Policy 1B: Land Use and Transportation

Finding:
The proposed amendments to update the TSP address mobility standards consistent with State Highway mobility standards.

- *Provides for access management on State and Local facilities.*
- *Was developed in partnership with the Metropolitan Planning Organization for the Portland area (Metro).*
- *Considered growth throughout the region.*

Provides for compact urban development within the Tualatin Planning area and includes provisions for:

- *An interconnected local roadway network*
- *Transit, bicycle and pedestrian facilities*
- *Design orientation of buildings that accommodate multimodal transportation options*

The 2045 TSP update was developed through a coordinated process that identified regional facilities to protect the operations and functions of the state highway system and identified local roadways necessary to serve the local Tualatin Planning area. The planning effort served to provide for the general location of new transportation facilities. The proposed amendments provide a coordinated land use and transportation system consistent with the OHP Policy 1B.

Policy 1C: State Highway Freight System

Finding:
The proposed amendments update the Freight System Element of the TSP, including a revised roadway freight map (Exhibit 3, Map 8-6). The proposed amendments are consistent with the OHP.

Policy 1D: Scenic Byways

Finding:
Oregon Scenic Byways are not located within the Tualatin Planning area. The proposed amendments are consistent with the OHP.

Policy 1F: Highway Mobility Standards

Finding:
The proposed amendments identify the roadway system's Functional Classification and Lane Numbers maps as adequate to meet anticipated travel needs. This evaluation included all ODOT and other facilities within the area and assessed the system performance based on the applicable mobility standards, including OHP mobility targets and standards, as well as the Regional Transportation Functional Plan interim mobility deficiency thresholds and operating standards.

No deficiency locations were identified in this analysis. The proposed amendments are consistent with the OHP.

Policy 1G: Major Improvements

Finding:
The proposed amendments provide for identified transportation improvements. These roadway improvements will be developed by the appropriate agencies (City, County and/or State). The City roadway improvements are governed by the City of Tualatin public works permit process as discussed under TPR section -0050 above. These regulations provide an improvement process consistent with the requirements of the OHP. The proposed amendments do not change these requirements. The City of Tualatin TSP addresses the type of and function of transportation improvement, and the public works permit process is consistent with the requirements of this section. The proposed amendments are consistent with the OHP.

Policy 2G: Rail and Highway Compatibility

Finding:
The 2045 TSP encourages the safe, efficient operation of railroad facilities. The proposed amendments do not change these requirements or propose any new rail crossings. The proposed amendments are consistent with the OHP.

Policy 3A: Classification and Spacing Standards

Finding:

The proposed amendments propose control access spacing standards along certain arterials and other state routes. The proposed amendments make no changes to the requirements associated with interim access locations. The proposed amendments are consistent with the OHP.

Policy 3B: Medians

Finding:
TDC Chapter 75 and the TSP describe median treatments and traffic operations, and calming that apply throughout the Tualatin Planning area. These standards control the design and placement of medians on roadways. City road standards identify median treatments consistent with the OHP. The proposed amendments are consistent with the OHP.

Policy 3C: Interchange Access Management Areas

Finding:
The 2045 TSP identifies a future IAMP project for the Bridgeport and Nyberg interchanges (Table 11, Project CS11). Additional study and coordination will be required to implement the proposed interchange area. No changes are proposed to any existing interchange area under previously adopted plans. The proposed amendments are consistent with the OHP.

Policy 3D: Deviations

Finding:
The proposed amendments do not make any requests for deviations to state highway standards. The proposed amendments are consistent with the OHP.

Policy 4A: Efficiency of Freight Movement

Finding:
The proposed amendments identify an appropriate roadway freight system plan for the Tualatin Planning area consistent with State Highway Freight System designations. The proposed amendments are consistent with the OHP.

Policy 4D: Transportation Demand Management

Finding:
The TSP includes a Transportation Demand Management strategy that identifies several programs available to reduce single-occupancy vehicle use, consistent with the requirements of the OHP. The proposed amendments are consistent with the OHP.

D. Metro Code

3.08 Regional Transportation Functional Plan
Title 1: Transportation system design shall ensure that new street construction and re-construction projects are designed to improve safety, support adjacent land uses and balance the needs of all users.

Finding:

Title 1 of the RTFP prescribes transportation system design requirements for achieving the vision contained in the Regional Transportation Functional Plan (RTP).

The 2045 TSP plans for a network of interconnected streets using a functional classification system (see Figure 15). Analysis for the TSP identified potential upgrades to road classifications. Roadway functional classes were evaluated to determine if their current classification was still appropriate for the usage, traffic volumes, and traffic speeds of that roadway. After this evaluation, a new classification was created for neighborhood routes and several roadways received a functional class update.

The 2045 TSP includes a Transit modal plan that identifies the existing and planned transit network in the City (see Chapter 4). The modal plan identifies existing transit facilities, corridors, and services (Figure 13). The plan also identifies transit needs and a transit network plan necessary to support anticipated growth (Figure 14). Table 8 provides strategies for Tualatin to improve service, reliability, amenities, and access to the transit network.

The 2045 TSP includes modal plans for pedestrians and bicyclists, respectively. Each modal plan identifies networks for pedestrians and bicyclists (Figure 9 and 12). Each network uses a classification system to identify the desired use of the street. The pedestrian network contains both sidewalk and trail facilities. The bicycle network shares includes a combination of bike lanes, buffered bike lanes, multi-use paths, and bicycle boulevards to support biking to key destinations.

The 2045 TSP includes a Freight Modal Plan that considers existing freight conditions and future freight needs (Chapter 4). The plan recognizes that movement of goods through freight is essential for the City and the region. Figure 16 illustrates freight routes in the City as designated by Tualatin, Washington County, Clackamas County, and ODOT. The designations inform where improvements may be needed for the safe and efficient movement of trucks and to minimize negative impacts on local streets.

The TSP includes a Transportation Demand Management and Transportation Systems Management and Operations (TSMO) strategy that is focused on maximizing the existing transportation system before/prior to major capital expenditures. The plan identifies advanced signal systems, signal retiming and optimization, and real-time traveler information. The proposal is consistent with Title 1.

Title 2: Provides requirements for the development of and update to local Transportation System Plans. The Title specifies the types of transportation needs and solutions (in priority order) as well as performance targets and standards a TSP must address.

Finding:

Chapter 3 of the 2045 TSP provides a summary of technical analysis used to determine transportation needs based on existing conditions relative to forecast growth using the Washington County Travel Demand Model. The diverse needs of all community members including youth, seniors, people living with disabilities, systemically excluded communities, and low-income families are represented in the identified needs based on technical analysis and through the public engagement program (described in Chapter 2). The 2045 TSP is consistent with Metro Regional Transportation Plan (RTP) forecasts, system maps, non-SOV modal targets, deficiency thresholds and operation standards, and regional mobility corridors.

The 2045 TSP also considers the needs of transportation-disadvantaged such as youth, seniors, people living with disabilities, and environmental justice populations. The Vision calls for a transportation system that expands "travel options of users of all ages, abilities, and backgrounds." Several of the goals focus on achieving that vision through the creation of a transportation system for all users (Goal 1); providing a high quality of life for all who live, work, learn, and play in Tualatin (Goal 2); and by expanding opportunities for safe multi-modal transportation (Goal 3). Chapter 2 of the TSP also documents the socioeconomic analysis to evaluate current conditions and identify transportation needs.

As noted in the finding to Title 1 above, the 2045 TSP includes modal plans that address the City's pedestrian, bicycle, transit, street systems (Chapter 4). Each modal plan identifies existing conditions (Figures 7, 10, and 13), considers future facility and user needs, and includes designs to accommodate growth over the next 20 years (Figures 9, 12, 14, and 15).

The 2045 TSP considers both facility and user needs while providing a range of solutions to address the identified current and future needs (Tables 11, 12, 13, and 14).

Coordination of the 2045 TSP solution development was conducted with neighboring jurisdictions, agency partners, and roadway and transportation facility owners through a combination of technical advisory committee meetings, one-on-one meetings, and via electronic communication. The proposal is consistent with Title 2.

Title 3: Provides requirement for transportation project development. Each city is required to specify the general locations and facility parameters of planned regional transportation facilities and improvements.

Finding:
The 2045 TSP was prepared consistent with the 2023 RTP, which provides the regional framework for planning and investment. The RTP provides guidance to regional roadways (I-5, Pacific Highway, and several others). There are several projects identified in Chapter 5, Table 14 where improvements connect with regional facilities that are not under the City's jurisdiction. The TSP calls for close coordination with regional entities and the continued support of regional policy goals while improving the City's transportation network. The TSP also identifies other projects for regional facilities that are under the City's jurisdiction (Table 14). The proposal is consistent with Title 3.

Title 4: Cities must establish parking ratios and ensure adequate bicycle parking.

Finding:
The City amended the Tualatin Development Code in compliance with state-mandated Climate Friendly and Equitable Communities (CFEC) rulemaking around parking reform under Ordinance 1486-24. The proposed amendments repealed minimum parking requirements and addressed maximum parking ratios consistent with Title 4. In addition, the RTFP parking standards have not changed since the ordinance was adopted. The proposal remains consistent with Title 4.

D. Tualatin Comprehensive Plan

Chapter 1 — Community Involvement

GOAL 1.1 Implement community involvement practices in line with Statewide Planning Goal 1.

Finding:

The proposed amendments will adopt the 2045 TSP as a supporting document to the Tualatin Comprehensive Plan. Extensive citizen involvement was conducted as part of the TSP. Chapter 2 of the TSP provides a detailed analysis of the project's public involvement methodologies that included the formation and participation a Community Advisory Committee (CAC) and Technical Advisory Group (TAG); in-person and virtual events that engaged over 2,000 residents, businesses, and visitors; and targeted outreach in the form of digital and printed advertisements.

Relative to the proposed amendments, compliance with the procedural elements for a Legislative Amendment were achieved under TDC 32.250. Public Noticing will be satisfied, and received public comments are included as Exhibit 5. The Planning Commission held a public meeting on June 18, 2025 and the City Council public hearing is scheduled on August 11, 2025. The proposed amendments conform with Goal 1.1.

Chapter 3 — Housing & Residential Growth

GOAL 3.5 HOUSING AND TRANSPORTATION. Encourage development and redevelopment in Tualatin that supports all modes of transportation, including walking, biking, and mass transit.

POLICY 3.5.1 COORDINATED PLANNING. Coordinate updates to the Transportation System Plan consistent with housing and residential growth goals, policies, and strategic actions.

Finding:
The TSP update considered the ongoing needs for housing, as well as the supporting transportation infrastructure required to serve residential uses. Transportation facilities and project prioritization have been based, in part, on the demands generated by current and projected housing needs. The proposed amendments conform with Goal 3.5.

E. Tualatin Development Code

Chapter 33: Applications and Approval Criteria
Section 33.070 Plan Amendments
[…]
(2) Applicability. Quasi-judicial amendments may be initiated by the City Council, the City staff, or by a property owner or person authorized in writing by the property owner. Legislative amendments may only be initiated by the City Council.

Finding:
A Plan Text Amendment and Plan Map Amendment are proposed. This proposal is legislative in nature and therefore has been processed consistent with the Type IV-B procedures in Chapter 32. This criterion is met.

[…]
(5) Approval Criteria.
(a) Granting the amendment is in the public interest.
(b) The public interest is best protected by granting the amendment at this time.

Finding:
It is in the public interest to amend the Comprehensive Plan and development regulations to reflect the updated TSP. The previous TSP was last updated in 2014 and is over 10 years old and the community's transportation needs have evolved. The amendments ensure consistency between the TSP, the Comprehensive Plan Chapter 8, and the Tualatin Development Code. The amendments also provide compliance with current Oregon Transportation Planning Rules (TPR), as well as the Regional Transportation Plan (RTP) which was recently updated in 2023.

Additionally public comments were received and are included as Exhibit 5. They voice concerns over a proposed traffic signal on Tualatin Road and SW 115th Avenue, as well as the reclassification of Tualatin Road and Leveton Drive, as illustrated on Map 8-1. Community members feel these amendments would increase cut-through traffic in surrounding neighborhoods and around Hazelbrook Middle School.

As part of the TSP update, roadway functional classes were evaluated to determine if their current classification was still appropriate for the usage, traffic volumes, and traffic speeds of that roadway. The evaluation found that several roadways would benefit with a functional class update, including:

- *Leveton Drive, to be reclassifed from arterial to collector*
- *Tualatin Road, to be reclassified from collector to arterial*

Map amendments are included to ensure that the Tualatin Comprehensive Plan and Development Code accurately reflect the Transportation System Plan for future implementation.

Without these updates, the development of important infrastructure could be stymied. A functioning Transportation System Plan is in the interest of public health, safety, and local prosperity.

Criteria (a) and (b) are met.

(c) The proposed amendment is in conformity with the applicable objectives of the Tualatin Comprehensive Plan.

Finding:
The applicable goals and policies of the Tualatin Comprehensive Plan have been considered and are discussed above in Section D. Criterion (c) is met.

(d) The following factors were consciously considered:
(i) The various characteristics of the areas in the City;
(ii) The suitability of the areas for particular land uses and improvements in the areas;
(iii) Trends in land improvement and development;
(iv) Property values;
(v) The needs of economic enterprises and the future development of the area; needed right- of-way and access for and to particular sites in the area;
(vi) Natural resources of the City and the protection and conservation of said resources;
(vii) Prospective requirements for the development of natural resources in the City;
(viii) The public need for healthful, safe, esthetic surroundings and conditions;

Finding:
This criterion addresses the needs of land use related to transportation. The TSP was developed based on inventories of existing facilities and forecasted traffic conditions over the next 20 years (Exhibit 1a:

Technical Appendix). Forecasted conditions were modeled according to development of existing land use designations, which are designated according to projected housing and employment needs. In particular, projected land uses reflect Tualatin's Comprehensive Plan and Metro's land use assumptions for the year 2045. Metro works with local agencies to determine existing and future land uses that are then regionally adopted and updated for travel demand models.

Transportation improvements identified in the 2045 TSP are necessary to serve projected population and employment growth through 2045.
Regarding access and needed right-of-way, the 2045 TSP designates streets according to a functional classification system (TSP Chapter 4, Figure 15) and establishes cross sections for each type of functional classification, including widths for right-of-way, sidewalks, planting strips, on-street parking, bike lanes, and travel lanes. The functional classification map also shows proposed future connections. Access management policies are established in the TSP and are implemented in code.

Criterion (d) is met.

(e) If the amendment involves residential uses, then the appropriate school district or districts must be able to reasonably accommodate additional residential capacity by means determined by any affected school district.

Finding:
The amendments support forecasted growth including residential uses; however residential use policies are not being amended under this proposal. Criterion (e) does not apply.

(f) Granting the amendment is consistent with the applicable State of Oregon Planning Goals and applicable Oregon Administrative Rules, including compliance with the Transportation Planning Rule TPR (OAR 660-012-0060).

Finding:
Section B details findings for the applicable Oregon Planning Rules. Criterion (f) is met.

(g) Granting the amendment is consistent with the Metropolitan Service District's Urban Growth Management Functional Plan.

Finding:
The amendments support forecasted growth; however the plan adoptions and amendments do not affect any portion of the Urban Growth Functional Management Plan. Criterion (g) is not applicable.

(h) Granting the amendment is consistent with Level of Service F for the p.m. peak hour and E for the one-half hour before and after the p.m. peak hour for the Town Center 2045 Design Type (TDC Map 9-4), and E/E for the rest of the 2045 Design Types in the City's planning area.

Finding:
Adoption of the proposed 2045 TSP and associated amendments support project growth and travel demand over the twenty year planning horizon. While the major focus of the TSP enhancing facilities for active transportation modes, vehicular travel demand will remain. TSP Chapter 4 includes a discussion on future traffic operations and found seven intersections may not meet the City's LOS standard, including three in the town center. Ultimately capacity improvements were not programmed in the downtown area because they would result in larger roadways that would be too impactful and in conflict with the

community's vision, such as SW Boones Ferry Road at SW Martinazzi Avenue. Criteria (h) has been addressed.

(i) Granting the amendment is consistent with the objectives and policies regarding potable water, sanitary sewer, and surface water management pursuant to TDC 12.020, water management issues are adequately addressed during development or redevelopment anticipated to follow the granting of a plan amendment.

Finding:
While public utility infrastructure is extended in the public right of way, the amendments do not affect policies regarding water, sewer, and surface water management. Criterion (i) is not applicable.

(j) The applicant has entered into a development agreement. This criterion applies only to an amendment specific to property within the Urban Planning Area (UPA), also known as the Planning Area Boundary (PAB), as defined in both the Urban Growth Management Agreement (UGMA) with Clackamas County and the Urban Planning Area Agreement (UPAA) with Washington County. TDC Map 9-1 illustrates this area.

Finding:
The proposed amendments are not property specific, and this criterion does not apply.

III. RECOMMENDATION

Based on the application and the above analysis and findings, the proposed annexation complies with applicable Oregon Administration Rules, Oregon Highway Plan, Metro Code, and the Tualatin Development Code.

Outlook

Draft TSP Feedback

From hopecounselingservices <hopecounselingservices@comcast.net>
Date Thu 6/12/2025 3:40 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

• Increased cut-through traffic in the surrounding neighborhoods
• Increased bypass traffic on Jurgens Ave and Hazelbrook Road
• Increased traffic in the School Zone at Hazelbrook Middle School
• Increased pedestrian risk to Hazelbrook Middle School students
• More brake dust, engine noise, car exhaust, and traffic collisions
• Increased air pollution in the areas downwind from this intersection
• Increased traffic congestion upstream from this intersection

The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,
Sonya

Sent from my T-Mobile 5G Device

Outlook

Save Tualatin Road

From Arva Bartos <arva41@gmail.com>
Date Mon 5/5/2025 6:59 PM
To Ext - Planning <Planning@tualatin.gov>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work done to update the functional classifications for Leveton Drive and Tualatin Road. I would request that one change be made to the draft TSP before it is considered for adoption:

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These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,
Arva & Paul Bartos
17750 SW Chippewa Trail
Tualatin, OR 97062

Outlook

Draft TSP Feedback

From Andrea Conner <andreawconner@hotmail.com>
Date Mon 5/5/2025 5:14 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

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These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Sent from my iPhone

Outlook

Draft TSP Feedback

From Alex Simpson <asimps33@gmail.com>
Date Tue 5/6/2025 4:10 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

• Increased cut-through traffic in the surrounding neighborhoods
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• Increased air pollution in the areas downwind from this intersection
• Increased traffic congestion upstream from this intersection

The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Outlook

Draft TSP Feedback

From Amy Williams <130.amy@gmail.com>
Date Wed 5/7/2025 7:53 AM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

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These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Outlook

Draft TSP Feedback

From mdaman5455@gmail.com <mdaman5455@gmail.com>
Date Sun 5/4/2025 2:37 PM
To Transportation System Plan (TSP) distribution group <TSP@tualatin.gov>; Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

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Thank you for your consideration,

Sent from my iPhone

Outlook

Draft TSP Feedback

From Brian Craker <crakerb@yahoo.com>
Date Thu 5/8/2025 2:18 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

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These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Brian & Alison Craker
17395 SW 106th Ct.
Tualatin, OR 97062
503-625-0101

Outlook

Draft TSP Feedback

From Brett Hamilton <brett@simple.be>
Date Sun 5/4/2025 2:35 PM
To Transportation System Plan (TSP) distribution group <TSP@tualatin.gov>; Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; Outreach <outreach@tualatinroad.org>

Dear City of Tualatin,

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Thank you for your consideration,
Brett Hamilton

Outlook

Draft TSP Feedback

From Brian Rosenbaum <brian.rosenbaum22@outlook.com>
Date Sat 5/10/2025 9:27 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

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These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Brian Rosenbaum

Sent from my iPhone

Outlook

Tualatin Road

From Beth Sethi <bethsethi@gmail.com>
Date Sun 5/4/2025 8:08 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

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Thank you for your consideration,
Beth Sethi
503-781-3244

Outlook

Draft TSP Feedback

From clint ackerman <hockey535353@outlook.com>
Date Wed 5/7/2025 9:18 AM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

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These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Sent from my iPhone

Outlook

Draft TSP Feedback

From Cathy Baedor <cjbaedor@hotmail.com>
Date Sun 5/4/2025 4:39 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

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Thank you for your consideration,

Sent from my T-Mobile 5G Device
Get Outlook for Android

Outlook

RE: Tualatin Transportation System Plan

From Chris Hein <ChrisH@osf.com>
Date Mon 5/5/2025 1:16 PM
To Transportation System Plan (TSP) distribution group <TSP@tualatin.gov>; Ext - Planning <Planning@tualatin.gov>; Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>
Cc Chris Hein <cheinosf@aol.com>; Keith Leonard <kleonard@tualatin.gov>

To: Tualatin TSP, Planning Department, City Council
cc: Outreach Tualatin Road.ORG

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan and I would also like my comments to be included in the Public Comments for the Lam Tux Proposal.

I would like to request the following changes be made to the draft TSP before it is considered for adoption:

1. Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.
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Having lived in Tualatin for over 30 Years and having attended many proposal hearings about the development of the Novellus and now Lam Industries property the conversation had always been promoted about Leveton Drive as a collector to alleviate the traffic on Tualatin Road. You now have a chance to reconfirm the classifications to keep even more traffic off Tualatin road.

Thank you for your consideration,

Chris Hein

10975 SW Tunica
St.

Tualatin, Oregon 97062

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error, please notify the sender immediately by email and delete this email from your system

Outlook

Draft TSP Feedback

From Camille Herr <camilleherr3@gmail.com>
Date Tue 5/6/2025 4:46 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

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These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Camille

Outlook

Draft TSP Feedback

From Christie Kepler <christie.kepler@gmail.com>
Date Sat 5/10/2025 4:05 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

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Thank you for your consideration,

Christie Kepler, RN
Surgical Trauma/ Neurology
ICU Travel RN

Outlook

Draft TSP Feedback

From Carrie Knappenberger <carrie.knappenberger1@gmail.com>
Date Sun 5/4/2025 8:47 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

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Thank you for your consideration,

-Carrie

Outlook

Draft TSP Feedback

From deborah anderson <deborah52557@hotmail.com>
Date Mon 5/5/2025 10:49 AM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

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Thank you for your consideration,
Deborah Anderson
Resident SW Tualatin Rd

Sent from my iPhone

Outlook

Draft TSP Feedback

From Dorothy Dorantes <dorothysamantha123@icloud.com>
Date Wed 5/28/2025 11:53 AM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

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Thank you for your consideration,

Dorothy Dorantes
(971)727-0346
dorothysamantha123@icloud.com

Outlook

Draft TSP Feedback

From DeGay Harris <degaycheri@gmail.com>
Date Thu 5/8/2025 11:40 AM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

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Thank you for your consideration,

Best regards,
DeGay
Sent from my iPhone

Outlook

Draft TSP Feedback

From Deborah Imus <dri23@comcast.net>
Date Wed 5/14/2025 7:39 AM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

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Thank you for your consideration,
Deborah Imus
Resident of the Maricopa neighborhood. We live across Tualatin Road from Lam Industries

Sent from my iPhone

Outlook

TSP Feedback -Tualatin Road

Organizer	Erin Engman <eengman@tualatin.gov>
Meeting time	This event occurred 5 days ago (Thu 6/5/2025 2:00 PM - 3:00 PM)
Location	Conf - Coast Redwood Room (TCS Middle)
My response	Declined
Required attendees	Cody Field, Martin Loring, Mike McCarthy, Steve Koper, Tom Scott
Optional attendees	Abby McFetridge
Message sent	Mon 5/5/2025 10:18 AM

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I would like to request the following changes be made to the draft TSP before it is considered for adoption:

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Tualatin Road is currently functioning as an arterial, it was previously classified as an arterial, and it has the traffic volume of an arterial. Leveton Drive is currently functioning as a collector, it was previously classified as a collector, and it has the current traffic volume of a collector. We ask that the functional classifications of these two roadways be restored to their correct category during the current TSP update.

Thank you for your consideration,

Dianne Ramsby Mills
dianne.ramsby@gmail.com

Outlook

Draft TSP Feedback

Organizer	Erin Engman <eengman@tualatin.gov>
Meeting time	This event occurred 5 days ago (Thu 6/5/2025 2:00 PM - 3:00 PM)
Location	Conf - Coast Redwood Room (TCS Middle)
My response	Declined
Required attendees	Cody Field, Martin Loring, Mike McCarthy, Steve Koper, Tom Scott
Optional attendees	Abby McFetridge
Message sent	Fri 5/16/2025 5:23 AM

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• Increased pedestrian risk to Hazelbrook Middle School students
• More brake dust, engine noise, car exhaust, and traffic collisions
• Increased air pollution in the areas downwind from this intersection
• Increased traffic congestion upstream from this intersection

The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Regards,

David Ney
10235 SW Fulton Drive
Near Jurgens Avenue
Tualatin

20 year resident

Outlook

Draft TSP Feedback

Organizer	Erin Engman <eengman@tualatin.gov>
Meeting time	This event occurred 5 days ago (Thu 6/5/2025 2:00 PM - 3:00 PM)
Location	Conf - Coast Redwood Room (TCS Middle)
My response	Declined
Required attendees	Cody Field, Martin Loring, Mike McCarthy, Steve Koper, Tom Scott
Optional attendees	Abby McFetridge
Message sent	Sun 5/11/2025 3:17 PM

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

• Increased cut-through traffic in the surrounding neighborhoods
• Increased bypass traffic on Jurgens Ave and Hazelbrook Road
• Increased traffic in the School Zone at Hazelbrook Middle School
• Increased pedestrian risk to Hazelbrook Middle School students
• More brake dust, engine noise, car exhaust, and traffic collisions
• Increased air pollution in the areas downwind from this intersection
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The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Outlook

Draft TSP Feedback

Organizer	Erin Engman <eengman@tualatin.gov>
Meeting time	This event occurred 5 days ago (Thu 6/5/2025 2:00 PM - 3:00 PM)
Location	Conf - Coast Redwood Room (TCS Middle)
My response	Declined
Required attendees	Cody Field, Martin Loring, Mike McCarthy, Steve Koper, Tom Scott
Optional attendees	Abby McFetridge
Message sent	Tue 5/6/2025 8:04 AM

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

- Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

- Increased cut-through traffic in the surrounding neighborhoods
- Increased bypass traffic on Jurgens Ave and Hazelbrook Road
- Increased traffic in the School Zone at Hazelbrook Middle School
- Increased pedestrian risk to Hazelbrook Middle School students
- More brake dust, engine noise, car exhaust, and traffic collisions
- Increased air pollution in the areas downwind from this intersection
- Increased traffic congestion upstream from this intersection

The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Elizabeth Ford

Outlook

Draft TSP Feedback

Organizer	Erin Engman <eengman@tualatin.gov>
Meeting time	This event occurred 5 days ago (Thu 6/5/2025 2:00 PM - 3:00 PM)
Location	Conf - Coast Redwood Room (TCS Middle)
My response	Declined
Required attendees	Cody Field, Martin Loring, Mike McCarthy, Steve Koper, Tom Scott
Optional attendees	Abby McFetridge
Message sent	Wed 5/14/2025 10:08 AM

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

• Increased cut-through traffic in the surrounding neighborhoods
• Increased bypass traffic on Jurgens Ave and Hazelbrook Road
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The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Outlook

Draft TSP Feedback

Organizer	Erin Engman <eengman@tualatin.gov>
Meeting time	This event occurred 5 days ago (Thu 6/5/2025 2:00 PM - 3:00 PM)
Location	Conf - Coast Redwood Room (TCS Middle)
My response	Declined
Required attendees	Cody Field, Martin Loring, Mike McCarthy, Steve Koper, Tom Scott
Optional attendees	Abby McFetridge
Message sent	Sun 5/4/2025 4:09 PM

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I would like to request the following changes be made to the draft TSP before it is considered for adoption:

1. Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.
2. Reclassify Tualatin Road as an Arterial.
3. Reclassify Leveton Drive as a Collector.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

- Increased cut-through traffic in the surrounding neighborhoods
- Increased bypass traffic on Jurgens Ave and Hazelbrook Road
- Increased traffic in the School Zone at Hazelbrook Middle School
- Increased pedestrian risk to Hazelbrook Middle School students
- More brake dust, engine noise, car exhaust, and traffic collisions
- Increased air pollution in the areas downwind from this intersection
- Increased traffic congestion upstream from this intersection

The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

Tualatin Road is currently functioning as an arterial, it was previously classified as an arterial, and it has the traffic volume of an arterial. Leveton Drive is currently functioning as a collector, it was previously classified as a collector, and it has the current traffic volume of a collector. We ask that the functional classifications of these two roadways be restored to their correct category during the current TSP update.

Thank you for your consideration,

God Bless,
Fran Avery

Outlook

Draft TSP Feedback

Organizer	Erin Engman <eengman@tualatin.gov>
Meeting time	This event occurred 5 days ago (Thu 6/5/2025 2:00 PM - 3:00 PM)
Location	Conf - Coast Redwood Room (TCS Middle)
My response	Declined
Required attendees	Cody Field, Martin Loring, Mike McCarthy, Steve Koper, Tom Scott
Optional attendees	Abby McFetridge
Message sent	Thu 5/15/2025 12:32 PM

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

• Increased cut-through traffic in the surrounding neighborhoods
• Increased bypass traffic on Jurgens Ave and Hazelbrook Road
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• More brake dust, engine noise, car exhaust, and traffic collisions
• Increased air pollution in the areas downwind from this intersection
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The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Outlook

Draft TSP Feedback

Organizer	Erin Engman <eengman@tualatin.gov>
Meeting time	This event occurred 5 days ago (Thu 6/5/2025 2:00 PM - 3:00 PM)
Location	Conf - Coast Redwood Room (TCS Middle)
My response	Declined
Required attendees	Cody Field, Martin Loring, Mike McCarthy, Steve Koper, Tom Scott
Optional attendees	Abby McFetridge
Message sent	Tue 5/20/2025 8:51 PM

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

• Increased cut-through traffic in the surrounding neighborhoods
• Increased bypass traffic on Jurgens Ave and Hazelbrook Road
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The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration, sincerely from a resident of rivercrest Meadows's. (Massive rental complex off Tualatin rd and 115th….)

Sent from my iPhone

Outlook

Draft TSP Feedback

Organizer	Erin Engman <eengman@tualatin.gov>
Meeting time	This event occurred 5 days ago (Thu 6/5/2025 2:00 PM - 3:00 PM)
Location	Conf - Coast Redwood Room (TCS Middle)
My response	Declined
Required attendees	Cody Field, Martin Loring, Mike McCarthy, Steve Koper, Tom Scott
Optional attendees	Abby McFetridge
Message sent	Sun 5/4/2025 10:08 PM

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I would like to request the following change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

• Increased cut-through traffic in the surrounding neighborhoods
• Increased bypass traffic on Jurgens Ave and Hazelbrook Road
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• Increased air pollution in the areas downwind from this intersection
• Increased traffic congestion upstream from this intersection

The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

Thank you for your consideration,

Outlook

Draft TSP Feedback

From Hayden Thornton <hrt0206@gmail.com>
Date Tue 5/6/2025 1:37 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

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The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Hayden Thornton

Outlook

Draft TSP Feedback

From Isabella Kreske <ickreske@gmail.com>
Date Tue 5/6/2025 12:29 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

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The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Isabella

Sent from my iPhone

Outlook

Draft TSP Feedback

From Isaac Simmons <simmonsartistry888@gmail.com>
Date Tue 5/6/2025 4:02 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

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The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Outlook

Proposed Light at SW Tualatin Rd & SW 115th Ave.

From Joyce Atkins <uwdawggirl@gmail.com>
Date Thu 5/15/2025 9:24 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

• Increased cut-through traffic in the surrounding neighborhoods
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The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Joyce

Joyce Atkins
503-320-2440 (C)
uwdawggirl@gmail.com

Outlook

Draft TSP Feedback

From Jay Compton <zardoz503@gmail.com>
Date Tue 5/6/2025 9:46 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

• Increased cut-through traffic in the surrounding neighborhoods
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The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Outlook

Draft TSP Feedback

From Jim Estes <jimestes1@gmail.com>
Date Wed 5/7/2025 8:03 AM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

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• Increased cut-through traffic in the surrounding neighborhoods
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The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Sent from my iPhone

Outlook

Draft TSP Feedback

From Jillian Janssen <jilliankjanssen@gmail.com>
Date Wed 5/7/2025 7:54 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

• Increased cut-through traffic in the surrounding neighborhoods
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• Increased air pollution in the areas downwind from this intersection
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The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Jillian Janssen
10595 SW Lucas Ct, Tualatin, OR 97062
971.381.8308

Outlook

Draft TSP Feedback

From Julianna Johnson <juliannaj230@gmail.com>
Date Tue 5/6/2025 12:36 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

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The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Sent from my iPhone

Outlook

Draft TSP Feedback

From Julie Martin <bodybliss7@yahoo.com>
Date Wed 5/7/2025 6:54 AM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

• Increased cut-through traffic in the surrounding neighborhoods
• Increased bypass traffic on Jurgens Ave and Hazelbrook Road
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• Increased air pollution in the areas downwind from this intersection
• Increased traffic congestion upstream from this intersection

The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,
Julie Martin

Sent from my iPhone

Outlook

Draft TSP Feedback

From Jim Milne <jimkayaks@comcast.net>
Date Tue 5/6/2025 5:17 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

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The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Outlook

(No subject)

From JAZMIN MARIANNA RODEA OLVERA <hadamagicaazul@yahoo.com.mx>
Date Mon 5/5/2025 3:49 PM
To Ext - Planning <Planning@tualatin.gov>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I would like to request the following change be made to the draft TSP before it is considered for adoption:

%2%2 Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

%2%2 Increased cut-through traffic in the surrounding neighborhoods
%2%2 Increased bypass traffic on Jurgens Ave and Hazelbrook Road
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%2%2 Increased air pollution in the areas downwind from this intersection
%2%2 Increased traffic congestion upstream from this intersection

The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

Thank you for your consideration,

Yahoo Mail: Search, Organize, Conquer

Outlook

Draft TSP Feedback

From Jazmin Rodea <myangelschool@gmail.com>
Date Mon 5/5/2025 11:44 AM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I would like to request the following change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

• Increased cut-through traffic in the surrounding neighborhoods
• Increased bypass traffic on Jurgens Ave and Hazelbrook Road
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• Increased air pollution in the areas downwind from this intersection
• Increased traffic congestion upstream from this intersection

The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

Thank you for your consideration,

Outlook

Transportation Plan Public Comments

From Joanne Schenk <jojo10k@aol.com>
Date Mon 5/5/2025 8:38 AM
To Transportation System Plan (TSP) distribution group <TSP@tualatin.gov>; Ext - Planning <Planning@tualatin.gov>; Council <council@tualatin.gov>; outreach@tualatin.gov <outreach@tualatin.gov>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I would like to request the following changes be made to the draft TSP before it is considered for adoption:

1. Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.
2. Reclassify Tualatin Road as an Arterial.
3. Reclassify Leveton Drive as a Collector.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

- Increased cut-through traffic in the surrounding neighborhoods
- Increased bypass traffic on Jurgens Ave and Hazelbrook Road
- Increased traffic in the School Zone at Hazelbrook Middle School
- Increased pedestrian risk to Hazelbrook Middle School students
- More brake dust, engine noise, car exhaust, and traffic collisions
- Increased air pollution in the areas downwind from this intersection
- Increased traffic congestion upstream from this intersection

The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

Tualatin Road is currently functioning as an arterial, it was previously classified as an arterial, and it has the traffic volume of an arterial. Leveton Drive is currently functioning as a collector, it was previously classified as a collector, and it has the current traffic volume of a collector. We ask that the functional classifications of these two roadways be restored to their correct category during the current TSP update.

Thank you for your consideration,
Joanne & Roger Schenk

Outlook

Draft TSP Feedback

From Janet Weber <weberjanet@hotmail.com>
Date Thu 5/8/2025 10:33 AM
To Ext - Planning <Planning@tualatin.gov>; Council <council@tualatin.gov>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. **I would request one change be made to the draft TSP before it is considered for adoption:**

Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

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The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Janet Weber

Outlook

Draft TSP Feedback

From jdyee@comcast.net <jdyee@comcast.net>
Date Tue 5/13/2025 10:19 AM
To Ext - Planning <Planning@tualatin.gov>; Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

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These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,
Janet Yee
10400 SW Kiowa St
Tualatin, OR 97062

Outlook

Draft TSP Feedback

From JL Friedman <hikergirl500@gmail.com>
Date Thu 5/15/2025 10:01 AM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

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These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Outlook

Draft TSP Feedback

From Kimmarie Baranco <kimmarie@gmail.com>
Date Sun 5/4/2025 6:12 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I would like to request the following changes be made to the draft TSP before it is considered for adoption:

1. Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.
2. Reclassify Tualatin Road as an Arterial.
3. Reclassify Leveton Drive as a Collector.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

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The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

Tualatin Road is currently functioning as an arterial, it was previously classified as an arterial, and it has the traffic volume of an arterial. Leveton Drive is currently functioning as a collector, it was previously classified as a collector, and it has the current traffic volume of a collector. We ask that the functional classifications of these two roadways be restored to their correct category during the current TSP update.

Thank you for your consideration,

Kimmarie Baranco
503-927-9150

Outlook

Draft TSP Feedback

From Kim Devers <kimldevers@gmail.com>
Date Fri 5/9/2025 8:06 AM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

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• Increased air pollution in the areas downwind from this intersection
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These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,
Kim Devers

Outlook

Draft TSP Feedback

From Kami Hamilton <kami@simple.be>
Date Sun 5/4/2025 2:29 PM
To Transportation System Plan (TSP) distribution group <TSP@tualatin.gov>; Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

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Thank you for your consideration,

Sent from my iPhone

Outlook

Draft TSP Feedback

From Kimberly Harrow <kimberly.harrow@gmail.com>
Date Wed 5/7/2025 1:06 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

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These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,
Kimberly Harrow-West

Outlook

TSP Feedback

From Katie Helms <pearson.katie.41@gmail.com>
Date Wed 5/7/2025 10:26 PM
To Transportation System Plan (TSP) distribution group <TSP@tualatin.gov>; Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

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Thank you for your consideration,

Katie Helms
(Current Tualatin Resident/Homeowner)

Outlook

Subject: Draft TSP Feedback

From Ken Johnson <kenj4609@gmail.com>
Date Thu 5/8/2025 1:54 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

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These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

--
Ken Johnson
17285 SW 108th Ave
Tualatin OR 97062

Outlook

Transportation System Plan: Public Comments

From kminato4sin@gmail.com <kminato4sin@gmail.com>
Date Sun 5/4/2025 3:58 PM
To Ext - Planning <Planning@tualatin.gov>; Transportation System Plan (TSP) distribution group <TSP@tualatin.gov>
Cc Council <council@tualatin.gov>; 'STR Outreach' <outreach@tualatinroad.org>

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Thank you for your consideration,

Sincerely,

Kazuki Minato
11445 SW Roberts Ct.
Tualatin, OR 97062

Outlook

Draft TSP Feedback

From Kristina Schober <kristina.schober@gmail.com>
Date Mon 5/5/2025 8:36 AM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

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• Increased traffic congestion upstream from this intersection

The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

Thank you for your consideration,
Kristina Ashcraft

10395 SW Kiowa St
Tualatin, OR 97062

Sent from my iPhone

Outlook

Draft TSP Feedback

From Kathy <k.vigil@frontier.com>
Date Tue 5/6/2025 7:16 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

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These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Sent from my iPad

Outlook

Draft TSP Feedback

From Kevin Wolley <batmute@gmail.com>

Date Sun 5/4/2025 1:53 PM

To Transportation System Plan (TSP) distribution group <TSP@tualatin.gov>; Ext - Planning <Planning@tualatin.gov>

Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

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Thank you for your consideration,

Kevin Wolley
Wishram Court

Outlook

Draft TSP Feedback

From lynda boatwright <lynda.boatwright@frontier.com>
Date Wed 5/7/2025 7:58 AM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

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These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Sent from my iPhone

Outlook

Draft TSP Feedback

From Lisa Godfrey <ljgodfrey@gmail.com>
Date Wed 5/14/2025 8:36 AM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

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Thank you for your consideration,

Thanks,
Lisa

Outlook

Transportation System Plan: Public Comments

From Lexi Howell <alexaehowell@gmail.com>
Date Mon 5/5/2025 8:39 AM
To Ext - Planning <Planning@tualatin.gov>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I would like to request the following changes be made to the draft TSP before it is considered for adoption:

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Thank you for your consideration,
--
Lexi Howell
(541) 921-7992 | alexaehowell@gmail.com | linkedin.com/in/alexa-howell/

Outlook

Draft TSP Feedback

From Louie Olivares <louieolivares@gmail.com>
Date Wed 5/7/2025 5:19 AM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

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Thank you for your consideration,

Louie Olivares

Outlook

Draft TSP Feedback

From Laurel Strickler <topmanager2012@yahoo.com>
Date Tue 5/6/2025 3:51 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

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Thank you for your consideration,

Sincerely,
Laurel Strickler

Outlook

Draft TSP Feedback

From Marius Brisan <marlid16@frontier.com>
Date Wed 5/14/2025 10:22 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

- Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

- Increased cut-through traffic in the surrounding neighborhoods
- Increased bypass traffic on Jurgens Ave and Hazelbrook Road
- Increased traffic in the School Zone at Hazelbrook Middle School
- Increased pedestrian risk to Hazelbrook Middle School students
- More brake dust, engine noise, car exhaust, and traffic collisions
- Increased air pollution in the areas downwind from this intersection
- Increased traffic congestion upstream from this intersection

The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Regards,

Marius Brisan
17850 SW 113th Ave
Tualatin, OR 97062

Outlook

Draft TSP Feedback

From Mary C. France <francemaryc@gmail.com>
Date Tue 5/6/2025 12:36 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

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• Increased traffic congestion upstream from this intersection

The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Mary France
10570 SW Kiowa St, Tualatin, OR 97062
503 701 9065

Outlook

Draft TSP Feedback

From Millie Grauel <millegrauel@icloud.com>
Date Wed 5/7/2025 12:32 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

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The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Sent from my iPad

Outlook

Draft TSP Feedback

From Michelle Lazoff <michellelazoff@icloud.com>
Date Wed 5/7/2025 8:59 AM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

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• Increased air pollution in the areas downwind from this intersection
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The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,
Michelle and Gregg Lazoff

Sent from my iPhone

Outlook

Draft TSP Feedback

From EnlightenedKing <simmonsmontrell88@gmail.com>
Date Sat 5/10/2025 3:58 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

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• More brake dust, engine noise, car exhaust, and traffic collisions
• Increased air pollution in the areas downwind from this intersection
• Increased traffic congestion upstream from this intersection

The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Outlook

Draft TSP Feedback

From Margo Strength <dgrahms@comcast.net>
Date Sat 5/10/2025 11:59 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

• Increased cut-through traffic in the surrounding neighborhoods
• Increased bypass traffic on Jurgens Ave and Hazelbrook Road
• Increased traffic in the School Zone at Hazelbrook Middle School
• Increased pedestrian risk to Hazelbrook Middle School students
• More brake dust, engine noise, car exhaust, and traffic collisions
• Increased air pollution in the areas downwind from this intersection
• Increased traffic congestion upstream from this intersection

The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Margo Strength
Sent from my iPhone

Outlook

Draft TSP Feedback

From Mollie Uselman <mollivers@hotmail.com>
Date Sat 5/10/2025 7:53 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

• Increased cut-through traffic in the surrounding neighborhoods
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• Increased traffic in the School Zone at Hazelbrook Middle School
• Increased pedestrian risk to Hazelbrook Middle School students
• More brake dust, engine noise, car exhaust, and traffic collisions
• Increased air pollution in the areas downwind from this intersection
• Increased traffic congestion upstream from this intersection

The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Mollie Uselman
27 yr resident

Sent from my iPhone

Outlook

Feedback for Transportation System Plan

From Matt Williams <matt.williams.rpi@gmail.com>
Date Sun 5/4/2025 1:58 PM
To Transportation System Plan (TSP) distribution group <TSP@tualatin.gov>; Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I would like to request the following changes be made to the draft TSP before it is considered for adoption:

1. Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.
2. Reclassify Tualatin Road as an Arterial.
3. Reclassify Leveton Drive as a Collector.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

• Increased cut-through traffic in the surrounding neighborhoods
• Increased bypass traffic on Jurgens Ave and Hazelbrook Road (and traffic at the intersection of Juergens and Tualatin roads are already dangerous)
• Increased traffic in the School Zone at Hazelbrook Middle School (where traffic is already limited during events where the streets are packed with overflow)
• Increased pedestrian risk to Hazelbrook Middle School students
• More brake dust, engine noise, car exhaust, and traffic collisions
• Increased air pollution in the areas downwind from this intersection
• Increased traffic congestion upstream from this intersection

The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

Tualatin Road is currently functioning as an arterial, it was previously classified as an arterial, and it has the traffic volume of an arterial. Leveton Drive is currently functioning as a collector, it was previously classified as a collector, and it has the current traffic volume of a collector. We ask that the functional classifications of these two roadways be restored to their correct category during the current TSP update.

Thank you for your consideration,

--

Matt Williams
matt.williams.rpi@gmail.com

Outlook

Draft TSP Feedback

From MD Aman <mdaman5455@gmail.com>
Date Mon 5/5/2025 2:08 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to restore the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

• Increased cut-through traffic in the surrounding neighborhoods
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• Increased traffic in the School Zone at Hazelbrook Middle School
• Increased pedestrian risk to Hazelbrook Middle School students
• More brake dust, engine noise, car exhaust, and traffic collisions
• Increased air pollution in the areas downwind from this intersection
• Increased traffic congestion upstream from this intersection

The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP. These comments are directed specifically to theTualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Sent from my iPad

Outlook

Draft TSP Feedback

From Natalie G <natsmg12@gmail.com>
Date Sat 5/10/2025 6:44 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin, Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption: • Remove the proposed traffic signal at Tualatin Road and SW 115th Ave. Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection: • Increased cut-through traffic in the surrounding neighborhoods • Increased bypass traffic on Jurgens Ave and Hazelbrook Road • Increased traffic in the School Zone at Hazelbrook Middle School • Increased pedestrian risk to Hazelbrook Middle School students • More brake dust, engine noise, car exhaust, and traffic collisions • Increased air pollution in the areas downwind from this intersection • Increased traffic congestion upstream from this intersection The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP. These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time. Thank you for your consideration,

Outlook

Draft TSP Feedback

From Nicole Ingram <niikingram@gmail.com>
Date Thu 5/8/2025 1:39 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

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• Increased air pollution in the areas downwind from this intersection
• Increased traffic congestion upstream from this intersection

The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Nicole Ingram

17725 SW Shawnee Trail, Tualatin, OR 97062

503 919 0700

Outlook

Draft TSP Feedback

From Nick Lauren <nich.lauren@gmail.com>
Date Thu 5/15/2025 1:42 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road.

I live at 17935 SW 114th Ave, Tualatin, OR 97062, close to the proposed traffic signal at Tualatin Road and SW 115th Ave. I share many of my neighbors' concerns. However, I want--as I expect you do--what is best for our community as a whole. I am afraid that some of us are suffering from NIMBY syndrome, and so just ask that you give weight to desires of unnamed community members who are not commenting here.

Do I want extra traffic on Tualatin Road, which I can see and hear from my backyard? No. But do I want traffic diverted to near someone else's backyard and longer commutes for LAM employees? No.

At peak traffic times, it can be difficult to pull out onto Tualatin Road because there is no gap in traffic. A traffic signal might actually make that more manageable, regardless of whether there are more cars.

Please use your expertise to make the best decision for our growing community.

Thank you for your consideration,

Nick Lauren

509-240-6791
nich.lauren@gmail.com
19735 SW 114th Ave,
Tualatin, OR 97062

Outlook

Draft TSP Feedback

From Nils Peuser <nils@peusers.org>
Date Mon 5/12/2025 2:37 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

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• More brake dust, engine noise, car exhaust, and traffic collisions
• Increased air pollution in the areas downwind from this intersection
• Increased traffic congestion upstream from this intersection

The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

We live directly behind Hazelbrook Rd and have seen the impacts of cars speeding by during periods of congestion on Tualatin Rd. or simply because it is frequently less used.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Nils Peuser

Outlook

Draft TSP Feedback

From obidigbo obinna <obidigbobizil@yahoo.com>
Date Thu 5/8/2025 11:40 AM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

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These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Sent from my iPhone

Outlook

Draft TSP Feedback

From Patti Atkins <patti@prpatti.com>
Date Thu 5/8/2025 10:29 AM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

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These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Patricia Atkins
17745 SW Chippewa Trail, Tualatin, OR 97062

Outlook

Draft TSP Feedback

From Patrice Dugan <duganfamily4@gmail.com>
Date Wed 5/7/2025 8:14 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

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These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Sent from my iPad

Outlook

Tualatin Transportation System Plan

From Rick Cady <rcadycvelo@gmail.com>
Date Mon 5/5/2025 10:17 AM
To Transportation System Plan (TSP) distribution group <TSP@tualatin.gov>; Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I would like to request the following changes be made to the draft TSP before it is considered for adoption:

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2. Reclassify Tualatin Road as an Arterial.
3. Reclassify Leveton Drive as a Collector.

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Tualatin Road is currently functioning as an arterial, it was previously classified as an arterial, and it has the traffic volume of an arterial. Leveton Drive is currently functioning as a collector, it was previously classified as a collector, and it has the current traffic volume of a collector. We ask that the functional classifications of these two roadways be restored to their correct category during the current TSP update.

Thank you for your consideration,
Rick Cady/Regina Chante
10230 SW Anderson Ct.
Tualatin, OR. 97062

Outlook

Draft TSP Feedback

From Robert Dixon <rwdixon@pacbell.net>
Date Thu 5/15/2025 11:08 AM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

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These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Robert Dixon
Tualatin, Oregon

P.S.

Leveton Drive was built for heavy truck loads, and we are asking that all truck traffic use it. As such, it seems resonable to have all traffic be directed to use Leveton Road for access to Lam and JAE. Please help to keep our schools safe. Many students walk to Hazleton Middle School on Tualatin Road.

Outlook

Draft TSP Feedback

From richard.lyons15@gmail.com <richard.lyons15@gmail.com>
Date Tue 5/6/2025 1:24 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

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These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Richard Lyons
11065 SW Lucas Drive

Sent from my iPad

Outlook

Draft TSP Feedback

From Rebecca Phillips <beckyjean101@outlook.com>
Date Thu 5/8/2025 9:54 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

• Increased cut-through traffic in the surrounding neighborhoods
• Increased bypass traffic on Jurgens Ave and Hazelbrook Road
• Increased traffic in the School Zone at Hazelbrook Middle School
• Increased pedestrian risk to Hazelbrook Middle School students
• More brake dust, engine noise, car exhaust, and traffic collisions
• Increased air pollution in the areas downwind from this intersection
• Increased traffic congestion upstream from this intersection

The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Rebecca Phillips

Get Outlook for iOS

Outlook

Draft TSP Feedback

From Susy Greene <susydgreene@gmail.com>
Date Sun 5/4/2025 4:49 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I would like to request the following changes be made to the draft TSP before it is considered for adoption:

1. Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.
2. Reclassify Tualatin Road as an Arterial.
3. Reclassify Leveton Drive as a Collector.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

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The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

Tualatin Road is currently functioning as an arterial, it was previously classified as an arterial, and it has the traffic volume of an arterial. Leveton Drive is currently functioning as a collector, it was previously classified as a collector, and it has the current traffic volume of a collector. We ask that the functional classifications of these two roadways be restored to their correct category during the current TSP update.

Thank you for your consideration,

Susan Greene

Outlook

Draft TSP Feedback

From Scot Hale <m.scothale@gmail.com>
Date Tue 5/6/2025 3:48 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

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• Increased air pollution in the areas downwind from this intersection
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The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Scot Hale

Outlook

Draft TSP Feedback

From Sue Hein <suehein59@gmail.com>
Date Mon 5/5/2025 12:39 PM
To Ext - Planning <Planning@tualatin.gov>; Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I would like to request the following change be made to the draft TSP before it is considered for adoption:

- Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

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- Increased air pollution in the areas downwind from this intersection
- Increased traffic congestion upstream from this intersection

The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

Thank you for your consideration,

Chris & Sue Hein (30 year residents at this address)
10975 SW Tunica Street
Tualatin, OR 97062

Outlook

Draft TSP Feedback

From Sally Hildebran <sallyhildebran@gmail.com>
Date Mon 5/5/2025 9:58 AM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I would like to request the following change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

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• More brake dust, engine noise, car exhaust, and traffic collisions
• Increased air pollution in the areas downwind from this intersection
• Increased traffic congestion upstream from this intersection

The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

Thank you for your consideration,

Sally Hildebran
Sent from my iPhone

Outlook

Draft TSP Feedback

From Sarweshni Kerr <sarweshni@gmail.com>
Date Mon 5/5/2025 8:52 AM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I would like to request the following change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

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• More brake dust, engine noise, car exhaust, and traffic collisions
• Increased air pollution in the areas downwind from this intersection
• Increased traffic congestion upstream from this intersection

The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

Thank you for your consideration,

Sarweshni Kerr

Sent from my iPhone

Outlook

Draft TSP Feedback

From Stephanie <stephimelton@gmail.com>
Date Thu 5/15/2025 1:37 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

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• Increased traffic congestion upstream from this intersection

The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Stephanie Melton

17900 SW 111th Ave
Tualatin, OR 97062

Outlook

Draft TSP Feedback

From Sharon Roberts <sharon.roberts53@icloud.com>
Date Thu 5/8/2025 4:42 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

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The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Sent from my iPhone

Outlook

Draft TSP Feedback

From Samantha Scott <sampdx89@gmail.com>
Date Wed 5/14/2025 10:12 AM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

• Increased cut-through traffic in the surrounding neighborhoods
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The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Outlook

Draft TSP

From Steve Sethi <stevesethi@gmail.com>
Date Sat 5/10/2025 4:16 PM
To Ext - Planning <Planning@tualatin.gov>; Transportation System Plan (TSP) distribution group <TSP@tualatin.gov>
Cc Council <council@tualatin.gov>

Dear City of Tualatin,

I'm writing in regards to the Draft Tualatin Transportation System Plan. I appreciate the work that the City has done so far and would request one change be made to the draft TSP before it is considered for adoption: **Remove the proposed traffic signal at Tualatin Road and SW 115th Ave**.

While recognizing the rationale for this traffic signal, I would echo the concerns other community members and organizations have raised:

- Increased cut-through traffic in the surrounding neighborhoods
- Increased bypass traffic on Jurgens Ave and Hazelbrook Road
- Increased traffic in the School Zone at Hazelbrook Middle School
- Increased pedestrian risk to Hazelbrook Middle School students
- More brake dust, engine noise, car exhaust, and traffic collisions
- Increased air pollution in the areas downwind from this intersection
- Increased traffic congestion upstream from this intersection

This has been my neighborhood for 20 years, my kids have grown up here and still attend Hazelbrook. Please recognize our concern for our community and our children and rebalance the city's focus on liveability instead of prioritizing commercial and industrial access.

These comments are directed specifically to the Tualatin TSP update.

Thank you for your consideration,

Steve Sethi
503.484.4243

Outlook

Tualatin Transportation System Plan

From Trace Helms <tracehelms@gmail.com>
Date Thu 5/8/2025 11:59 AM
To Transportation System Plan (TSP) distribution group <TSP@tualatin.gov>; Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I would like to request the following changes be made to the draft TSP before it is considered for adoption:

1. Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.
2. Reclassify Tualatin Road as an Arterial.
3. Reclassify Leveton Drive as a Collector.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

- Increased cut-through traffic in the surrounding neighborhoods
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- Increased air pollution in the areas downwind from this intersection
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The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

Tualatin Road is currently functioning as an arterial, it was previously classified as an arterial, and it has the traffic volume of an arterial. Leveton Drive is currently functioning as a collector, it was previously classified as a collector, and it has the current traffic volume of a collector. We ask that the functional classifications of these two roadways be restored to their correct category during the current TSP update.

Thank you for your consideration,

Trace Helms

Outlook

Draft TSP Feedback

From Terri Renfro <teriyaki2go@yahoo.com>
Date Thu 5/8/2025 10:45 AM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

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• More brake dust, engine noise, car exhaust, and traffic collisions
• Increased air pollution in the areas downwind from this intersection
• Increased traffic congestion upstream from this intersection

The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Sent from my iPad

Outlook

Subject: Draft TSP Feedback

From TED WEITMAN <tntweitman@comcast.net>
Date Thu 5/15/2025 11:53 AM
To Ext - Planning <Planning@tualatin.gov>

To: Planning Department planning@tualatin.gov
Cc: City Council council@tualatin.gov
Cc: STR Outreach outreach@tualatinroad.org

Subject: Draft TSP Feedback

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

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• Increased pedestrian risk to Hazelbrook Middle School students
• More brake dust, engine noise, car exhaust, and traffic collisions
• Increased air pollution in the areas downwind from this intersection
• Increased traffic congestion upstream from this intersection

The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.
Access to Tualatin Road from 106th Ave. is already difficult and dangerous.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,
Ted and Tami Weitman
Residents on Bannoch St.

Outlook

Save Tualatin Road

From tbsj <tbsj@comcast.net>
Date Sun 5/4/2025 2:21 PM
To Transportation System Plan (TSP) distribution group <TSP@tualatin.gov>; Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>; Council <council@tualatin.gov>

City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I would like to request the following changes be made to the draft TSP before it is considered for adoption:

1. Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.
2. Reclassify Tualatin Road as an Arterial.
3. Reclassify Leveton Drive as a Collector.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

• Increased cut-through traffic in the surrounding neighborhoods • Increased bypass traffic on Jurgens Ave and Hazelbrook Road • Increased traffic in the School Zone at Hazelbrook Middle School • Increased pedestrian risk to Hazelbrook Middle School students • More brake dust, engine noise, car exhaust, and traffic collisions • Increased air pollution in the areas downwind from this intersection • Increased traffic congestion upstream from this intersection

The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

Tualatin Road is currently functioning as an arterial, it was previously classified as an arterial, and it has the traffic volume of an arterial. Leveton Drive is currently functioning as a collector, it was previously classified as a collector, and it has the current traffic volume of a collector. We ask that the functional classifications of these two roadways be restored to their correct category during the current TSP update.

Thank you for your consideration,

=

Virus-free.www.avast.com

Outlook

Draft TSP Feedback

From Comcast <ba53@comcast.net>
Date Wed 5/14/2025 5:56 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,
FYI! There's already traffic problems on both Jurgens Ave and Hazelbrook Road from 2:00pm to 6:00pm thanks to surrounding businesses in the area. Both of these roads should have the speed limit changed from now the 35mph, to 25mph like all other roads in residential areas. Also because of constant speeder's racing up and down these roads, speed bumps should be installed accordingly. Which would not only make both of these road safer, but hopefully deter people who don't live in the area from using these roads.
Thanks Bill.
Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

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The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Sent from my iPad

Outlook

Draft TSP Feedback

From William Lancaster <william.lancaster@gmail.com>
Date Thu 5/29/2025 8:08 AM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

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The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Sent from my iPhone

Outlook

Draft TSP Feedback

From Wendy Morrell <imluvnlife2@gmail.com>
Date Sun 5/4/2025 3:16 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I would like to request the following changes be made to the draft TSP before it is considered for adoption:

1. Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.
2. Reclassify Tualatin Road as an Arterial.
3. Reclassify Leveton Drive as a Collector.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

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Tualatin Road is currently functioning as an arterial, it was previously classified as an arterial, and it has the traffic volume of an arterial. Leveton Drive is currently functioning as a collector, it was previously classified as a collector, and it has the current traffic volume of a collector. We ask that the functional classifications of these two roadways be restored to their correct category during the current TSP update.

Thank you for your consideration,

John and Wendy Morrell

Sent from Wendy"s iPhone

Outlook

Draft TSP Feedback

From zach kuzens <zkuzens@gmail.com>
Date Fri 6/6/2025 1:01 PM
To planning@tualatin.gov <planning@tualatin.gov>
Cc council@tualatin.gov <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

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The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Outlook

Draft TSP Feedback

From Alaina Hailey <achailey16@gmail.com>
Date Wed 6/18/2025 3:22 PM
To Ext - Planning <Planning@tualatin.gov>
Cc Council <council@tualatin.gov>; outreach@tualatinroad.org <outreach@tualatinroad.org>

Dear City of Tualatin,

Thank you for the opportunity to comment on the Draft Tualatin Transportation System Plan. I appreciate the work that has been done to update the functional classifications for Leveton Drive and Tualatin Road. I would request one change be made to the draft TSP before it is considered for adoption:

• Remove the proposed traffic signal at Tualatin Road and SW 115th Ave.

Although this traffic signal has been proposed with good intentions, community members have identified a number of unintended consequences that would result from signalizing this intersection:

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The proposed traffic signal would do more harm than good, and the negative impacts would be detrimental to our community. We are opposed to this traffic signal, and we ask the City to remove it from the TSP.

These comments are directed specifically to the Tualatin TSP update. Inclusion in the Lam TUX file is not requested at this time.

Thank you for your consideration,

Sent from my iPhone

Outlook

FW: Comments on the Proposed TSP - For Public Record

From Steve Koper <skoper@tualatin.gov>
Date Thu 3/20/2025 8:44 AM
To Erin Engman <eengman@tualatin.gov>

11 attachments (19 MB)

Figure 11-4 Exhibit 4 TDC Bicycle & Ped Plan 2024.pdf; Basalt Creek Concept Plan Enviromental Constraints Exhibit 2 Ord No. 1418-19 pg 42.pdf; Basalt Creek Concept Plan Bike & Ped Exhibit 2 Ord No. 1418-19 pg 37 & 38.pdf; Basalt Creek Concept Plan Local Streets & Infrastructure Exhibit 2 Ord No. 1418-19 35, 46&47.pdf; Parks & Rec 2024 Basalt Creek Master Plan 2 MAPS FUTURE TRAIL.pdf; Parks & Rec 2024 Basalt Creek Master Plan EXISTING CONDITIONS.pdf; Parks & Rec 2024 Basalt Creek Master Plan 3 MAPS LOCAL ROADS.pdf; TSP Figure 29 Slide 46 Existing Conditions Environ. 3-2024.pdf; TSP Slide 45 NATURAL RESOURCES 3-2024.pdf; TSP MAPS 9 12 18 & 19.pdf; Tualatin Natural Resource MAPS 72-1 & 72-3 Ord 1418-19.pdf;

Per my other email.

Steve Koper
Interim Director
Community Development
Phone: 503.691.3028
tualatinoregon.gov

From: G Lucini <grluci@gmail.com>
Sent: Wednesday, March 19, 2025 6:07 PM
To: Transportation System Plan (TSP) distribution group <TSP@tualatin.gov>
Subject: Fwd: Comments on the Proposed TSP - For Public Record

From: **G Lucini** <grluci@gmail.com>
Date: Wed, Mar 19, 2025 at 6:05 PM
Subject: Comments on the Proposed TSP - For Public Record
To: City Council <council@tualatin.gov>, Frank Bubenik <fbubenik@tualatin.gov>, Valerie Pratt <VPratt@tualatin.gov>, Bridget Brooks <bbrooks@tualatin.gov>, Maria Reyes <mreyes@tualatin.gov>, Christen Sacco <csacco@tualatin.gov>, Cyndy Hillier <chillier@tualatin.gov>, <ogonzalez@tualatin.gov>
Cc: <dschull@tualatin.gov>, John Lucini <jwluci@gmail.com>

We are taking this opportunity to comment upon the proposed TSP Update for the City of Tualatin. We are residents and property owners in the unincorporated Washington County Basalt Creek Area- within the City of Tualatin's Land Use Planning responsibilities. Our home is located within the Basalt Creek Canyon. We are directly and indirectly impacted by the City of Tualatin's proposed TSP. We participated in the development of the 2019 Revised TSP (listed in acknowledgements). We also participated in person and online Public Outreach Events for the current Update. It appears the scope of transportation

issues has broadened- now including several issues impacting the Basalt Creek Area which were not previously presented in the more recent Outreach Events.
Our comments are based upon the documents posted on 3-15-2025 to the City's website
https://www.tualatinoregon.gov/communitydevelopment/transportation-system-plan

Effective decision making for Land Use Planning- such as the proposed major transportation plan, should be based upon relevant, accurate, fact-based information and the information shall be contained in the plan document or in supporting documents. The plans and actions related to land use shall be consistent with each other.

It should be noted; the existing TSP was adopted by the City in 2014- prior to the inclusion of the Basalt Creek Area into the City's Land Use Planning Jurisdiction. The City gained Land Use Planning responsibilities for the Basalt Creek Area later-in 2018.
After the adoption of the Basalt Creek Concept Plan in 2018, the City changed the future land use zoning designation for the 330 acres of lands in the Basalt Creek Area from primarily rural to urban and to future residential, industrial and neighborhood commercial.

Assessments and analysis for forecasting the future transportation needs within the Basalt Creek Area and interconnections with the surrounding region should have changed dramatically after 2018. Yet, the majority of the supporting assessments and analysis for the proposed TSP- as posted to the City's website- are dated 2013. The Existing Conditions Report dated 2013 does not provide clear standard or sufficient information inclusive of the Basalt Creek Area. The 2024 Existing Conditions Technical Report does not include sufficient information on the Basalt Creek Area. It is difficult to find clear, standard, informative, accurate, complete assessments and analysis on various existing constraints, conditions or natural resources within the Basalt Creek Area.

We present FOUR main issues relating to appropriate transportation planning for the Basalt Creek Area- to address all types of codified zoning designations (not just industrial), the City has adopted for urbanization of the Basalt Creek Area and transportation needs.

#1 FOR SAFETY CONCERNS -*WE SUPPORT AND ENCOURAGE ADOPTION OF ACTIONS DECREASING THE SPEED LIMIT FROM 45 MPH TO 35 MPH FROM NORWOOD SOUTH TO THE I-5 INTERCHANGE ON SW BOONES FERRY ROAD*

#2 DOES THE CITY INTEND TO REMOVE THE CURRENT MEMORIALIZATION AND FUTURE PRESERVATION OF VEHICULAR ACCESS TO BUILDABLE ACREAGE CURRENTLY ZONED FOR RESIDENTIAL DEVELOPMENT -EAST FROM GRAHAMS FERRY ROAD TO WEST OF BASALT CREEK WETLANDS?

Washington County's existing local roads in the Central Basalt Creek Area were not designed to provide adequate future vehicular access to the changing Land Use Designations created with the adoption of the Basalt Creek Concept Plan by the City of Tualatin.

The Basalt Creek Concept Plan purposefully memorialized local roads west of the Basalt Creek Wetlands to Grahams Ferry Road:

- to address and mitigate inaccessibility caused by dated design of existing local County road and challenges created by the local topography and environmental constraints
- to plan for future development- both residential and industrial per the City's Land Use Designations.
- to address and mitigate potential phasing and sequencing issues for the provision of future Public Services to future residential development which will require transit through the industrial development to Grahams Ferry Road

PLEASE SEE ATTACHMENT:

- BASALT CREEK CONCEPT PLAN LOCAL STREETS & INFRASTRUCTURE EXHIBIT 2 Ord 1418-19 PGS 35, 46 & 47

Based upon the proposed TSP it is not clear:

- how the City will effectively ensure future vehicular access to the west side of the park to provide timely provision of Police, Emergency Services, Construction, Maintenance Refuge Removal, or Public access (to be determined in future Master Plan)
- how the City intends to locate associated infrastructure normally installed along roads such as water, sewer or stormwater- to the future park lands on the west side of the wetlands.

It is also important to note, the City of Tualatin has already purchased 13+ acres of residentially zoned land in the Basalt Creek Canyon and wetlands.

- These lands currently have vehicular access from Boones Ferry Road.
- But the Basalt Creek wetlands canyon walls bisect the park constraining vehicular access to the western side of the future park.
- City staff had previously identified and presented the need for future vehicular access to the west side of the future park:
    - During the staff presentation and supporting justification for the purchase of the future park lands- included a map showing future local road providing vehicular access to the western side of the future park
    - As part of the 2024 adoption of the Parks and Recreation Basalt Creek Master Plan which also included two maps indicating a future local road providing vehicular access to the western side of the future park

PLEASE SEE ATTACHMENTS:

- PARKS & RECREATION BASALT CREEK MASTER PLAN ADOPTED 2024 (THREE MAPS LOCAL ROADS)

We are requesting the City's proposed TSP continue to memorialize the City's existing and thoughtful Land Use Planning- to ensure the future Public Service of vehicular access to the buildable residentially zoned acreage west of the Basalt Creek Wetlands

#3 CLARIFICATION/MODIFICATION IS REQUESTED- FOR PROPOSED AND RECOMMENDED *TRANSPORTATION PROJECT # AT36* – proposed TSP Figures #9, 12, 18 and 19 depict ***Project AT36*** as a slightly meandering new shared use path running in a north-south direction in the central area of the Basalt Creek Area. As depicted, Project #AT 36 is not a broad stroke placeholder - but can be interpreted as a site-specific location for a future Public Path to be constructed.

PLEASE SEE ATTACHMENTS:

- TSP Figures #9, 12, 18 and 19 (FOUR MAPS Project AT36)

The proposed TSP does not provide documentation that sufficient Land Use Planning has been conducted since the 2024 Update of the City of Tualatin Map 11-4 Bicycle and Pedestrian Plan Exhibit 4 TDC Figure 11-4 which includes *"alignment shown is general in nature and not site specific"* for this future Public Trail. This is an important issue-since Figures #9, 12, 18 and 19, depict the location of this project directly into and through 14 acres of wetlands, multiple privately owned properties without addressing and mitigating multiple constraints.

The Basalt Creek Concept Plan adopted by the City of Tualatin Exhibit 2 to Ordinance No. 1418-19 specifically addressed concerns regarding the future location of the north-south trail, *"The two main opportunities for trails within the Basalt Creek Planning Area are a Basalt Creek Canyon Ridge Trail and the I-5 easement Trail, which are shown in Figure 11 as Planning Area Trail Opportunities marked by large light green arrows. When trail alignments are considered in the future, access to the natural resource will not take priority over protection and enhancement."*

PLEASE SEE ATTACHMENTS:

- FIGURE 11-4 BICYCLE AND PEDESTRIAN PLAN EXHIBIT 4 TDC FIGURE 11-4 2024
- PARKS & RECREATION BASALT CREEK MASTER PLAN ADOPTED 2024 (TWO MAPS FUTURE TRAIL)
- BASALT CREEK CONCEPT PLAN BIKES & PED EXHIBIT 2 TO ORDINANCE NO. 1418-19 PGS 37-38
- BASALT CREEK CONCEPT PLAN ENVIRONMENTAL CONSTRAINTS EXHIBIT 2 TO ORDINANCE NO. 1418-19 PG 42

We are requesting the TSP to clearly memorialize within Figures 9, 12, 18 and 19, other relevant maps within the TSP and within the proposed document narrative:

1. *to be consistent with adopted City Figure 11-4 Bicycle and Pedestrian Plan Exhibit 4 TDC Figure 11-4, and the City of Tualatin Parks & Recreation Basalt Creek Master Plan adopted 2024-*
   - *Clearly identify the location for the future Transportation Project # AT36 has not yet been determined,*
   - *and/or "alignment shown is general in nature and not site specific"*
   - *and/or as a broad stroke placeholder straight line*

   until such time as appropriate Land Use Planning is conducted.

2. *OR Removal of Transportation Project # AT36 from the recommended Projects List until such time the City has conducted appropriate Land Use Planning assessments and analysis:*
   - *as to potential impacts upon the environment (including but not limited to water quality and protection/conservation of the wetlands and high valued habitats).*
   - *address and identify plans to mitigate safety issues associated with Public access to large bodies of water*
   - *address and identify additional costs associated with construction near wetlands*
   - *address and mitigate issues caused by construction of a Shared Public bisecting tax lots- limiting accessibility, use, safety, privacy, and enjoyment of the entirety of the tax lots owned by private citizens*

#4 CONCERNS AS TO THE POLICIES, CRITERIA AND ASSESSMENTS UTILIZED TO DEVELOP AND EVALUATE THE TRANSPORTATION PROJECTS IN THIS MAJOR LAND USE DOCUMENT

-AND IF THE ASSESSMENTS UTILIZED CONTAIN CLEAR, STANDARD, COMPLETE, ACCURATE, AND CURRENT FACT-BASED INFORMATION.

As the City Of Tualatin attempts to integrate the urbanization requirements for the Basalt Creek Area into the City's Governing Documents- the proposed TSP appears to ***omit*** several significant and Relevant Land Use Planning Documents pertaining to the development and urbanization of the Basalt Creek Area within the identified list of guiding policies and evaluation criteria of the proposed TSP

A. Missing from the guiding policies list are two significant and relevant State Land Use Planning Goals applicable to urbanization of the Basalt Creek Area or applicable to the entirety of the Planning Area.

1. **LAND USE PLANNING GOAL # 6 (PROTECTIONS FOR AIR, WATER AND LAND RESOURCES QUALITY)**

It seems obvious a major Land Use Transportation Master Plan should address, and document compliance criteria established by the State to maintain or improve potential impacts to natural resources:

- the impacts upon the *quality of air* from vehicular emissions upon all citizens and animals
- the impacts of transportation routes near or into the *quality of water in wetlands* within the entirety of the City's Land Use Planning Jurisdiction

While the proposed TSP does not clearly include compliance to Goal #6 as a guiding policy for the protection of water quality, it is also noteworthy the City of Tualatin has not clearly denoted the type and location of various Natural Resources within the Basalt Creek Area the City has identified for protection within the City's Natural Resource Map 72-1 *Natural Resource Protection Overlay Map*, and Map 72-3 *Significant Natural Resources Map*. These two maps have been adopted into the City's One Map Form of Government, lacking clear, standard, accurate, complete information as to the type and location of Goal 5, Title 3 and/or Title 13 Natural Resources which are known to exist in the Basalt Creek Area.

It is therefore unclear which Natural Resources – if any- in the Basalt Creek Area the City intends to protect and conserve for quality of life for current and future generations, as presented by this proposed Transportation Master Plan and supporting documents.

PLEASE SEE ATTACHMENTS:

- TSP FIG 29 SLIDE 46 “ENVIRONMENTAL RESOURCES”
- TSP SLIDE 45 “NATURAL ”RESOURCES"
- CITY OF TUALATIN 72-1 NATURAL RESOURCE PROTECTION OVERLAY MAP- EXHIBIT 11 TO ORD 1418-19
- CITY OF TUALATIN 72-3 SIGNIFICANT NATURAL RESOURCES MAP - EXHIBIT 11 TO ORD 1418-19
- PARKS & RECREATION BASALT CREEK MASTER PLAN -BASALT CREEK EXISTING CONDITIONS MAP
- BASALT CREEK CONCEPT PLAN ENVIRONMENTAL CONSTRAINTS EXHIBIT 2 TO ORDINANCE NO. 1418-19 PG 42

Inadequate, incomplete, inaccurate identification and documentation of Natural Resources in the Basalt Creek Area –generates questions as to validity of assessment data and prioritization of identified and/or recommended transportation projects for future transportation needs in the Basalt Creek Area.

2. **LAND USE PLANNING GOAL # 8 (LAND USE PLANNING FOR RECREATIONAL NEEDS)**

Why does the proposed TSP fail to include Land Use Planning for Recreational Needs as a guiding policy?

The City of Tualatin has recently purchased land along the Tualatin River for a major water-centered Public Park in the center of town, and in addition to 13 acres of land including steep slopes and wetlands within the Basalt Creek Canyon Area for a future Public Park on the west side of Boones Ferry Road, along with other smaller parcels of land on the east side of Boones Ferry Road in the Basalt Creek Area. These Public parks are near roads which already have severe traffic issues.

Lacking inclusion of Land Use Planning Goal #8 as a guiding policy and upon which the proposed transportation projects should demonstrate compliance with appropriate planning of access to and from the City’s recreational facilities is problematic and should be remedied.

B. **ABSENT FROM THE LIST OF GUIDING POLICIES IN THE PROPOSED TSP PERTINENT TO THE BASALT CREEK AREA:**

Many of the supporting documents from 2013 for the proposed TSP are dated and would not include assessments and reviews based upon current local Land Use Plans/Policies pertinent to the Basalt Creek Area. The proposed TSP should be consistent with, and current Master Plans the City adopted to guide the urbanization of the Basalt Creek Area for successful eventual integration into the City of Tualatin.

Numerous maps included within the proposed TSP contain incomplete, inaccurate, out-of-date information pertaining to the Basalt Creek Area- indicating incomplete inclusion of fact-based information documented within the City’s adopted Basalt Creek Master Plans.

1. **BASALT CREEK CONCEPT PLAN,** Adopted under Ordinance 1418-19 in 2019 **-** identifying future land use designations providing guidance for city to plan the urbanization of 330 acres in the Basalt Creek Area -including future local and regional roads
2. **CITY OF TUALATIN PARKS AND RECREATION BASALT CREEK MASTER PLAN,** Adopted under Ordinance 1490-24 in 2024 providing guidance for the planning of future public parks including multiple modes of transportation and interconnections in the Basalt Creek Area and regionally**.** *The proposed TSP should be consistent and supportive of the Basalt Creek Parks and Rec Master Plan, but inconsistencies are noted.*

3. **BASALT CREEK STORMWATER PLAN** Adopted 2024, intended to provide stormwater management for future development -including collection, treatment and discharge of stormwater runoff from roads and other impervious surfaces during the urbanization of the Basalt Creek Area.

The lack of effective integration into the development of the proposed TSP of the assessments and planning information contained within the Basalt Creek Master Plans adopted for the purpose of guiding the urbanization of the Basalt Creek Area is apparent and concerning.

It is not clear if the current and future transportation needs for safe and healthy residential development, recreational development (and vehicular traffic impacts) as well as quality of life needs within the Basalt Creek Area were given sufficient identification as part of the evaluative criteria for project determination – as were projects which encouraged employment opportunities.

A response to our concerns would be appreciated.

Respectfully submitted,
John and Grace Lucini
23677 SW Boones Ferry Road Tualatin OR 97062

Outlook

[Draft] Re: Comments Tualatin Proposed TSP-Basalt Creek Area-For Public Record

From

To Steve Koper <skoper@tualatin.gov>; Aquilla Hurd-Ravich <ahurd-ravich@tualatin.gov>; Cody Field <cfield@tualatin.gov>; Mike McCarthy <mmccarthy@tualatin.gov>

From: Steve Koper <skoper@tualatin.gov>
Sent: Monday, June 23, 2025 1:31 PM
To: Aquilla Hurd-Ravich <ahurd-ravich@tualatin.gov>; Erin Engman <eengman@tualatin.gov>; Cody Field <cfield@tualatin.gov>; Mike McCarthy <mmccarthy@tualatin.gov>
Subject: Re: Comments Tualatin Proposed TSP-Basalt Creek Area-For Public Record

Thanks! Got it.

Steve

Steve Koper
Assistant Director
Community Development
Phone: 503.691.3028
tualatinoregon.gov

From: Aquilla Hurd-Ravich <ahurd-ravich@tualatin.gov>
Sent: Sunday, June 22, 2025 4:52 PM
To: Steve Koper <skoper@tualatin.gov>; Erin Engman <eengman@tualatin.gov>; Cody Field <cfield@tualatin.gov>; Mike McCarthy <mmccarthy@tualatin.gov>
Subject: Fw: Comments Tualatin Proposed TSP-Basalt Creek Area-For Public Record

Forwarding Graces comments.

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From: G Lucini <grluci@gmail.com>
Sent: Saturday, June 21, 2025 1:27:03 PM
To: Aquilla Hurd-Ravich <ahurd-ravich@tualatin.gov>
Cc: John Lucini <jwluci@gmail.com>; Council <council@tualatin.gov>; Frank Bubenik <fbubenik@tualatin.gov>; Valerie Pratt <vpratt@tualatin.gov>; Bridget Brooks <bbrooks@tualatin.gov>; Maria Reyes <mreyes@tualatin.gov>; Octavio Gonzalez <ogonzalez@tualatin.gov>; Christen Sacco <csacco@tualatin.gov>; Cyndy Hillier <chillier@tualatin.gov>; Dustin Schull <dschull@tualatin.gov>
Subject: Comments Tualatin Proposed TSP-Basalt Creek Area-For Public Record

Welcome back Aquilla!

We noticed within the Informational Packet for the Planning Commission Meeting on 6-18-2025 the proposed City of Tualatin TSP was presented for review and for recommendations to the City Council.

Since the City's Transportation Planning impacts the successful planning and implementation of the urbanization of the Basalt Creek Area (for which the City is responsible), as residents and property owners within the Basalt Creek Area within the City's Land Use Planning Jurisdiction, we submitted our comments regarding the proposed TSP to the City's Planning Department on 3-19-2025 via email. (attached below)

> On 3-21-2025 we received an email from City staff (with copies sent from the City to Steve Koper and Mike McCarthy) acknowledging receipt of our comments regarding the proposed TSP. (attached below)

The Informational Packet as posted for the 6-18-2025 Planning Commission Meeting included several exhibits supporting the proposed TSP- including **Exhibit 5 - Public Comments.pdf (4.40 MB) which contained copies of various Citizen Comments and Submissions to the City regarding the proposed TSP.**

> Yet, Exhibit 5 Public Comments did not include a copy or summary of the comments we had submitted to the City on 3-19-2025- several weeks prior to the Planning Commission Meeting on 6-18-2025 and in sufficient time for inclusion within the Informational Packet presented to the 6-18-25 Planning Commission Meeting.
>
> We do not know if only our comments regarding the proposed TSP were not included within Exhibit 5-Public Comments, or if comments by other citizens were also not included within the document intended to indicate effective Public Involvement /Statewide Planning Goal #1 for this major Land Use Planning document.
>
> It is unfortunate that our concerns may not have been effectively disseminated to the appropriate decision-making bodies, and the members of the Planning Commission may not have been provided with all relevant information upon which to make truly informed fact-based decisions.

We note the proposed TSP as presented within the Informational Packet for the Planning Commission, **continues to lack clear, thorough and effective guidance to ensure the provision of safe and effective transportation plans throughout the Basalt Creek Area (within the City's Land Use Planning Jurisdiction):**

- which has multiple topographic, geological and environmental land use planning, development, and transportation challenges (including -but not limited to- steep slopes, basalt rock, and acres of Federally Identified Wetlands)

- where the City has declared multiple land use zoning designations within close proximity -to meet both residential and industrial/manufacturing development but with differing transportation planning needs.

- where the City has purchased 13+ acres of land for a future public park-which is land locked on 3 sides-and with wetlands bisecting the property -with no ensured provision of vehicular access to the western portion of the park clearly presented in the proposed TSP.

  Previous City Maps (including the 2018 Basalt Creek Concept Plan and the City's 2024 Basalt Creek Parks & Recreation Master Plan) identified future local roads providing vehicular access to the western portion of the City's 13+ acres of future park. However, these local roads are no longer identified or memorialized in the proposed TSP.

We are re-submitting a copy of our 3-19-2025 submission in this email-in hopes our comments and concerns will be included within the City's next and subsequent submissions to a decision-making body regarding the proposed TSP.

Please let us know if you have questions regarding our submission or would like to have additional information or recommendations for resolution.

We are interested in learning if the City has reviewed our concerns or has taken actions to resolve the issues we presented regarding the proposed TSP as presented in March 2025.

Respectfully submitted,

John & Grace Lucini
23677 SW Boones Ferry Road Tualatin OR 97062

See Attachments:

2025 3-21 ACK City Tualatin Receipt-- Lucini Comments Proposed TSP-For Public Record

2025 3-19 Lucini Comments Proposed TSP-For Public Record- Tualatin Planning Dept, Tualatin City Council, Tualatin Parks & Recreation

Google Links to Attachments Submitted within 3-19-2025 Citizen Comments for Public Record:

- Basalt Creek Concept Plan Bike & Ped Exhibit 2 Ord No. 1418-19 pg 37 & 38.pdf
- Basalt Creek Concept Plan Enviromental Constraints Exhibit 2 Ord No. 1418-19 pg 42.pdf
- Basalt Creek Concept Plan Local Streets & Infrastructure Exhibit 2 Ord No. 1418-19 35, 46&47.pdf
- Figure 11-4 Exhibit 4 TDC Bicycle & Ped Plan 2024.pdf
- Parks & Rec 2024 Basalt Creek Master Plan 2 MAPS FUTURE TRAIL.pdf
- Parks & Rec 2024 Basalt Creek Master Plan 3 MAPS LOCAL ROADS.pdf
- Parks & Rec 2024 Basalt Creek Master Plan EXISTING CONDITIONS.pdf
- TSP Figure 29 Slide 46 Existing Conditions Environ. 3-2024.pdf
- TSP MAPS 9 12 18 & 19.pdf

TSP Slide 45 NATURAL RESOURCES 3-2024.pdf

Tualatin Natural Resource MAPS 72-1 & 72-3 Ord 1418-19.pdf

Outlook

FW: Status of TSP and Other Matters

From Mike McCarthy <mmccarthy@tualatin.gov>
Date Thu 12/26/2024 4:47 PM
To Cody Field <cfield@tualatin.gov>; Steve Koper <skoper@tualatin.gov>; Kim McMillan <kmcmillan@tualatin.gov>; Erin Engman <eengman@tualatin.gov>; Abby McFetridge <Amcfetridge@tualatin.gov>
Cc Mike McCarthy <mmccarthy@tualatin.gov>

FYI – Here is a comment received for the TSP.

I will be drafting a response – feel free to send me any thoughts you have on a response.

Thanks,

Mike McCarthy
Tualatin City Engineer
Phone: 503.691.3674
Cell: 971.666.0000

From: Linda Simmons <lcsimmon1017@gmail.com>
Sent: Sunday, December 22, 2024 10:39 AM
To: Mike McCarthy <mmccarthy@tualatin.gov>
Subject: Status of TSP and Other Matters

Mike,
When will the City Council act on the updated TSP?

Also, I'm still hoping the City will address the absence of a back exit from Victory Woods. You, the mayor and I briefly spoke about the possibility of providing a one-lane exit only to Grahams Ferry so that homeowners have a way to get to a signal at Ibach or down to Day Road. I believe the location of the new signal location on Boones Ferry is a better solution than Norwood, however, with the increase in apartments and single dwelling homes there still exists safety issues and difficulty in exiting from Iowa.

Finally, with students now parking along Boones Ferry from the High School up to Iowa street this presents additional visibility issues when cars are attempting to exit from Iowa. At a minimum it would be helpful if the city would paint the bump-out yellow to prohibit cars from parking on the curve.

Thank you, Mike

Linda Simmons
22920 SW Miami Pl
Tualatin

Outlook

Fw: 86th Ave off Sagert

From Cody Field <cfield@tualatin.gov>
Date Wed 6/18/2025 10:49 AM
To Steve Koper <skoper@tualatin.gov>; Erin Engman <eengman@tualatin.gov>

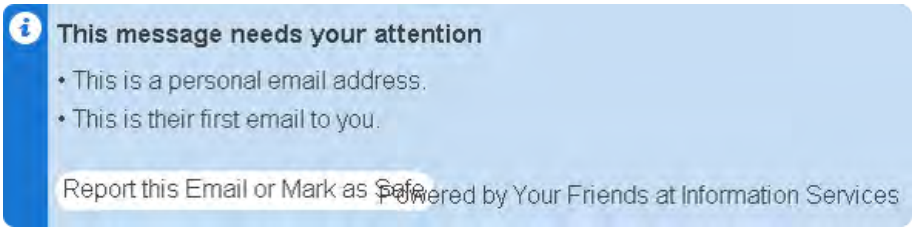
Hi Steve and Erin,

Forwarding you this email regarding an easement at 86th Ave and Sagert. This came through the TSP inbox, but I'm not sure if it's really a transportation issue.

Thanks!

Cody Field (He/Him)
Policy Analyst
Phone: 503.691.3032

From: Brandon y <yeep740@hotmail.com>
Sent: Wednesday, June 18, 2025 10:21 AM
To: Transportation System Plan (TSP) distribution group <TSP@tualatin.gov>
Subject: 86th Ave off Sagert



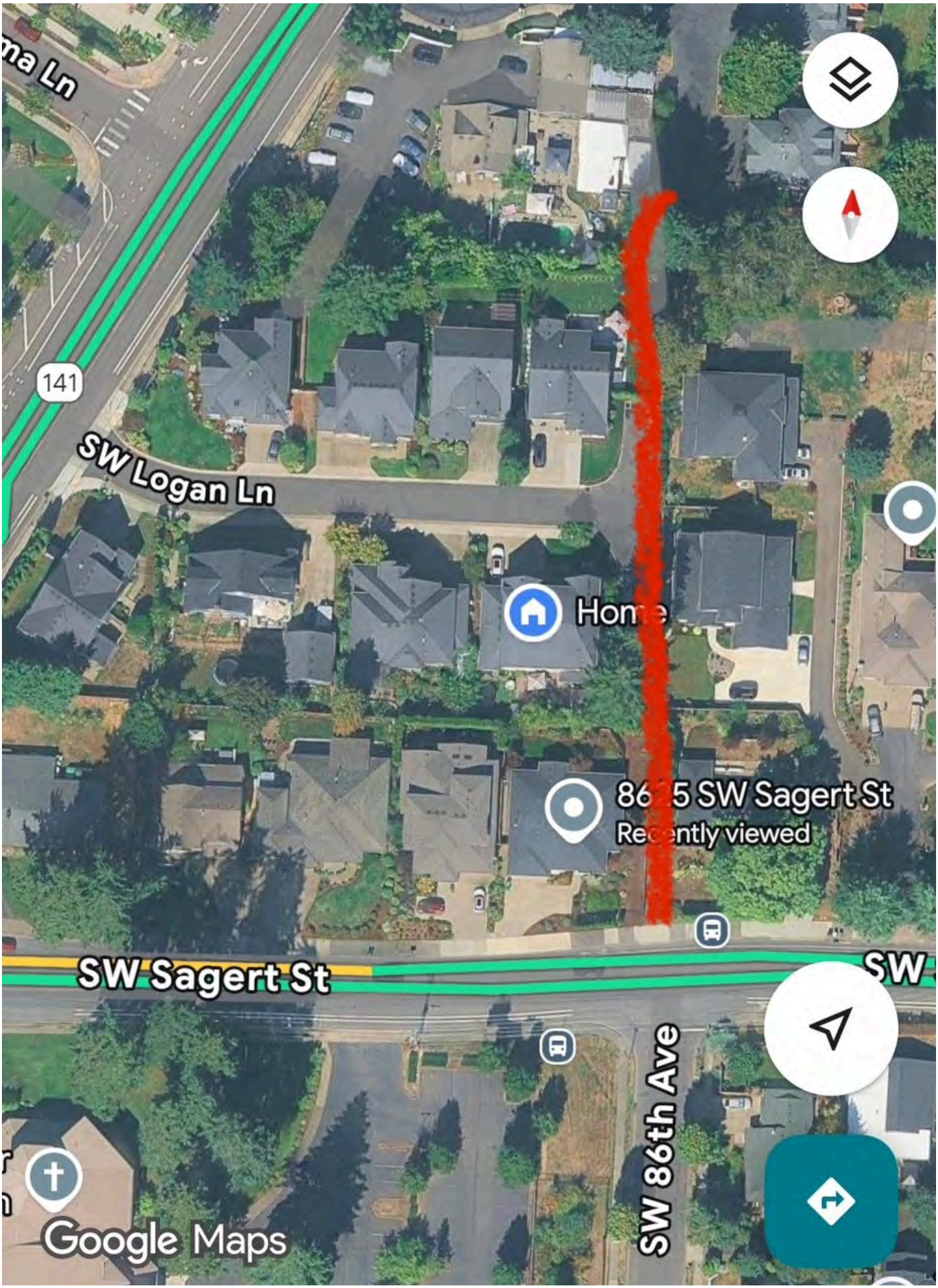
Hello,

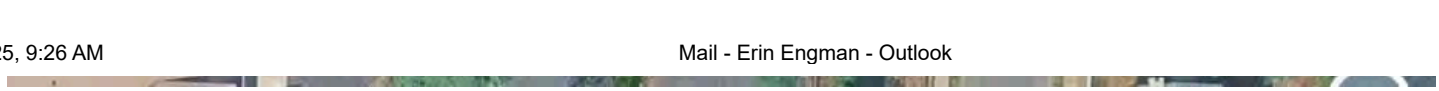
I live off of Logan lane and we currently have an easement/right-away at the end of our street. It was originally there for a potential building for our area. Since its creation all the surrounding property's have been built on and the need for that easement/86th Ave is not needed.

I would like to propose the rezoning of this rig by-a-way.

Thank you for your consideration and please let me know if there are any questions.

Brandon Yee
8614 sw Logan lane
Tualatin OR 97062
503.740.1964


141
SW Logan Ln
Home
SW Sagert St
SW 86th Ave
Recently viewed
Google Maps



Sent from my iPhone

Erin Engman

From: Aquilla Hurd-Ravich
Sent: Monday, July 28, 2025 4:13 PM
To: Erin Engman
Subject: FW: Comments Tualatin Proposed TSP-Basalt Creek Area-For Public Record

I should have forwarded this one to you. Can you add it to the public comment pdf?

Aquilla Hurd-Ravich (She/Her)
Community Development Director
Phone: 503.691.3036

From: G Lucini <grluci@gmail.com>
Sent: Wednesday, July 2, 2025 7:49 PM
To: Aquilla Hurd-Ravich <ahurd-ravich@tualatin.gov>
Cc: John Lucini <jwluci@gmail.com>; Council <council@tualatin.gov>; Frank Bubenik <fbubenik@tualatin.gov>; Valerie Pratt <vpratt@tualatin.gov>; Bridget Brooks <bbrooks@tualatin.gov>; Maria Reyes <mreyes@tualatin.gov>; Octavio Gonzalez <ogonzalez@tualatin.gov>; Christen Sacco <csacco@tualatin.gov>; Cyndy Hillier <chillier@tualatin.gov>; Dustin Schull <dschull@tualatin.gov>
Subject: Re: Comments Tualatin Proposed TSP-Basalt Creek Area-For Public Record

Thank you Aquilla for providing a timely and informative reply to our concerns... It is greatly appreciated!

We are also very appreciative of being provided Notice of the upcoming City Council Meeting where the proposed TSP is to be presented for review and adoption-- and that the date of the presentation has been delayed to August 11, 2025. Thank you.

We do have follow up questions and concerns from our 3-19-25 TSP Citizen Comments regarding **Concern #2 retaining the memorialization of intent to ensure provision of future local Public Roads and vehicular access to buildable acreage currently zoned for residential development -east from Grahams Ferry Road to the west of Basalt Creek Wetlands- and effective Land Use Planning for future development in the Basalt Creek Area.**

As the City's website states, " The TSP is the legal document to guide transportation planning, policy, and investment in Tualatin", we were hoping the proposed TSP would provide clear guidance as to how the City is planning for the urbanization of the Basalt Creek Area and anticipated transportation needs.

The Basalt Creek Area has been primarily rural, large lot underdeveloped acreage undergoing transition to urban uses with changing land use designations and increased density. The City gained Land Use Planning responsibilities for the hundreds of acres in the area in 2019.

It is still not clear to us-

What are the City's actual Land Use Transportation Plans for the Basalt Creek Area?

Where are future local streets planned for the Basalt Creek Area?

- **which will maximize ability to develop as many of the buildable lands within the Basalt Creek Area as possible- and to ensure future vehicular access as surrounding development progresses.**
- **to plan and provide increased interconnectivity within the Basalt Creek Area and into surrounding areas**
- **thoughtfully planned and documented -for mitigation of safety concerns due to co-minging residential, local and regional commercial/freight traffic as well as future recreational traffic – all within close proximity**
- **while also recognizing and addressing numerous existing conditions which limit, constrain or prohibit future development**
- **City Map 8-3/south Enlargement does not adequately address these Land Use Planning issues**

The Basalt Creek Concept Plan provided a comprehensive transportation plan for the urbanization of the Basalt Creek including maps with generalized locations of future local streets -ensuring future vehicular access to most developable lands which would also allow the provision of other Key Public Services to co-locate along the local streets.

In the following years, City staff have made Public Presentations (as recently as last year) -which have included maps appearing to utilize the locations of future local streets as identified in the Basalt Creek Concept Plan.

However, City Map 8-3/South Enlargement differs significantly from the Transportation Planning adopted within the Basalt Creek Concept Plan (also as exhibit to Ord 1418-19) and the information staff have presented over the past several years. Map 8-3/South Enlargement ***eliminated*** multiple aspects of effective Land Use Transportation Planning provided within the Concept Plan -including guidance for co-location of multiple Public Services; establishing a foundation for effective interconnectivity of streets and neighborhoods; and providing a framework to ensure vehicular access to most lands within the Basalt Creek Area -ensuring Public Services while also facilitating additional development to the currently land-lock acreage.

Due to these discrepancies in the City's Land Use Transportation Planning for Basalt Creek Area- we looked at the proposed TSP to provide the City's stated guidance this document is supposed to provide. Unfortunately, the proposed document provided minimal current assessments, analysis, guidance or identification of numerous roads and transportation infrastructure which will be necessary for the successful development of the Basalt Creek Area.

The proposed TSP and the supporting documents as posted to the City's website -provides little complete, accurate and current information regarding development limitations/challenges within the Basalt Creek Area- including topographical, geological, environmental, and/or State or Federal listed protections of various Natural Resources which exist within the Basalt Creek Area

The proposed TSP does not provide adequate fact- based information on the future location of multiple roads which will be needed throughout the Basalt Creek Area to effectively estimate anticipated infrastructure costs for the provision of other Key Public Services (such as water and sewer) which are usually co-located along local streets-to determine the feasibility of investment in the Basalt Creek Area. This type of information

Inadequate fact-based current information on the local development limitations, constraints and other cost factors for potential future development within the Basalt Creek Area within the proposed TSP does not provide the useful data needed by potential developers to determine the feasibility of a future project in the Basalt Creek Area. It appeared the scope of some of the data

collection and resulting assessments included within supporting documents for the proposed TSP, included lands within the City Limits, and not inclusive of all the land within the City's Land Use Planning responsibilities.

Unfortunately, the proposed TSP has not identified the shortcomings in the City's Transportation Planning for the Basalt Creek Area or discrepancies in the implementation of existing policies- some of which we identified within our 3-19-25, 3-21-25 and within this submission.

Nor does the proposed TSP provide guidance for policy development to ensure all lands within the City's Land Use Planning jurisdiction receive equivalent depth, scope and diligence in future broad based Land Use Planning Actions.

Consequently, the proposed TSP does not fulfill the scope and intent of the legal document- as defined by the City.

As long-time residents and property owners in the Central Basalt Creek Canyon Area, we noticed the proposed TSP lacks sufficient and clear information on the need to plan for a local road system ensuring future vehicular access:

- to maximize buildable residential zone lands east of Grahams Ferry Road and on the west side of the Basalt Wetlands within the Basalt Creek Central Canyon Area.

- which will also require safe and effective planning for transit through the future industrial/manufacturing zone lands- also located east of Graham's Ferry Road.

For many years, as you may remember, we have invested a great deal of time and effort attempting to keep abreast of the City's plans for the urbanization of the Basalt Creek Area. We are aware of the Basalt Creek Concept Plan and participated in its development and Land Use Planning process for the adoption of the document. This same document was later included as an Exhibit in the adoption of the Basalt Creek Comprehensive Plan in 2019 Ord 1418-19.

The Basalt Creek Concept Plan addressed many of our concerns as to the planned provision of future local streets east of Grahams Ferry Road, and west of the Basalt Wetlands. Various maps within the adopted Basalt Creek Concept Plan depicted the planned integration and coordination Land Use Planning of local roads with the provision of other Key Public Services such as water and sewer services to be co-located along many of the local streets within the Area.

The Concept Plan also created and identified general locations for multiple future interconnections for vehicles and other transportation modalities within the Basalt Creek Area- and also into the surrounding areas.

The Plan created a framework for the development of future local roads- providing vehicular access into large acreage where no roads currently exist - facilitating the development of lands which are currently landlocked.

The Basalt Creek Concept Plan- provided clear Land Use Planning guidance based upon future zoning. We have not seen a more recent Land Use Planning Document for the Basalt Creek Area as comprehensive- including fact-based information on the existing local constraints within the Plan. While the City has modified some of the zoning designations in the subsequent years, much of the framework and guidance provided within the Concept Plan is still applicable.

The following maps are from the adopted Basalt Creek Concept Plan – were also included as supporting documents within the City's Basalt Creek Comprehensive Plan in **EXHIBIT 2 TO ORDINANCE 1418-19 BASALT CREEK COMPREHENSIVE PLAN-**

RED ARROWS HAVE BEEN ADDED TO THESE MAPS TO HELP IDENTIFY THE LOCATION OF THE BUILDABLE RESIDENTIAL ACREAGE
- EAST OF GRAHAMS FERRY & WEST OF THE BASALT WETLANDS
- INCLUDING THE MEMORIALIZATION OF PLANNING
FOR FUTURE MULTIPLE INTEGRATED LOCAL STREETS WITHIN THE AREA.

Figure 9- Preferred Transportation Routes -Depicts the General Location Future of Local Streets In The Basalt Creek Area-

Red Arrows to Identify the Future Local Streets Previously Planned for the Central Basalt Creek Canyon Area

The Basalt Creek Concept Plan Included Maps (BELOW) of Additional Key Public Service Conduits for Future Water & Sewer
Many of which are co-located along the Identified Future Local Streets in the Central Basalt Creek Canyon Area.

Figure 15 Water Systems Concept for Basalt Creek Planning Area

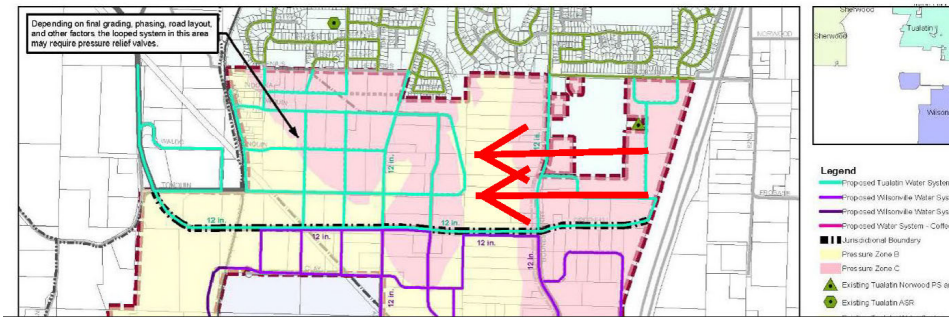
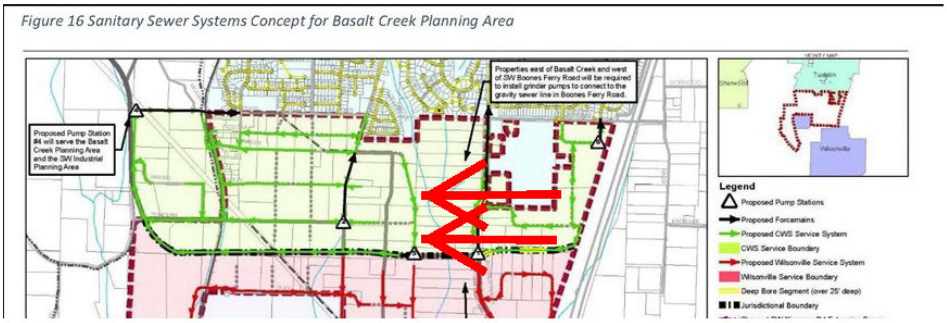


Figure 16 Sanitary Sewer Systems Concept for Basalt Creek Planning Area



After the adoption of the Basalt Creek Concept and Comp Plans, the City as part of various Public presentations- have included maps which identified the general future location of various local streets within the Basalt Creek Area. These maps were consistent with the future location of local streets as shown in various Basalt Creek Concept Maps.

Even within the last year, with the September 2024 adoption of the City's Land Use Master Plan for Basalt Creek Parks and Recreation, included supporting documentation on multiple maps which clearly identified the future general location of multiple interconnected local streets in the Basalt Creek Central Canyon Area -including local future roads east of Grahams Ferry and west of the Basalt Wetlands. These maps were consistent with the information and maps included within the Basalt Creek Concept Plan.

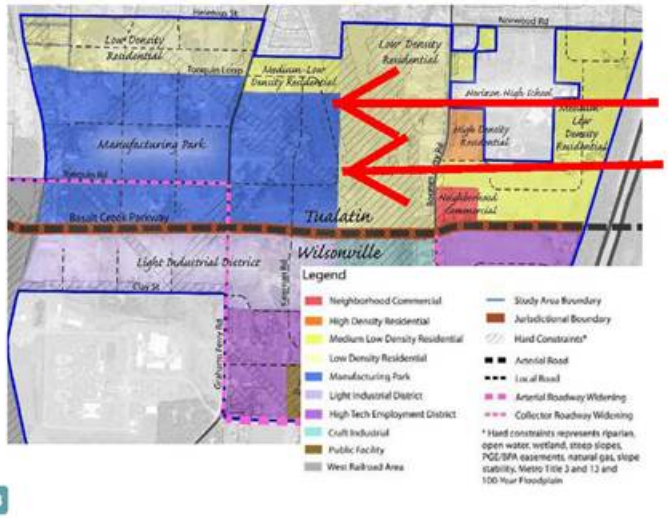
MULTIPLE MAPS PRESENTED BY THE CITY OF TUALATIN (see below)
AS SUPPORTING DOCUMENTS LEADING TO THE ADOPTION OF THE BASALT CREEK PARKS AND RECREATION MASTER PLAN *IN SEPTEMBER 2024*

THESE MAPS IDENTIFY THE GENERALIZED FUTURE LOCATION OF LOCAL STREETS AND VEHICULAR ACCESS PLANNED THROUGHOUT THE BASALT CREEK AREA

RED ARROWS HAVE BEEN ADDED TO THESE MAPS
TO HELP IDENTIFY THE LOCATION
OF THE BUILDABLE RESIDENTIAL ACREAGE - CURRENTLY LANDLOCKED

- EAST OF GRAHAMS FERRY & WEST OF THE BASALT WETLANDS
-INCLUDING THE LANDLOCKED WESTERN PORTION OF THE CITY'S FUTURE PUBLIC PARK

- INCLUDING TRANSPORTATION PLANNING
TO PROVIDE FUTURE MULTIPLE INTEGRATED LOCAL STREETS WITHIN THE AREA



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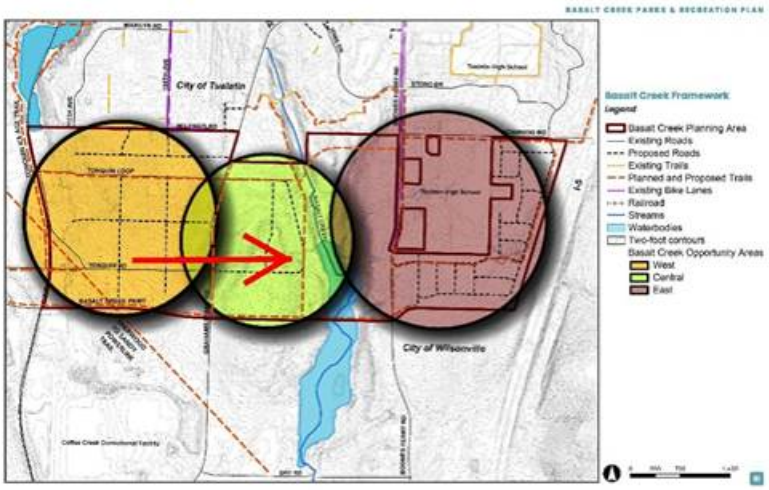
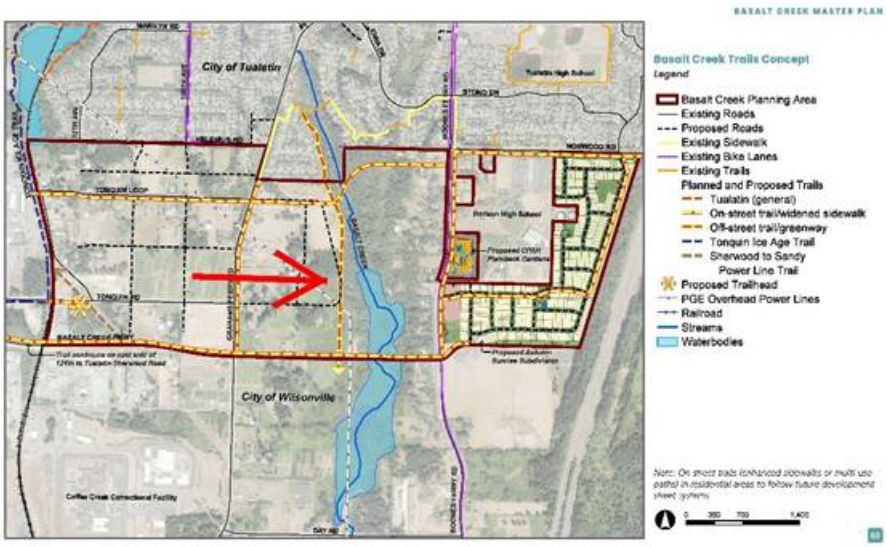




However, at some point in time, the City apparently developed and adopted the Comprehensive Plan Map 8-3/South Enlargement. As depicted in Map 8-3/ South Enlargement (see below).

The information included within this map is not consistent with the guidance provided within the Basalt Creek Concept Plan or in the various maps the City has been subsequently presenting during various Public Meetings. Map 8-3/South Enlargement provides minimal guidance for the siting of future local streets for effective Land Use Planning in the urbanization of the Basalt Creek Area. When compared to the

various maps in the Basalt Creek Concept Plan (and Ord 1418-19) and various subsequent maps provided by the City Map 8-3/South Enlargement

1) identifies only a few number of future streets at the northernmost border of the Basalt Creek Area,

2) little information is provided as to future interconnections -if any- will be made from the few local streets which are identified,

3) most of the local streets below the northernmost portion of the Basalt Creek Area have been removed providing questionable guidance as to the City's Land Use Transportation Planning for the majority of the Basalt Creek Area.

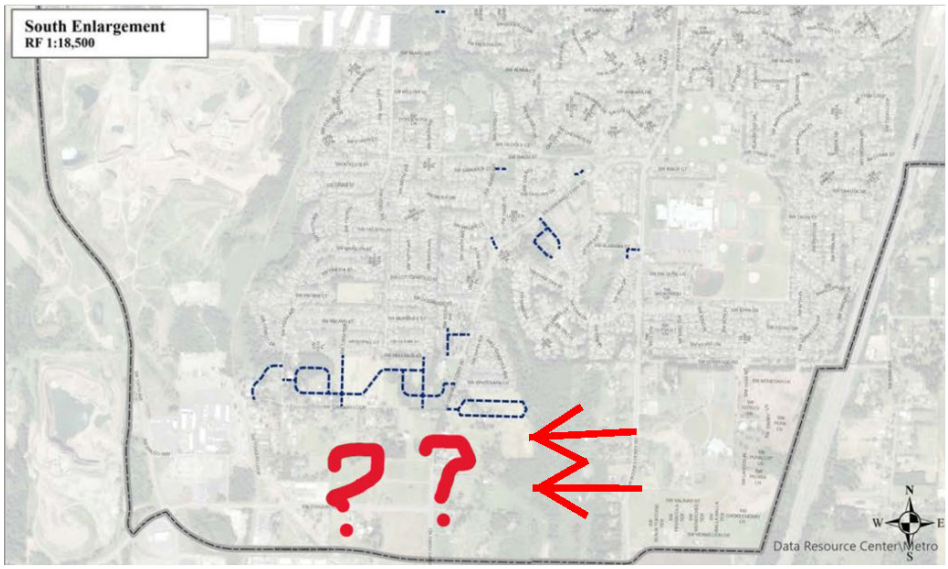
3a) consequently the City no longer clearly identifies previously planned interconnections with existing and future roads, bike paths and pedestrian paths both within the Basalt Creek Area and into the surrounding neighborhoods.

3b)consequently without identified future local streets in the majority of the Basalt Creek Area- little guidance is provided to address and mitigate safety issues with co-mingling pedestrians, bicycles, residential vehicles and local and regional commercial freight vehicles in the Basalt Creek Area where the City intends to have future industrial/manufacturing, residential and recreational development within the same area.

CITY MAP 8-3/ SOUTH ENLARGEMENT

**RED ARROWS HAVE BEEN ADDED TO THE MAP 8-3/ SOUTH ENLARGEMENT (BELOW)
TO HELP IDENTIFY THE LOCATION OF THE BUILDABLE RESIDENTIAL ACREAGE
- EAST OF GRAHAMS FERRY & WEST OF THE BASALT WETLANDS**

**THE CITY OF TUALATIN HAS ALSO PURCHASED FUTURE PUBLIC PARK LAND IN THIS AREA
(THE WESTERN PORTION OF WHICH IS ALSO CURRENTLY LAND LOCKED)**



WHAT HAPPENED TO THE MULTIPLE FUTURE LOCAL STREETS THAT WERE CODIFIED IN THE BASALT CREEK CONCEPT PLAN -PROVIDING CLEAR LAND USE PLANNING THROUGHOUT THE MAJORITY OF THE BASALT CREEK AREA????

THE PREVIOUSLY IDENTIFIED FUTURE LOCAL STREETS ALSO IDENTIFIED AND HELP ENSURE THE FUTURE PROVISION -THROUGHOUT THE BASALT CREEK AREA

- OF THE INTEGRATION OF MULTIPLE PUBLIC SERVICES -WHICH TYPICALLY CO-LOCATE ALONG THE SITING OF FUTURE LOCAL STREETS.

-AND MAXIMIZATION OF DEVELOPMENT OF BUILDABLE ACREAGE CURRENTLY LANDLOCKED FROM VEHICULAR ACCESS

We request additional information/clarification and rationale as to the elimination of the majority of future local roads previously included within the Basalt Creek Concept Plan – which have been eliminated in the City's Map 8-3/South Enlargement for the Central Basalt Creek Canyon Area.

These changes appear to affect the generalized transportation plan for the location, configuration, service area and interconnectivity of the future local road system identified in the Central Basalt Creek Canyon Area – and may negatively impact multiple tax lots and the future development of buildable acreage east of Grahams Ferry Road and west of the Basalt Creek Wetlands.

Clear thoughtful Land Use Planning for the Basalt Creek Area benefits the City, citizens and developers, while also minimizing negative impacts and outcomes.

Respectfully submitted,
John and Grace Lucini
23677 SW Boones Ferry Road Tualatin Oregon 97062

.

On Mon, Jun 30, 2025 at 3:38 PM Aquilla Hurd-Ravich <ahurd-ravich@tualatin.gov> wrote:

Dear Grace,

Thank you again for your comments. I have reviewed your comments with staff who worked on the TSP and have included responses to your concerns below. We will make sure your comments are included in the City Commission packet when it goes to public hearing for adoption. Please note the public hearing for adoption has changed from July 14 to August 11, 2025.

Sincerely,

Aquilla

#1 FOR SAFETY CONCERNS -*WE SUPPORT AND ENCOURAGE ADOPTION OF ACTIONS DECREASING THE SPEED LIMIT FROM 45 MPH TO 35 MPH FROM NORWOOD SOUTH TO THE I-5 INTERCHANGE ON SW BOONES FERRY ROAD*

RESPONSE: A Speed limit is set by the jurisdiction with road authority making a request to the state who then does an investigation to conclude an appropriate speed limit. At this time Washington County is the road authority for Boones Ferry Road.

#2 DOES THE CITY INTEND TO REMOVE THE CURRENT MEMORIALIZATION AND FUTURE PRESERVATION OF VEHICULAR ACCESS TO BUILDABLE ACREAGE CURRENTLY ZONED FOR RESIDENTIAL DEVELOPMENT -EAST FROM GRAHAMS FERRY ROAD TO WEST OF BASALT CREEK WETLANDS?

RESPONSE: The proposed TSP amendments do not include modifications to Comprehensive Plan Map 8-3 (Local Street Plan) in the Basalt Creek area. This map is implemented through developments that require application of TDC 74.410(2) Future Street Extensions. Note street locations shown on Map 8-3 are not exact and that per TDC 74.410(2), proposed streets must comply with the *general* location, orientation and spacing shown on the map.

#3 CLARIFICATION/MODIFICATION IS REQUESTED- FOR PROPOSED AND RECOMMENDED

RESPONSE: The proposed TSP amendments do not include modifications to Comprehensive Plan Map 8-4 (Bicycle and Pedestrian Plan) or Development Code Map 72-2 (Greenway Development Plan and Path Locations) are not proposed to be changed in the Basalt Creek. Any maps in the draft TSP document (e.g. Figures #9, 12, 18 and 19) are illustrative. Comprehensive Plan Map 8-4 and Development Code Map 72-2 are the regulatory maps that are used as the basis for determining future bicycle and pedestrian infrastructure improvements.

#4 CONCERNS AS TO THE POLICIES, CRITERIA AND ASSESSMENTS UTILIZED TO DEVELOP AND EVALUATE THE TRANSPORTATION PROJECTS IN THIS MAJOR LAND USE DOCUMENT -AND IF THE ASSESSMENTS UTILIZED CONTAIN CLEAR, STANDARD, COMPLETE, ACCURATE, AND CURRENT FACT-BASED INFORMATION.

RESPONSE: The draft TSP's conformance with statewide land use planning goals are addressed in the findings and analysis, a draft of which is available here. The documents cited (Basalt Creek Concept Plan, Basalt Creek Parks and Recreation Plan, and Stormwater Master Plan) have all been adopted into the Comprehensive Plan by reference through previous Ordinances. The draft TSP and its goals and policies have been reviewed against the Comprehensive Plan Goals and Policies and have been deemed to be consistent, as also addressed in the findings and analysis.

Aquilla Hurd-Ravich (She/Her)
Community Development Director
Phone: 503.691.3036

From: G Lucini <grluci@gmail.com>
Sent: Saturday, June 21, 2025 1:27 PM
To: Aquilla Hurd-Ravich <ahurd-ravich@tualatin.gov>
Cc: John Lucini <jwluci@gmail.com>; Council <council@tualatin.gov>; Frank Bubenik <fbubenik@tualatin.gov>; Valerie Pratt <vpratt@tualatin.gov>; Bridget Brooks <bbrooks@tualatin.gov>; Maria Reyes <mreyes@tualatin.gov>; Octavio Gonzalez <ogonzalez@tualatin.gov>; Christen Sacco <csacco@tualatin.gov>; Cyndy Hillier <chillier@tualatin.gov>; Dustin Schull <dschull@tualatin.gov>
Subject: Comments Tualatin Proposed TSP-Basalt Creek Area-For Public Record

Welcome back Aquilla!

We noticed within the Informational Packet for the Planning Commission Meeting on 6-18-2025 the proposed City of Tualatin TSP was presented for review and for recommendations to the City Council.

Since the City's Transportation Planning impacts the successful planning and implementation of the urbanization of the Basalt Creek Area (for which the City is responsible), as residents and property owners within the Basalt Creek Area within the City's Land Use Planning Jurisdiction, we submitted our comments regarding the proposed TSP to the City's Planning Department on 3-19-2025 via email. (attached below)

> On 3-21-2025 we received an email from City staff (with copies sent from the City to Steve Koper and Mike McCarthy) acknowledging receipt of our comments regarding the proposed TSP. (attached below)

The Informational Packet as posted for the 6-18-2025 Planning Commission Meeting included several exhibits supporting the proposed TSP- including **Exhibit 5 - Public Comments.pdf (4.40 MB) which contained copies of various Citizen Comments and Submissions to the City regarding the proposed TSP.**

> Yet, Exhibit 5 Public Comments did not include a copy or summary of the comments we had submitted to the City on 3-19-2025- several weeks prior to the Planning Commission Meeting on 6-18-2025 and in sufficient time for inclusion within the Informational Packet presented to the 6-18-25 Planning Commission Meeting.
>
> We do not know if only our comments regarding the proposed TSP were not included within Exhibit 5-Public Comments, or if comments by other citizens were also not included within the document intended to indicate effective Public Involvement /Statewide Planning Goal #1 for this major Land Use Planning document.

It is unfortunate that our concerns may not have been effectively disseminated to the appropriate decision-making bodies, and the members of the Planning Commission may not have been provided with all relevant information upon which to make truly informed fact-based decisions.

We note the proposed TSP as presented within the Informational Packet for the Planning Commission, **continues to lack clear, thorough and effective guidance to ensure the provision of safe and effective transportation plans throughout the Basalt Creek Area (within the City's Land Use Planning Jurisdiction):**

- which has multiple topographic, geological and environmental land use planning, development, and transportation challenges (including -but not limited to- steep slopes, basalt rock, and acres of Federally Identified Wetlands)
- where the City has declared multiple land use zoning designations within close proximity -to meet both residential and industrial/manufacturing development but with differing transportation planning needs.
- where the City has purchased 13+ acres of land for a future public park-which is land locked on 3 sides-and with wetlands bisecting the property -with no ensured provision of vehicular access to the western portion of the park clearly presented in the proposed TSP.

Previous City Maps (including the 2018 Basalt Creek Concept Plan and the City's 2024 Basalt Creek Parks & Recreation Master Plan) identified future local roads providing vehicular access to the western portion of the City's 13+ acres of future park. However, these local roads are no longer identified or memorialized in the proposed TSP.

We are re-submitting a copy of our 3-19-2025 submission in this email-in hopes our comments and concerns will be included within the City's next and subsequent submissions to a decision-making body regarding the proposed TSP.

Please let us know if you have questions regarding our submission or would like to have additional information or recommendations for resolution.

We are interested in learning if the City has reviewed our concerns or has taken actions to resolve the issues we presented regarding the proposed TSP as presented in March 2025.

Respectfully submitted,

John & Grace Lucini

23677 SW Boones Ferry Road Tualatin OR 97062

See Attachments:

2025 3-21 ACK City Tualatin Receipt-- Lucini Comments Proposed TSP-For Public Record

2025 3-19 Lucini Comments Proposed TSP-For Public Record- Tualatin Planning Dept, Tualatin City Council, Tualatin Parks & Recreation

Google Links to Attachments Submitted within 3-19-2025 Citizen Comments for Public Record:

Basalt Creek Concept Plan Bike & Ped Exhibit 2 Ord No. 1418-19 pg 37 & 38.pdf

Basalt Creek Concept Plan Enviromental Constraints Exhibit 2 Ord No. 1418-19 pg 42.pdf

Basalt Creek Concept Plan Local Streets & Infrastructure Exhibit 2 Ord No. 1418-19 35, 46&47.pdf

Figure 11-4 Exhibit 4 TDC Bicycle & Ped Plan 2024.pdf

Parks & Rec 2024 Basalt Creek Master Plan 2 MAPS FUTURE TRAIL.pdf

Parks & Rec 2024 Basalt Creek Master Plan 3 MAPS LOCAL ROADS.pdf

Parks & Rec 2024 Basalt Creek Master Plan EXISTING CONDITIONS.pdf

TSP Figure 29 Slide 46 Existing Conditions Environ. 3-2024.pdf

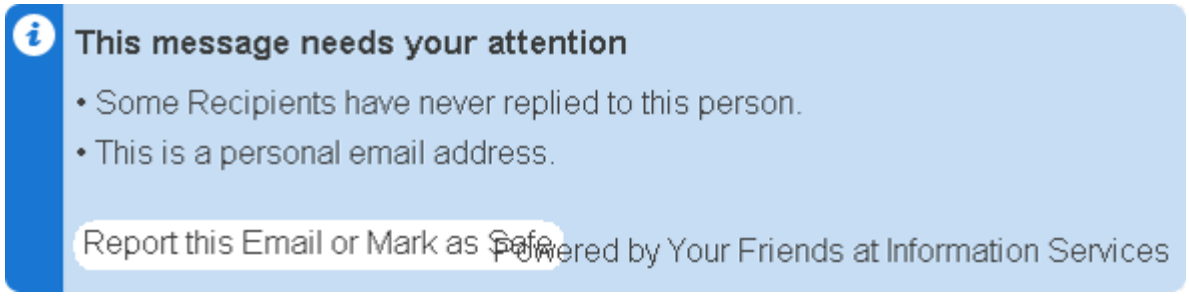
TSP MAPS 9 12 18 & 19.pdf

TSP Slide 45 NATURAL RESOURCES 3-2024.pdf

Tualatin Natural Resource MAPS 72-1 & 72-3 Ord 1418-19.pdf

Erin Engman

From: lindongmei@gmail.com on behalf of Magda Mao <magda.ldm@gmail.com>
Sent: Monday, July 28, 2025 2:08 PM
To: Transportation System Plan (TSP) distribution group; Ext - Planning; Council
Subject: Comments submitted via the TSP online form were not considered!



Hello,
I just reviewed the June 18th, Planning Commision meeting packet and recorded video. The meeting packet included public comments and city staff's recommendations to address the concerns raised in the comments. However, it looks like all of the public comments included in the meeting packet (Exhibit 5 - Public Comments.pdf) were received by city emails. During the public comment period, several methods were open for public comments, including an online form which is now closed. The online form was through the TSP's website. I specifically recall that I submitted comments to the draft TSP through the online form. However, it doesn't look like any comments received through methods other than emails were included and considered in the process.

I also reviewed the meeting agenda and packet for the July 17th, 2025 City Council Meeting. It seems the Exhibit 2 - Public Comments.pdf was almost identical to Exhibit 5 for the 6/18 Planning Commision Meeting, with a few additional comments received through emails. It still doesn't seem any comments received through other methods were included.

I urge the city staff review and publish all the comments received to the Draft TSP from all methods and provide responses to address any concerns other than the ones being raised in the emails. I ask the city council to delay the adoption of the TSP until all comments are thoroughly reviewed and addressed.

Please consider this email as a written public comment to the 8/11 City Council Meeting.

From: Cody Field <cfield@tualatin.gov>
Sent: Thursday, July 10, 2025 1:02 PM
Cc: Steve Koper <skoper@tualatin.gov>; Mike McCarthy <mmccarthy@tualatin.gov>
Subject: City of Tualatin Transportation System Plan Adoption Schedule - Upcoming Meetings

Good afternoon,

Thank you for your continued interest in the Tualatin Transportation System Plan. I am writing to provide an update on the next steps for Transportation System Plan (TSP) adoption.

On Monday, July 14, staff will present at the City Council work session, to provide an overview of the draft TSP and a recap of the process to date. This meeting will provide Council with an opportunity to ask questions and share their thoughts regarding the TSP, ahead of adoption. The Council work session will begin at 5:00 p.m. The meeting packet is currently available online on the City's website: mccmeetings.blob.core.usgovcloudapi.net/tualtnor-pubu/MEET-Packet-9464912a73154e058cdbf9726c89abb7.pdf

On Monday, August 11, staff will present the Planning Commission's recommendation that the Council formally adopt the TSP. This will take place at the regular Council meeting beginning at 7:00 p.m. Meeting materials should be available a week in advance.

Please contact us if you have any questions regarding this process.

Thank you!

CITY of TUALATIN

Cody Field (He/Him)
Policy Analyst
Community Development
Phone: 503.691.3032
tualatinoregon.gov

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mhorn001@gmail.com
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The Times07/24/25

Exhibit 6 - Public Notice

NOTICE OF HEARING - CITY OF TUALATIN, OREGON

NOTICE IS HEREBY GIVEN that a public hearing will be held before the Tualatin City Council at 7:00 p.m., Monday, August 11, 2025, at the Tualatin Service Center.

You are invited to attend and participate in the public hearing.

The City of Tualatin is proposing a Plan Text and Map Amendment that would adopt the 2045 Transportation System Plan (TSP) as a supporting document to the Comprehensive Plan. The proposed amendments would also update Comprehensive Plan Chapter 8 (Transportation), Comprehensive Plan Maps, and various chapters of the Development Code Chapters with the document. Local File Nos. PTA 25-0001 and PMA 25-0001.

The public is invited to comment by e-mail, writing or by testifying at the hearing. Written comments can be made by email to planning@tualatin.gov or submitted at the hearing. Failure to raise an issue at the hearing or in writing or to provide sufficient specificity to afford the City Council an opportunity to respond to the issue precludes appeal to the Land Use Board of Appeals (LUBA). Legislative hearings begin with the Mayor opening the hearing, presentation of the staff report, public testimony, questions of staff or anyone who testified by Council, after which the Mayor closes the public hearing, and Council may then deliberate to a decision and a motion would be made to either approve, deny, or continue the public hearing. The time of individual testimony may be limited.

For those who would prefer to make verbal comment at the hearing, there are two options:

- **Zoom teleconference.** Instructions on how to provide comment will be provided during the meeting itself.
  - Full instructions and a current link are available at: https://www.tualatinoregon.gov/citycouncil/council-meetings
- **Attend in person at the Tualatin Service Center** at 10699 SW Herman Road in Tualatin

To view application materials visit: https://www.tualatinoregon.gov/planning/pta-25-0001-and pma-25-0001-2045-tsp-adoption

A staff report will be available seven days prior to the public hearing. This meeting and any materials being considered can be made accessible upon request.

To grant the amendment, Council must find the proposal meets the applicable criteria of the Oregon Statewide Planning Goals, Oregon Administrative Rules Chapter 660: Division 12, Oregon Highway Plan, Metro Code, and Tualatin Development Code Section 33.070.

CITY OF TUALATIN, OREGON

Published July 24, 2025.

TT364522

Exhibit 6 - Public Notice

Outlook

Confirmation of PAPA Online submittal to DLCD

From DLCD Plan Amendments <plan.amendments@dlcd.oregon.gov>
Date Thu 7/10/2025 9:54 AM
To Erin Engman <eengman@tualatin.gov>

Tualatin

Your notice of a proposed change to a comprehensive plan or land use regulation has been received by the Oregon Department of Land Conservation and Development.
Local File #: PTA 25-0001 and PMA 25-0001: 2045 TSP
DLCD File #: 001-25
Proposal Received: 7/10/2025
First Evidentiary Hearing: 8/11/2025
Submitted by: eengman

If you have any questions about this notice, please reply or send an email to plan.amendments@dlcd.oregon.gov.

Erin Engman

From: Erin Engman
Sent: Monday, July 28, 2025 10:39 AM
To: Erin Engman; 'Cityofdurham@comcast.net'; mweston@ci.king-city.or.us; planning@lakeoswego.city; 'manager@cityofrivergrove.com'; planning@sherwoodoregon.gov; schuylerw@tigard-or.gov; kenken@clackamas.us; Dyami Valentine; theresa_cherniak@co.washington.or.us; deqinfo@deq.state.or.us; 'landusenotifications@oregonmetro.gov'; ODOT_R1_DevRev@odot.oregon.gov; baldwinb@trimet.org; LUComments@cleanwaterservices.org; Alex McGladrey; The Intertwine Alliance; Anneleah Jaxen; pauly@wilsonvilleoregon.gov
Cc: Sherilyn Lombos; Don Hudson; Kevin McConnell; Heather Heidel; Aquilla Hurd-Ravich; Steve Koper; Tony Doran; Hayden Ausland; Sidaro Sin; Rich Mueller; Tom Steiger; Terrance Leahy; Ernie Castro; Tom Scott; Martin Loring; Lindsey Hagerman; Erin Engman; Keith Leonard; Madeleine Nelson; Mike McCarthy; Cody Field
Subject: Notice of Hearing - Tualatin Transportation System Plan Adoption (PTA 25-0001 and PMA 25-0001)
Attachments: Notice of Hearing - Tualatin TSP.pdf

CITY of TUALATIN

NOTICE OF HEARING - CITY OF TUALATIN, OREGON

NOTICE IS HEREBY GIVEN that a public hearing will be held before the Tualatin City Council at 7:00 p.m., Monday, August 11, 2025, at the Tualatin Service Center.

You are invited to attend and participate in the public hearing.
The City of Tualatin is proposing a Plan Text Amendment and Map Amendment that would adopt the 2045 Transportation System Plan (TSP) as a supporting document to the Comprehensive Plan. The proposed amendments would also update Comprehensive Plan Chapter 8 (Transportation), Comprehensive Plan Maps, and various chapters of the Development Code Chapters with the document. Local File No. PTA 25-0001 and PMA 25-0001.

The public is invited to comment by e-mail, writing or by testifying at the hearing. Written comments can be made by email to planning@tualatin.gov or submitted at the hearing. Failure to raise an issue at the hearing or in writing or to provide sufficient specificity to afford the City Council an opportunity to respond to the issue precludes appeal to the Land Use Board of Appeals (LUBA). Legislative hearings begin with the Mayor opening the hearing, presentation of the staff report, public testimony, questions of staff or anyone who testified by Council, after which the Mayor closes the public hearing, and Council may then deliberate to a decision and a motion would be made to either *approve*, *deny*, or *continue* the public hearing. The time of individual testimony may be limited.

For those who would prefer to make verbal comment at the hearing, there are two options:

- **Zoom teleconference.** Instructions on how to provide comment will be provided during the meeting itself.
    - Full instructions and a current link are available at: https://www.tualatinoregon.gov/citycouncil/council-meetings

- **Attend in person at the Tualatin Service Center** at 10699 SW Herman Road in Tualatin

To view application materials visit: https://www.tualatinoregon.gov/planning/pta-25-0001-and-pma-25-0001-2045-tsp-adoption

A staff report will available seven day prior to the public hearing. This meeting and any materials being considered can be made accessible upon request.

To grant the amendment, Council must find the proposal meets the applicable criteria of the Oregon Statewide Planning Goals, Oregon Administrative Rules Chapter 660: Division 12, Oregon Highway Plan, Metro Code, and Tualatin Development Code Section 33.070.

CITY OF TUALATIN, OREGON

CITY of TUALATIN
Erin Engman, AICP
Senior Planner
Phone: 503.691.3024
tualatinoregon.gov

CITY of TUALATIN

July 15, 2025

State of Oregon
Department of Land Conservation and Development
635 Capitol St. New Suite 150
Salem, OR 97301
Via Email

RE: Request for Alternative Dates under OAR 660-012-0012(4)(e)

To Brenda Bateman, DLCD Director:

The City of Tualatin is requesting an alternative date for meeting the Climate-Friendly and Equitable Communities (CFEC) rules, per rules adopted on July 21, 2022, which allow local governments to request alternative dates at any time (OAR 660-012-0012(3)).

Description of Work Already Underway, OAR 660-012-0012(3)(a)(A)
The 2045 Transportation System Plan (TSP) update is well underway, with adoption anticipated on or around August 11, 2025. The TPR requires that -0330 Walkable Design Standards be adopted as part of a TSP update.

Under the related project to satisfy –0330 requirements, Tualatin entered into an Intergovernmental Agreement (IGA) with the Oregon Department of Land Conservation and Development (DLCD). To date, MIG has assisted the City with a code audit and Walkable Design Standards adoption-ready code that is limited to the -0330 mandated requirements. Recently staff presented the code concepts included in Walkable Design Standards Mode Code to our City Council. As part of the conversation, staff were directed to explore potential limitations and discretionary standards on drive-through facilities.

Proposed Dates
OAR 660-012-0012(4):

(e) *Cities and counties shall adopt land use regulations to meet the requirements of OAR 660-012-0330 no later than the date of adoption of a major transportation system plan update as provided in OAR 660-012-0105.*

The City of Tualatin is requesting an alternative date around December 2025 for -0330 adoption. With this extension staff will continue conversations with our City Council to

seek direction on limitations and discretionary standards pertaining to drive-through facilities in our pedestrian-oriented zones.

Land Use Requirements, OAR 660-012-0330
Below is the proposed list of tasks and estimated schedule for completion:

- *Council Work Session (continued conversation/direction): September/October 2025*
- *Planning Commission Recommendation: October/November 2025*
- *Code Adoption: Anticipated December 2025*

Transportation System Plan Update Schedule, OAR 660-012-0012(3)(A)(C)

- *TSP Adoption: Anticipated August 11, 2025*

Thank you for your consideration.

Sincerely,

Erin Engman, AICP
Senior Planner

Draft Tualatin Transportation System Plan

Tool Type: Form
Report Date Range: 1 Feb 2025 - 29 Jul 2025
Date Exported: 29 Jul 2025 09:25 am
Exported By: B.Calhoun

Contribution ID	Date Submitted	Name	Email	Phone Number	Feedback on the Draft Transportation System Plan
45994	Mar 22, 2025, 09:06 AM	Andrew	vandeegraaff@gmail.com		Clear sidewalks of snow
45789	Mar 17, 2025, 09:23 AM	Maggie Mao	magda.ldm@gmail.com	5037442188	Figure 17 and Table 11. The plan is proposing three new signals on Tualatin Road (CS15, CS16, and CS21) within a little over half a mile. That's too much for a minor arterial. I agree that Tualatin Road may need a signal, but you've got to look at the impact along the road as a whole, not at individual intersections. When one signal is added along a major road, the crossing roads at adjacent, not just at the added signal, have impacts. To say the least, you may not need to add two signals at both Jurgens and Teton, which are only 1300 ft apart. If one signal is added at either location, the other one gets many opportunities (gaps) to enter the major road, hence not needing a signal. I also want to understand why CS21 is shown as an intersection modification while the other two are shown as new signals in Figure 17. The text descriptions in Table 11 are almost identical for all three.
45703	Mar 13, 2025, 10:08 AM	Chris Brune	csbrune@yahoo.com	5038049789	One item that I would bring up, which I also email the City Manager about, is that Grahams Ferry is listed as an Arterial in your map in the Tualatin TSP, but in the Washington County TSP Grahams Ferry (between Boones Ferry and Basalt Creek Parkway) is listed as a Collector, not an Arterial. In my opinion the Tualatin TSP should focus on making sure that Grahams Ferry is friendly to the fact that there are many houses that are right on the street with many driveways on to the street. I believe that the TSP should encourage use of Day Rd (and eventually Basalt Creek Parkway) as an Arterial route. This might include stop signs, signals, or other devices (like is seen on Avery) to slow traffic down and encourage traffic to use alternative routes. In my opinion there are two main issues, one is traffic is moving too fast and this makes entry/exit on to the street unsafe. Second, the commercial traffic (especially related to the quarries) is too noisy for a neighborhood. I suspect a significant portion of the quarry traffic doesn't follow Oregon noise regulations. I understand from my previous communication with Sherilyn that the road is controlled by Washington County. In my opinion Washington County hasn't put much effort into this road, perhaps the city needs to take ownership and fix the many issues that exist in this road. Happy to discuss more if it is helpful. Thanks!
45451	Mar 07, 2025, 12:46 AM	Cory Pinckard	corypinckard@yahoo.com	5039016291	I deeply appreciate the support for improving commuter rail infrastructure and service for galaxies of reasons. Is there any efforts for pedestrian bridges and tunnels? Forgoing traffic and roads entirely is always optimal.