



TUALATIN CITY PLANNING COMMISSION MEETING

WEDNESDAY, SEPTEMBER 18, 2024

TUALATIN CITY SERVICES
10699 SW HERMAN ROAD
TUALATIN, OR 97062

Bill Beers – Chair
Janelle Thompson – Vice Chair
Randall Hledik Zach Wimer
Brittany Valli Ursula Kuhn
Allan Parachini

CALL TO ORDER & ROLL CALL

ANNOUNCEMENTS & PLANNING COMMISSION COMMUNICATION

APPROVAL OF MINUTES

1. Review of July 17, 2024 minutes.

COMMUNICATION FROM THE PUBLIC (NOT ON THE AGENDA)

Limited to 3 minutes

COMMUNICATION FROM CITY STAFF

1. Staff will present a brief update on the ongoing Transportation System Plan project. A draft of the TSP policies and constrained project list are included as attachments.
2. Staff will provide a brief legal training to outline the Planning Commission's role and responsibilities

FUTURE ACTION ITEMS

ADJOURNMENT

Tualatin Planning Commission

MINUTES OF JULY 17, 2024 (UNOFFICIAL)

TPC MEMBERS PRESENT:

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

TPC MEMBERS ABSENT:

Ursula Kuhn, Commissioner

STAFF PRESENT:

Steve Koper, Asst. Community Development Director
 Lindsey Hagerman, Office Coordinator
 Erin Engman, Senior Planner
 Keith Leonard, Associate Planner

CALL TO ORDER AND ROLL CALL

The meeting was called to order at 6:40 p.m., and roll call was taken.

ANNOUNCEMENTS & PLANNING COMMISSION COMMUNICATION

1. **Recognition of Daniel Bachhuber for dedication and exemplary service to the Tualatin Planning Commission.**

APPROVAL OF MINUTES

Commissioners unanimously voted to approve the April 17, 2024 and May 15, 2024 minutes. (5-0)

ACTION ITEMS

1. **The applicant, Miller Nash LLP, is requesting approval for a zoning map adjustment from Light Manufacturing (ML) to Medium-Low Density Residential (RML) for approximately a 3,681 square-foot portion of land that has been historically occupied by the Willow Glen Mobile Home Park. This is a Plan Map Amendment (PMA24-0001).**

Keith Leonard, Associate Planner, presented an overview of the project. He provided background information. He explained Miller Nash LLP is requesting approval for a zoning map adjustment from Light Manufacturing (ML) to Medium-Low Density Residential (RML) for approximately a 3,681 square-foot portion of land historically occupied by the Willow Glen Mobile Home Park (tax lot 3200). The request is being processed as a Plan Map Amendment (PMA).

Mr. Leonard outlined the changes proposed in the Plan Map Amendment. The amendment will shift the zoning classification from Light Manufacturing (ML) to Medium-Low Density Residential (RML). This adjustment does not allow new dwelling units or create new developable land; instead, it aims to align the zoning with the existing use of the land. Specifically, the amendment will rezone a 9' x 405' area (totaling 3,681 square feet) from industrial to residential to better reflect its current residential use. This change will also address the issue of nonconformity by bringing the land's use into alignment with its zoning designation.

Mr. Leonard highlighted the Plan Map Amendment by comparing current and proposed zoning maps, highlighting surrounding zones and providing an image and map of the property's location and size.

Mr. Leonard outlined the applicable approval criteria, noting that the proposed amendment is consistent with statewide planning goals, Oregon administrative rules, Tualatin's Comprehensive Plan, and Tualatin Development Code.

Mr. Leonard concluded that the Planning Commission is being asked to make a recommendation to the City Council regarding PMA24-0001.

Chair Beers inquired about the potential consequences of maintaining the current zoning regulations. Mr. Leonard answered the property would have a small strip of industrial zoned land being used for residential use.

Commissioner Hledik asked if there would be any issues with setbacks or lot sizes. Mr. Leonard answered no.

The applicant, Blakely Vogel of Miller Nash, briefly discussed their project and the past property line dispute between the two properties.

Chair Beers asked the Commissioners if there were any other questions of the applicant or staff. Seeing none, Chair Beers closed public testimony and asked the Commissioners if they had any deliberations on the proposal.

Commissioner Wimer made a MOTION to recommend that the City Council approve PMA24-0001. Chair Beers SECONDED the motion. The Commissioners unanimously approved the recommendation of approval to City Council. (5-0).

- 1. The Tualatin Planning Commission is asked to provide a recommendation to the City Council on adoption of the Stormwater Master Plan, the Basalt Creek Parks and Recreation Plan, and corresponding amendments to relevant Comprehensive Plan policies and Development Code references (Plan Text and Plan Map Amendments PTA/PMA24-0003).**

Erin Engman, Senior Planner, provided an overview of the project to adopt two master planning documents. She began by emphasizing that the Stormwater Master Plan is a strategic policy document and explained that it directs the development of the citywide stormwater system while identifying specific areas of the city that require a sub-basin strategy to address unique needs through the application of enhanced standards. Ms. Engman explained the history and previous consideration of the Master Plan that went before the City Council on February 8, 2021, and was subsequently repealed on March 8, 2021 with direction to city staff to create a stormwater management addendum for the Basalt Creek Planning Area.

Ms. Engman reported that city staff, in collaboration with consultants, have examined the existing conditions within the Basalt Creek Planning Area in creating the addendum. The findings reveal that stringent Clean Water Services standards should be applied to the Basalt Creek planning area that include hydromodification and designing to the 25-year storm event.

Ms. Engman then presented an overview of the Basalt Creek Parks and Recreation Plan. She explained this is a high-level policy document that provides recommendations and concepts for future park land and trails in the Basalt Creek Planning Area. She explained that the document is an extension of the Parks and Recreation Master Plan adopted in 2019. This plan was created following extensive public engagement, and was accepted by the City Council in 2022.

Ms. Engman explained overall, the proposed amendments aim to adopt the Stormwater and Basalt Creeks Parks master plans as supporting technical documents for the city's Comprehensive Plan. The amendments would update stormwater management policies consistent with the master plan, introduce a new stormwater plan map to the Comprehensive Plan, and amend existing maps related to park and trail planning in the Basalt Creek area. Additionally, it would correct dated references in the Development Code. These amendments are detailed in Exhibits 2 and 3.

Ms. Engman shared that the project Findings and Analysis are detailed in Exhibit 1, which demonstrate that the project meets all applicable state, regional, and local regulations. Additionally, staff received public comments concerning both Master Plans, which are included in Exhibit 8.

Ms. Engman concluded that the Planning Commission is being asked to make a recommendation to the City Council regarding PTA/PMA24-0003.

Commissioner Hledik asked what Metro Title 13 lands indicates. Ms. Engman answered that they environmentally sensitive areas.

Commissioner Hledik also inquired about the method used to determine the needs of parkland. Steve Koper, Assistant Community Development Director explained that it was calculated on a per capita basis.

Commissioner Hledik asked whether the creek in the Basalt Creek area is called Tapman Creek. Erin responded that the creek is called Tapman Creek. Mr. Koper further explained that the body of water is called Tapman Creek and the surrounding area is called Basalt Creek.

Commissioner Hledik inquired about the specifics of the stormwater standards. Mr. Koper responded that the Master Plan addendum will include requirements for development to meet standards in accordance with Clean Water Services.

Chair Beers asked if there are different levels of Clean Water Service requirements or does everyone need to create a plan for 25-year storm event. Mr. Koper answered there are different levels with 25 years being the highest. He noted that 25 years is standard that relates detention. He explained the hydro-modification is not a requirement for all developments and relates to how fast water that is released.

Chair Beers asked if there are any developments in Tualatin that are built out to the 25 year standard. Mr. Koper answered there are some but because the existing Stormwater Master Plan hasn't been updated since 1973, there is no comprehensive list. He noted this standard has been applied on a site-specific basis.

Commissioner Hledik asked for clarification on what the Planning Commission should be recommending. Mr. Koper answered that the Planning Commission is being asked to provide a recommendation on both the content of the Stormwater Master Plan and adoption of the plan into the Comprehensive Plan.

Vice Chair Thompson asked for clarification as to whether the Basalt Creek area was added to the Stormwater Master Plan based on feedback from the City Council. Mr. Koper explained that the City Council wanted staff to take a closer look at stormwater requirements in the Basalt Creek area.

Commissioner Hledik then asked how bioswales work and how active beavers are and their impact on the stormwater system. Mr. Koper answered that we would check with our engineering counterparts and would follow up.

Vice Chair Thompson asked when the Basalt Creek Parks Master Plan was adopted. Ms. Engman answered that it was accepted by Council in 2022.

Chair Beers opened the floor to public comment.

Grace Lucini addressed the Planning Commission and shared her concerns with the Stormwater Master Plan. She noted additional concerns with conflicts regarding trails identified in the map amendments.

Commissioner Hledik asked staff to explain the identified conflict. Mr. Koper responded that the Basalt Creek Parks Master Plan identified trail segments in a linear fashion, whereas the existing trail alignments shown in the Comprehensive Plan map are more conceptual in nature and would be determined at a later date through development.

Vice Chair Thompson asked staff to clarify whether trails would have to go through a review process to determine their specific location before they are built. Mr. Koper answered yes.

Chair Beer asked if there are more stringent wetland requirements than what we are requiring in the proposal. Mr. Koper answered no.

Commissioner Valli asked whether the City is looking too far out for when we would need to reevaluate the standards in the future. Mr. Koper answered the hydromodification standard is a recently developed requirement and that standards typically get more stringent over time. He further noted that the Stormwater Master Plan would be due to be updated in approximately 10 years.

Chair Beers asked when these amendments would go to City Council. Mr. Koper answered that they are tentatively scheduled for August 12.

Chair Beers requested clarification regarding the Basalt Creek Parks Master Plan trails. Mr. Koper explained that the trails are shown on existing our adopted maps and are not proposed to be changed. He clarified that the trails shown in the Basalt Creek Parks Master Plan are illustrative. Future alignments will be developed in collaboration with willing property owners and based on suitability.

Chair Beers asked the Commissioners if they had any other questions for staff. Seeing none, Chair Beers closed public testimony and asked the Commissioners to deliberate on the proposal.

Chair Beers made a MOTION to recommend that the City Council approve PTA/PMA24-0003. Commissioner Wimer SECONDED the motion. The Commissioners unanimously voted to RECOMMEND APPROVAL to the City Council. (5-0)

COMMUNICATION FROM STAFF

Mr. Koper shared that future action items include the Transportation System Plan and possibly a work session on Climate Friendly and Equitable Communities land use rules.

COMMUNICATION FROM COMMISSIONERS

Commissioner Hledik is the Planning Commission liaison to the Community Advisory Committee for the Transportation System Plan update. He shared that the advisory committee discussed potential future priority projects.

ADJOURNMENT

Vice Chair Thompson made a MOTION to adjourn. The Planning Commissioners unanimously voted to adjourn the meeting at 7:45 p.m. (5-0).



TSP Engagement Summary, Policies and Project List Review

Tualatin Planning Commission | September 18, 2024



AGENDA



Recap of
Summer
Engagement



Goals



Policy
Review



Recap of
Prioritization
Framework



Constrained
List Review



Next Steps



Summer Engagement Recap

~2,156 Total Interactions



~55

Open House
and Focus
Group
Attendees



913

Website
visitors



269

Survey
Responses



919

Interactive
map
contributions



Summer Engagement Recap

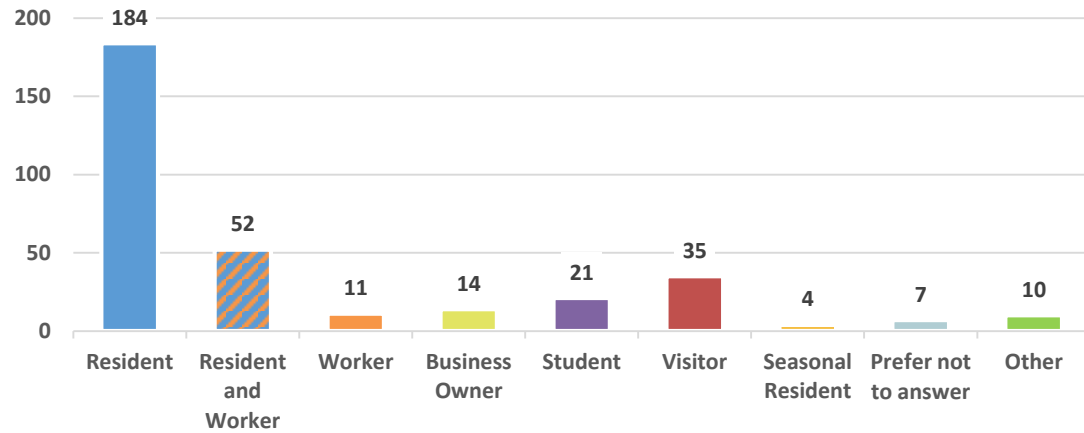
- Project Survey – open July 12 through August 19
- Community Workshop – August 8
- Events:
 - Viva Tualatin – July 13
 - Ice Cream at Jurgens Park - July 19
 - Music in the Park at Atfalati Park – July 26
- Focus Groups
 - Spanish language
 - BIPOC/ Transit-riders
 - Cyclists



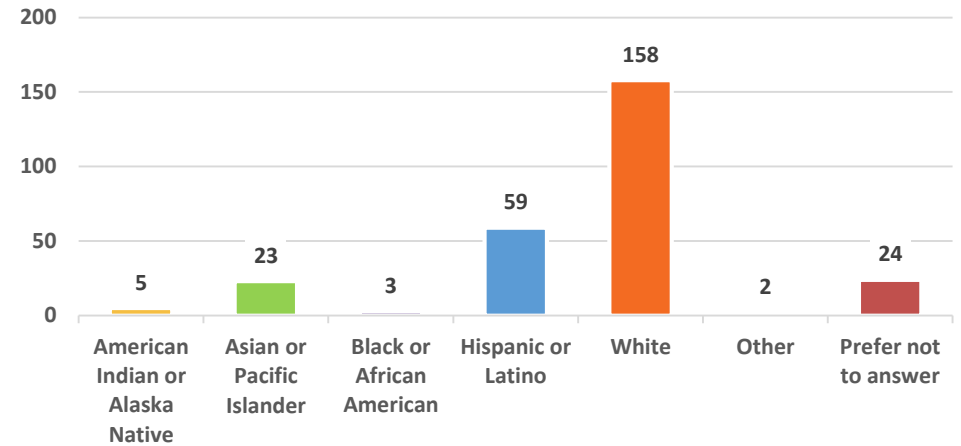


Summer Engagement Recap

How would you best describe your relationship with Tualatin?

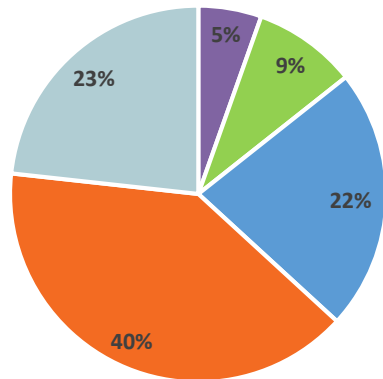


What race or ethnicity do you identify?

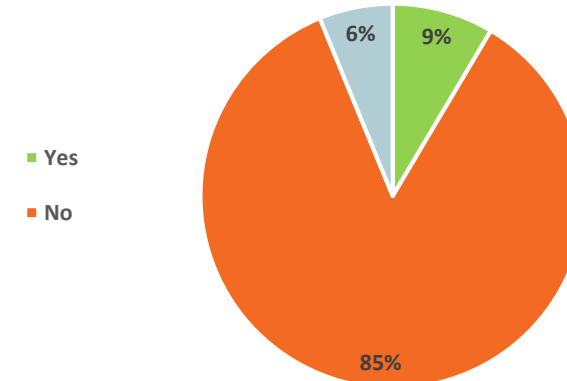


What was your approximate household income last year?

- Less than \$24,999
- Between \$25,000 and \$49,999
- Between \$50,000 and \$99,999
- More than \$100,000
- Prefer not to answer



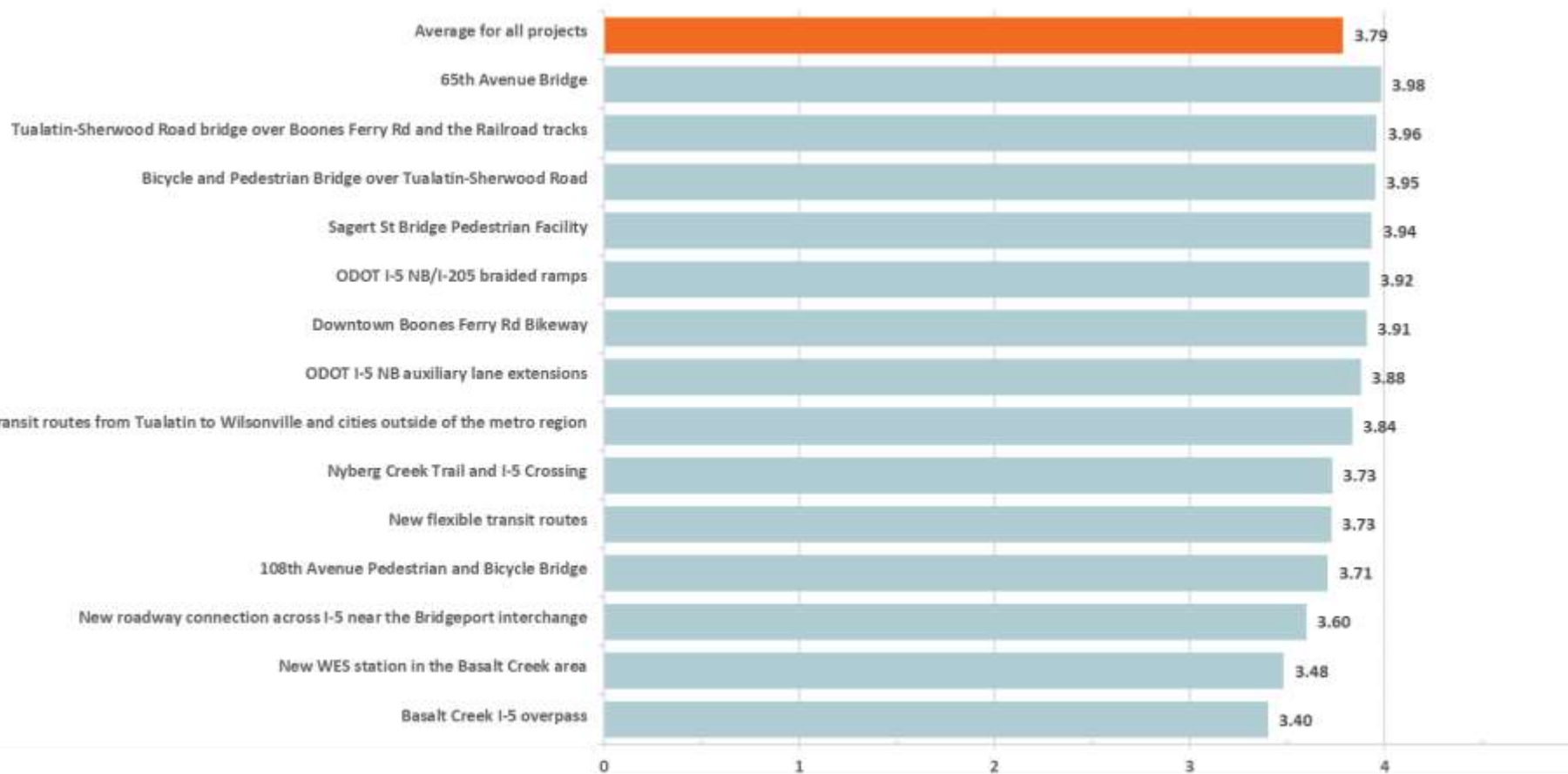
Do you live with a temporary or permanent condition or disability?





Summer Engagement Recap

Rate the following "Big Ideas" projects on a scale from 1 to 5 (with 5 being the best)



Highest Scoring Projects



65th Avenue Bridge



Tualatin-Sherwood Road bridge over Boones Ferry Rd

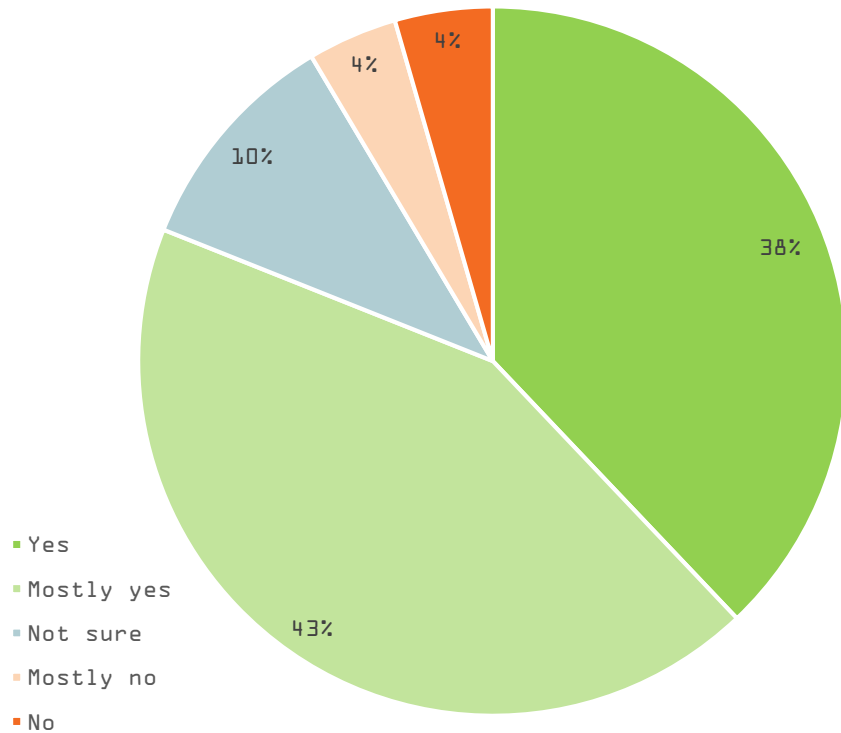


Bicycle & Pedestrian Bridge over Tualatin-Sherwood Road



Summer Engagement Recap

Do these projects help achieve a vision for a balanced transportation system in Tualatin?



Why or why not? (Key Themes)

Yes (or mostly yes) because... (81%)

- Residents feel that the proposed projects address concerns they have shared with the City
- Projects will improve safety for bicyclists, pedestrians, and drivers
- Projects will improve walkability and bikeability
- Projects offer new pedestrian and bike connections
- Projects address traffic congestion and growth

No (or mostly no) because... (8%)

- Project cost
- Too much emphasis put on bicycle projects
- Projects do not address traffic congestion



Goals

- The draft goals were created and refined using:
 - The goals in the current TSP
 - Review of related planning efforts such as the climate action plan and comprehensive plan
 - City staff input
 - City Council feedback in August



Transportation Goals

Advance Our Land Use Vision

Create a transportation system that enhances Tualatin's growing economy and future land use vision.

Provide a High Quality of Life

Efficiently and safely move people and goods to provide a high quality of life for people who live, work, learn, and play in Tualatin.

Expand Opportunities for Safe Multi-Modal Transportation

Expand travel options for users of all ages and abilities by improving options for walking, rolling, cycling, and accessing transit.

Advance Climate and Health Goals

Reduce greenhouse gas emissions from the transportation system and support the City's climate and health goals.

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 leverage outside funding opportunities.



TSP Policy Updates

- Policies are used to guide city decision-making
- We're updating the previous policies to reflect new statewide legislation and changing community priorities
- The previous TSP had them organized by mode, the new policies have been organized under the TSP goals
 - Advance Our Land Use Vision
 - Provide a High Quality of Life
 - Expand Opportunities for Safe Multi-Modal Transportation
 - Advance Climate and Health Goals
 - Invest Wisely

***Do these policies advance the City's goals for transportation?
Is there anything missing?***



Recap of TSP Process





Constrained Project List

- **What is it:**
 - The constrained list is financial constrained to 125% of expected transportation revenue over the next 20 years.
 - This process follows the statewide planning rules for TSPs
 - It identifies a more feasible list of projects that could be built, and that have the highest priority for the community
 - We want to build a balanced list that covers a range of modes, geographic areas, costs, and timelines to take advantage of funding opportunities
- **What it doesn't do:**
 - A project on the constrained list is not guaranteed to be built, and this does not mean that there is funding dedicated for that project
 - Projects don't have to be built in a specific order
 - Projects that don't make the list could still be built



Constrained Project List

- Steps in building the constrained list:
 - Project refinement
 - Project scoring refinement
 - High level cost estimates
 - Projected revenue for transportation capital projects
 - Matching the top projects with the projected revenue to build them over the next 20 years



Draft Project Timeline





NEXT STEPS



October 9th
CAC meeting
for TPC
recommendatio
n



Financial
Summary



Draft
Report

DRAFT

- 1. Advance Our Land Use Vision:** Create a transportation system for all users that enhances Tualatin's growing economy and future land use vision.
 - 1.1** Proactively manage a balanced transportation network that is comprised of different roadway functional classes to provide mobility and accessibility for all roadway users.
 - 1.2** Develop street standards that create safe and reliable multimodal streets. Use AASHTO, MUTCD, and NACTO standards as primary guidance and integrate current best practices from other agencies as appropriate.
 - 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.
 - 1.4** Encourage transit-oriented development with supportive concentrations of housing and jobs adjacent to frequent transit corridors.
 - 1.5** Require new development to provide safe access for all modes to and from a publicly dedicated street.
 - 1.6** Design and construct transportation facilities to meet the requirements of the Americans with Disabilities Act.
 - 1.7** Develop strategies for access management to enhance safety and mobility.
 - 1.8** Develop connectivity standards that increase access to destinations, by limiting block lengths, unconnected streets, cul-de-sac connections, and multiple access points.
 - 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.
 - 1.10** 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.
 - 2.1** Provide convenient and affordable travel options to jobs, schools, and essential services, particularly for historically marginalized and underserved communities.
 - 2.2** Develop traffic calming strategies that can be applied to local streets that connect to neighborhood destinations.
 - 2.3** Develop a safe crossing policy that reduces barriers to walking, rolling, and biking on streets and intersections.
 - 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.
 - 2.5** Develop a pedestrian-scale lighting policy to increase safety, visibility, and comfort.
 - 2.6** Develop guidance and encouragement for community use of the right-of-way, including parklets, "streateries", open streets events, and public art. [*Note: this policy is required as part of CFEC*]
 - 2.7** Encourage a resilient transportation network that supports emergency response and disaster recovery.

- 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.
- 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.
- 3.1** Facilitate the construction of on-street and off-street active transportation routes that consider all ages and abilities.
- 3.2** Develop 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.
- 3.3** Support “last mile” trips by identifying locations for micro-mobility parking at retail, transit, schools, and other destinations.
- 3.4** Require development adjacent to transit routes to provide direct pedestrian accessibility.
- 3.5** 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.
- 3.6** Develop a pedestrian crossing policy that considers maximum spacing between crossings and crossing protection needed based on-street characteristics and crossing design.
- 3.7** 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.
- 3.8** 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.
- 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.
- 4.2** Support land use patterns that reduce vehicle fuel consumption and greenhouse gas emissions and preserve the function of the transportation system, including land use planning to reduce per capita fuel consumption and emissions.
- 4.3** Design capital projects on Tualatin city streets to encourage transit, pedestrian, and bicycle travel, as well as complement infrastructure with robust programming that encourages and educates people about the benefits of multimodal transportation.
- 4.4** Facilitate policies that support the Climate Action Plan goal of zero carbon emissions by 2050.

- 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.
 - 4.6 Identify locations for implementation of mobility hubs – places where multiple forms of transportation are available, such as transit, micro-transit, bike share, car share) – including placemaking, wayfinding, and information.
 - 4.7 Support transportation demand management programs that reduce drive-alone trips, offer all travelers more mobility choices, and incentivize walking, rolling, biking, carpooling, and transit trips.
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.
- 5.1. Prioritize transportation projects according to community impact, including (but not limited to) safety, performance, and accessibility, as well as the associated costs and benefits.
 - 5.2 Consider equity when making transportation investments, emphasizing projects and programs that serve environmental justice communities and connect underserved areas.
 - 5.3 Coordinate with regional partners to invest in capital projects that leverage other infrastructure investments or funding sources.

Tualatin TSP - Draft Constrained Project List

Project Title	Project Description	Mode	Mapped (Y/N)	Score	Constrained List
Bicycle or Trail Projects					
65th Ave Bike/Ped 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.	Bicycle or Trail	Y - 19	10	Yes
Bike/Ped bridge over Tualatin-Sherwood Road	A new grade-separated crossing of Tualatin-Sherwood Road west of Boones Ferry Road, around 90th Avenue though alignment TBD.	Bicycle or Trail	N	8	Yes
65th Avenue Trail	Construct a new shared-use path on 65th Ave from Sagert St to Nyberg Ln.	Bicycle or Trail	Y - 4	7	Yes
Nyberg Creek Trail Extension	Construct a new shared-use path from Stoneridge City Park northward to the Nyberg Creek Greenway and to Nyberg St.	Bicycle or Trail	Y - 9	7	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).	Bicycle or Trail	Y - 1	6	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.	Bicycle or Trail	Y - 3	6	Yes
I-205 Trail	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.	Bicycle or Trail	Y - 6	6	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.	Bicycle or Trail	Y - 10	6	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.	Bicycle or Trail	Y - 15	6	Yes
Pacific Dr Low Traffic Street	Designate the following street(s) as a Low Traffic Biking Street and slow traffic speeds with traffic calming elements (extents shown on project map): Pacific Dr	Bicycle or Trail	Y - 25	6	Yes
Basalt Creek Trail	Construct a new shared-use path connection in conjunction with Basalt Creek residential development.	Bicycle or Trail	Y - 36	6	Yes
I-5 Trail Extension to Basalt Creek	Construct a new shared-use path extension of the I-5 Trail south of Norwood Rd in conjunction with Basalt Creek residential development.	Bicycle or Trail	Y - 37	6	Yes
South Boones Ferry Road Bikeway	Upgrade the existing bike facility on Boones Ferry Rd between Norwood Rd and Greenhill Ln to lower stress facilities.	Bicycle or Trail	Y - 39	6	Yes
Martinazzi Bikeway	Design and construct continuous bike facilities along Martinazzi Ave from Norwood Rd to the Tualatin River Greenway. Upgrade existing bike facilities along these extents to lower-stress facilities.	Bicycle or Trail	Y - 40	6	Yes
Nyberg St Bikeway	Upgrade the existing bike facilities Nyberg St between the 65th Ave Trail and Martinazzi to lower-stress facilities.	Bicycle or Trail	Y - 50	6	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, and the south side of the Tualatin River Bridge to Lower Boones Ferry Rd to lower-stress facilities.	Bicycle or Trail	Y - 51	6	Yes
Tualatin Sherwood Rd Bikeway	Upgrade the existing bike facilities on Tualatin Sherwood Rd between Boones Ferry Rd and Avery St, connecting to the existing shared-use path on the south side of Tualatin Sherwood Rd to lower-stress facilities.	Bicycle or Trail	Y - 55	6	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.	Bicycle or Trail	Y - 2	5	Yes
Proposed Dundee - Tualatin Regional Trail	Construct a new shared-use path from I-5 to Cipole Rd following the Dundee - Tualatin Regional Trail alignment.	Bicycle or Trail	Y - 11	5	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.	Bicycle or Trail	Y - 13	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. Include an east-west spur at Blake St over the rail road tracks connecting Blake St to the Hedges Creek Greenway Trail.	Bicycle or Trail	Y - 14	5	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.	Bicycle or Trail	Y - 16	5	Yes
Tualatin River Greenway Trail to Hedges Creek Trail Connections	Construct new shared-use path connections around Tualatin Community Park by connecting the Hedges Creek Trail to the east to the Fanno Creek Trail to the north to the Tualatin River Greenway to the east, as well as connecting the northern terminus of Martinazzi to the Tualatin River Greenway, and connecting to the I-5 Trail to the east.	Bicycle or Trail	Y - 20	5	Yes
Downtown Low Traffic Streets	Designate the following street(s) as a Low Traffic Biking Street and slow traffic speeds with traffic calming elements (extents shown on project map): Seneca St, Nyberg St	Bicycle or Trail	Y - 27	5	Yes

Tualatin TSP - Draft Constrained Project List

Project Title	Project Description	Mode	Mapped (Y/N)	Score	Constrained List
East Tualatin Low Traffic Streets	Designate the following street(s) as a Low Traffic Biking Street and slow traffic speeds with traffic calming elements (extents shown on project map): Sequoia Dr, 51St Ave, 57th Ave, Sagert St, Natchez St, Joshua St, 56th Ave, 55th Ct, 46th Ave, 61St Ter	Bicycle or Trail	Y - 28	5	Yes
Iowa-Helenius Low Traffic Streets	Designate the following street(s) as a Low Traffic Biking Street and slow traffic speeds with traffic calming elements (extents shown on project map): Iowa Dr, 104Th Ter, Helenius St, Stono Dr, Lumbee Ln, Miami Dr	Bicycle or Trail	Y - 29	5	Yes
Southwest Tualatin Low Traffic Streets	Designate the following street(s) as a Low Traffic Biking Street and slow traffic speeds with traffic calming elements (extents shown on project map):	Bicycle or Trail	Y - 30	5	Yes
106th Ave Low Traffic Street	Designate the following street(s) as a Low Traffic Biking Street and slow traffic speeds with traffic calming elements (extents shown on project map): 106th Ave, 106th Pl	Bicycle or Trail	Y - 31	5	Yes
Ibach St Low Traffic Street	Designate the following street(s) as a Low Traffic Biking Street and slow traffic speeds with traffic calming elements (extents shown on project map): 109Th Ter, Gram St, Koller St, Ibach St, Hedges Dr.	Bicycle or Trail	Y - 41	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).	Bicycle or Trail	Y - 44	5	Yes
Jurgens Ln-Tualatin River Greenway Trail	Construct a new shared-use path connection between the Tualatin River Greenway to the east to Jurgens Ln to the west.	Bicycle or Trail	Y - 45	5	Yes
Sagert St Bikeway	Upgrade the existing bike facilities on Sagert St between 95th Ave and 86th Ave, Martinazzi Ave and 72nd Ave, and Poplarwood Pl and 65th Ave to lower-stress facilities.	Bicycle or Trail	Y - 46	5	Yes
65th Ave Bikeway	Upgrade the existing bike facilities on 65th Ave between Sagert St and the I-205 Trail to lower-stress facilities.	Bicycle or Trail	Y - 47	5	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 lower-stress facilities.	Bicycle or Trail	Y - 52	5	Yes
Herman Bikeway	Upgrade the existing bike facilities on Tualatin Rd between Herman Rd and Chinook St, and upgrade the existing bike facilities on Herman Rd between Powder Ct and Cipole Rd to lower-stress facilities.	Bicycle or Trail	Y - 53	5	Yes
Avery St Low Traffic Street	Designate Avery St as a Low Traffic Biking Street and slow traffic speeds with traffic calming elements between Tualatin Sherwood Rd and the I-5 Trail.	Bicycle or Trail	Y - 54	5	Yes
Pacific Highway Bikeway	Upgrade the existing bike facilities on Pacific Hwy between the north side of the Tualatin River and Cipole Rd to lower-stress facilities.	Bicycle or Trail	Y - 57	5	Yes
Tualatin Rd Bikeway	Upgrade the existing bike facilities on Tualatin Rd between 124th Ave and Herman Rd to lower-stress facilities.	Bicycle or Trail	Y - 58	5	Yes
95th Ave Bikeway	Construct a new bike facility on 95th Ave between Avery St and Tualatin Sherwood Rd. Upgrade existing bike facilities along this extent to lower-stress facilities. Construct a new shared-use path from the intersection of 95th Ave and Tualatin Sherwood Rd to the Hedges Creek Trail, and include an eastward spur connecting to 90th Ave.	Bicycle or Trail	Y - 64	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 and a south spur connecting to the I-205 shared-use path on the east side of 65th Ave. Construct a new shared-use path connecting the Tualatin River Greenway and the Tualatin - Lake Oswego Bridge (66) to Borland Rd and further south to the I-205 Trail. Construct a spur to the west connecting to the existing Saum Creek Greenway Trails.	Bicycle or Trail	Y - 7	4	Yes
Legacy Trails	Construct a new shared-use path system around Legacy Hospital that connects SW 61st to the south, SW Joshua St to the east, the Nyberg Creek Trail and 65th Ave Trail to the west, and Browns Ferry Park to the north.	Bicycle or Trail	Y - 8	4	Yes
Tualatin River Greenway Trail	Construct a new shared-use path from the Tualatin River Greenway to the north to Kummrow Ave to the south along the north side of Pacific Hwy.	Bicycle or Trail	Y - 12	4	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.	Bicycle or Trail	Y - 17	4	Yes
Victoria Woods Trail	Upgrade the Victoria Woods Trail to a paved shared-use path connecting Sw 104th Terrace to SW Miami Dr.	Bicycle or Trail	Y - 21	4	Yes
New 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.	Bicycle or Trail	Y - 22	4	Yes
106th Ave Low Traffic Street	Designate the following street(s) as a Low Traffic Biking Street and slow traffic speeds with traffic calming elements (extents shown on project map): 106th Ave, Lucas Dr, 111th Ave	Bicycle or Trail	Y - 24	4	Yes
Childs Rd Low Traffic Street	Designate the following street(s) as a Low Traffic Biking Street and slow traffic speeds with traffic calming elements (extents shown on project map): Childs Rd	Bicycle or Trail	Y - 26	4	Yes
Lafke Park Low Traffic Streets	Designate the following street(s) as a Low Traffic Biking Street and slow traffic speeds with traffic calming elements (extents shown on project map): Coquille Dr, Moratoc Dr, 94th Ave, Siletz Dr, Teton Ave, 99th Ave, Paulina Dr, Coquille Dr, Killarney Ln, Ochoco Dr	Bicycle or Trail	Y - 32	4	Yes

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86th Ave Low Traffic Streets	Designate the following street(s) as a Low Traffic Biking Street and slow traffic speeds with traffic calming elements (extents shown on project map): 86th Ave, 90th Ave, Iroquois Dr, Talawa Dr, 91st Ave	Bicycle or Trail	Y - 33	4	Yes
Alsea-Blake Low Traffic Street	Designate the following street(s) as a Low Traffic Biking Street and slow traffic speeds with traffic calming elements (extents shown on project map): Alsea Dr, Blake St, Alsea Ct, Willow St	Bicycle or Trail	Y - 34	4	Yes
Nyberg-50th Bikeway	Design and construct continuous bike facilities along Nyberg Ln, 50th Ave, and Wilke Rd. Upgrade existing bike facilities along these extents to lower-stress facilities.	Bicycle or Trail	Y - 49	4	Yes
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.	Bicycle or Trail	Y - 65	4	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.	Bicycle or Trail	Y - 5	3	Yes
108th Ave Bridge	Construct a new bicycle and pedestrian bridge across the Tualatin River at 108th Ave, connecting the Tualatin River Greenway on the north and south sides of the river.	Bicycle or Trail	Y - 18	3	Yes
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	Bicycle or Trail	Y - 23	3	Yes
Johnnie and William Koller Wetland Park Trails	Construct new shared-use paths around the Johnnie and William Koller Wetland Park with connections to SW Gram St, SW 111th Ave, and the Ice Age Tonquin Trail.	Bicycle or Trail	Y - 35	3	Yes
Borland Rd Bikeway	Construct a new bike facility on Borland Rd between 65th Ave and the Saum Creeek Greenway. Upgrade existing bike facilities along these extents to lower-stress facilities.	Bicycle or Trail	Y - 48	3	Yes
124th Ave Bikeway	Upgrade the existing bike facilities on 124th Ave between Pacific Hwy and Tualatin Sherwood Rd to lower-stress facilities.	Bicycle or Trail	Y - 59	3	Yes
118th Ave Bikeway	Upgrade the existing bike facilities on 118th Ave between Leveton Dr and Myslony St to lower-stress facilities.	Bicycle or Trail	Y - 62	3	Yes
Leveton Bikeway	Upgrade the existing bike facilities on Leveton Dr between 124th Ave and 108th Ave to lower-stress facilities.	Bicycle or Trail	Y - 60	2	Yes
108th Ave Bikeway	Upgrade the existing bike facilities on 108th Ave between Tualatin Rd and Herman Rd to lower-stress facilities.	Bicycle or Trail	Y - 61	2	Yes
Crossing Projects					
Nyberg and 65th Ave Trail	Future Trail, Crossing Spacing	Crossing	Y - 15	8	Yes
Sagert and 65th	Future Trail	Crossing	Y - 12	7	Yes
Nyberg and Hospital Trail Extension	Future Trail, Crossing Spacing	Crossing	Y - 16	7	Yes
I-5 Trail and Norwood Rd	Future Trail	Crossing	Y - 28	7	Yes
Boones Ferry and Norwood Rd	Create a new crossing to decrease space between marked crosswalks	Crossing	Y - 54	7	Yes
SW Nyberg Street and Fred Meyer intersection	Improve pedestrian crossing, add striping and a pedestrian island	Crossing	N	6	Yes
Martinazzi and Nyberg Creek Trail	Future Trail, Enhance Crossing to meet new CFEC rules for Climate friendly areas	Crossing	Y - 1	6	Yes
65th and Nyberg Creek Trail	Future Trail	Crossing	Y - 7	6	Yes
65th and Saum Creek Greenway	Future Trail	Crossing	Y - 13	6	Yes
Nyberg and I-5 Westernmost Interchange	Future Trail, Crossing Spacing	Crossing	Y - 18	6	Yes
Nyberg and I-5 Easternmost Interchange	Create a new crossing to decrease space between marked crosswalks	Crossing	Y - 19	6	Yes
Grahams Ferry and Helenius	Enhance crossing to decrease pedestrian level of traffic stress	Crossing	Y - 29	6	Yes
Boons Ferry between Mohawk and Nasoma	Create a new crossing to decrease space between marked crosswalks	Crossing	Y - 56	6	Yes
Sagert between Martinazzi and I-5	Create a new crossing to connect to the bus stops	Crossing	Y - 69	6	Yes
Martinazzi and Tualatin Sherwood Rd	Enhance Crossing to meet new CFEC rules for Climate friendly areas	Crossing	Y - 2	5	Yes
Boones Ferry and Nyberg	Enhance Crossing to meet new CFEC rules for Climate friendly areas	Crossing	Y - 4	5	Yes
Boones Ferry and Tualatin Sherwood Rd	Enhance Crossing to meet new CFEC rules for Climate friendly areas	Crossing	Y - 5	5	Yes

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Nyberg and Tualatin Sherwood Rd	Enhance Crossing to meet new CFEC rules for Climate friendly areas	Crossing	Y - 6	5	Yes
Boones Ferry and Ibach	Bikeway Crossing	Crossing	Y - 30	5	Yes
Cipole Rd and Pacific Hwy	Future Trail	Crossing	Y - 36	5	Yes
124th and Pacific Hwy	Enhance crossing to decrease pedestrian level of traffic stress	Crossing	Y - 37	5	Yes
Herman and Tualatin Rd	Create a new crossing to decrease space between marked crosswalks	Crossing	Y - 38	5	Yes
Boones Ferry and Tualatin Rd	Enhance Crossing to meet new CFEC rules for Climate friendly areas	Crossing	Y - 49	5	Yes
Hedges Creek Trail and 90th	Future Trail	Crossing	Y - 57	5	Yes
Tualatin Sherwood Rd at South Access to Lake at the Commons	Enhance Crossing to meet new CFEC rules for Climate friendly areas	Crossing	Y - 61	5	Yes
Grahams Ferry at Luster Ct	Create a new crossing to decrease space between marked crosswalks	Crossing	Y - 66	5	Yes
Nyberg Creek Trail and Warm Springs	Enhance Crossing to meet new CFEC rules for Climate friendly areas	Crossing	Y - 67	5	Yes
Sagert and 86th	Transit Connection	Crossing	Y - 68	5	Yes
Nyberg St and I-5 Middle Interchange	Bikeway Crossing	Crossing	Y - 71	5	Yes
95th and Tualatin Sherwood	Trail Connection	Crossing	Y - 72	5	Yes
57th and Nyberg	Bikeway Crossing	Crossing	Y - 8	4	Yes
61st and Borland	Future Trail	Crossing	Y - 11	4	Yes
Sagert and I-205 Trail	Bikeway Crossing	Crossing	Y - 14	4	Yes
Saum Creek Greenway Trail and Borland	Future Trail	Crossing	Y - 17	4	Yes
Sagert and Boones Ferry Rd	Bikeway Crossing	Crossing	Y - 20	4	Yes
Teton and Tualatin Sherwood Rd	Enhance crossing to decrease pedestrian level of traffic stress and connect to bus stops	Crossing	Y - 22	4	Yes
Tualatin Sherwood Rd and Avery	Bikeway Crossing	Crossing	Y - 26	4	Yes
105th and Hedges Creek greenway	Future Trail	Crossing	Y - 27	4	Yes
Boones Ferry and Blake	Bikeway Crossing	Crossing	Y - 32	4	Yes
Avery and Martinazzi	Create a new crossing to decrease space between marked crosswalks	Crossing	Y - 33	4	Yes
Upper Boones Ferry and Lower Boones Ferry	Bikeway Crossing	Crossing	Y - 40	4	Yes
Martinazzi and Boones Ferry	Enhance Crossing to meet new CFEC rules for Climate friendly areas	Crossing	Y - 41	4	Yes
72nd and Lower Boones Ferry Rd	Enhance crossing to decrease pedestrian level of traffic stress	Crossing	Y - 42	4	Yes
Mcewan Rd and Lower Boones Ferry	Enhance crossing to decrease pedestrian level of traffic stress	Crossing	Y - 43	4	Yes
Lower Boones Ferry Rd and I-5 West Interchange	Enhance crossing to decrease pedestrian level of traffic stress	Crossing	Y - 45	4	Yes
Martinazzi and Warm Springs	Enhance Crossing to meet new CFEC rules for Climate friendly areas	Crossing	Y - 46	4	Yes
124th and Tualatin Sherwood	Enhance crossing to decrease pedestrian level of traffic stress	Crossing	Y - 50	4	Yes
Teton and Tualatin Rd	Bikeway Crossing	Crossing	Y - 52	4	Yes
Tualatin Rd and Sweek	Enhance crossing to decrease pedestrian level of traffic stress	Crossing	Y - 55	4	Yes
Sagert and I-5 Trail	Future Trail	Crossing	Y - 58	4	Yes
Teton and Hedges Creek Trail	Future Trail	Crossing	Y - 62	4	Yes
Kalispell and 115th	Create a new crossing to decrease space between marked crosswalks	Crossing	Y - 63	4	Yes
Boones Ferry between River and Railroad	Transit Connection	Crossing	Y - 70	4	Yes
Martinazzi and Seneca	Enhance Crossing to meet new CFEC rules for Climate friendly areas	Crossing	Y - 3	3	Yes
50th and Natchez	Bikeway Crossing	Crossing	Y - 9	3	Yes
56th and Borland	Bikeway Crossing	Crossing	Y - 10	3	Yes
Herman and Teton	Enhance crossing to decrease pedestrian level of traffic stress	Crossing	Y - 23	3	Yes
Avery and 95th	Bikeway Crossing	Crossing	Y - 24	3	Yes
Avery and Boones Ferry	Bikeway Crossing	Crossing	Y - 25	3	Yes
Boones Ferry and Iowa	Bikeway Crossing	Crossing	Y - 31	3	Yes
106th and Tualatin	Bikeway Crossing	Crossing	Y - 34	3	Yes
Hazelbrook and 111th	Create a new crossing to decrease space between marked crosswalks	Crossing	Y - 35	3	Yes

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Herman and 124th	Enhance crossing to decrease pedestrian level of traffic stress	Crossing	Y - 39	3	Yes
Lower Boones Ferry Rd and I-5		Crossing	Y - 44	3	Yes
East Interchange	Enhance crossing to decrease pedestrian level of traffic stress	Crossing	Y - 47	3	Yes
Avery and 105th	Create a new crossing to decrease space between marked crosswalks	Crossing	Y - 48	3	Yes
Hazelbrook and Jurgens	Bikeway Crossing	Crossing	Y - 51	3	Yes
124th and Tualatin Rd	Enhance crossing to decrease pedestrian level of traffic stress	Crossing	Y - 53	3	Yes
Jurgens and Tualatin Rd	Bikeway Crossing	Crossing	Y - 59	3	Yes
86th St and Avery	Create a new crossing to decrease space between marked crosswalks	Crossing	Y - 60	3	Yes
Jurgens and Kiowa	Create a new crossing to decrease space between marked crosswalks	Crossing	Y - 64	3	Yes
Martinazzi and Iroquois	Create a new crossing to decrease space between marked crosswalks	Crossing	Y - 65	3	Yes
Martinazzi and Blake	Create a new crossing to decrease space between marked crosswalks	Crossing			
Sidewalk Projects					
65Th	Enhanced Sidewalk	Sidewalk	Y - 4	7	Yes
Sagert St	Sidewalk	Sidewalk	Y - 31	7	Yes
Tualatin Road	Enhanced Sidewalk	Sidewalk	Y - 32	7	Yes
Lower Boones Ferry Road	Enhanced Sidewalk	Sidewalk	Y - 23	6	Yes
Nyberg Road	Enhanced Sidewalk	Sidewalk	Y - 27	6	Yes
Pacific Dr	Sidewalk	Sidewalk	Y - 29	6	Yes
Tualatin Road	Enhanced Sidewalk	Sidewalk	Y - 33	6	Yes
103Rd	Sidewalk	Sidewalk	Y - 1	5	Yes
63Rd	Sidewalk	Sidewalk	Y - 3	5	Yes
72Nd	Sidewalk	Sidewalk	Y - 5	5	Yes
89Th	Sidewalk	Sidewalk	Y - 6	5	Yes
95Th	Sidewalk	Sidewalk	Y - 7	5	Yes
Apache	Sidewalk	Sidewalk	Y - 8	5	Yes
Avery	Sidewalk	Sidewalk	Y - 9	5	Yes
Bradbury	Sidewalk	Sidewalk	Y - 11	5	Yes
Cimino	Sidewalk	Sidewalk	Y - 12	5	Yes
Fred Meyer	Enhanced Sidewalk	Sidewalk	Y - 14	5	Yes
Ibach	Sidewalk	Sidewalk	Y - 19	5	Yes
Jurgens	Sidewalk	Sidewalk	Y - 20	5	Yes
Leveton	Sidewalk	Sidewalk	Y - 22	5	Yes
Pacific	Enhanced Sidewalk	Sidewalk	Y - 28	5	Yes
Sagert	Enhanced Sidewalk	Sidewalk	Y - 30	5	Yes
Warm Springs	Enhanced Sidewalk	Sidewalk	Y - 34	5	Yes
99W	Enhanced Sidewalk	Sidewalk	N	5	Yes
105Th	Sidewalk	Sidewalk	Y - 2	4	Yes
Herman	Enhanced Sidewalk	Sidewalk	Y - 18	4	Yes
Killarney	Sidewalk	Sidewalk	Y - 21	4	Yes
McEwan	Sidewalk	Sidewalk	Y - 24	4	Yes
Myslony	Sidewalk	Sidewalk	Y - 25	4	Yes
Transit Projects					
WES Station	Add a new WES station in the Basalt Creek area	Transit	N	7	Yes
Boones Ferry Rd	Increase service on Boones Ferry to frequent service	Transit	Y - 12	6	Yes
Bridgeport Park and Ride	Coordinate with TriMet regarding SW corridor planning around Bridgeport Park and Ride	Transit	N	6	Yes
New Route B	To/from Tualatin/Tigard (service every 30 minutes all weekday)	Transit	Y - 2	5	Yes
New Line 131	(increased service to Tualatin-Sherwood every 60 minutes all day)	Transit	Y - 5	5	Yes
Basalt Creek	Identify transit service to connect Basalt Creek new development to nearby frequent transit routes	Transit	N	5	Yes
High-use bus stops	Identify high-use bus stops that need additional amenities, such as benches, shelters, and improved lighting	Transit	N	5	Yes
New Route D	(service every 60 minutes among Wilsonville, Legacy Meridian Medical Center (Tualatin), West Linn, Oregon City, and Clackamas Town Center)	Transit	Y - 3	4	Yes
Line 76	Extension to Oregon City	Transit	Y - 4	4	Yes
HCT: Southwest Corridor Project Development	Project Development for High Capacity Transit project between Portland and Tualatin via Tigard.	Transit	Y - 7	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	Y - 8	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	Y - 9	4	Yes

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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	Y - 10	4	Yes
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, Salem, Tigard, Tualatin, Sherwood, Woodburn, Portland, etc.	Transit	N	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	N	4	Yes
LAM Expansion Area	Expand transit to the Lam employer area	Transit	N	4	Yes
124th Avenue	Add on-demand service line to Basalt Creek area	Transit	Y - 13	3	Yes
C6: Beaverton - Tigard - Tualatin - Oregon City	New Route through Tualatin	Transit	N	3	Yes
Partnership with transit providers	Partner with transit providers to promote community members about transit options in the region, including flexible shuttle service	Transit	N	3	Yes
Two-way service on shuttles	Work with Ride Connections to provide a two-way service on the shuttles	Transit	N	3	Yes
Roadway Projects					
Tualatin-Sherwood Road and Boones Ferry Road and Portland & Western Railroad Phase 2	[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.	Roadway	N	9	Yes
Blake Street Extension	Extend Blake Street across I-5	Roadway	N	8	Yes
New roadway connection across I-5 near the Bridgeport Interchange	Create a new crossing across I-5	Roadway	N	8	Yes
Grahams Ferry Rd	Upgrade Grahams Ferry Road to urban roadway standards, assumes bike lanes (project #42), enhanced sidewalks (project #15), and lighting/landscaping	Roadway	Y - 17	7	Yes
SW Norwood Rd	Upgrade SW Norwood Road to urban roadway standards, including enhanced sidewalk (sidewalk project #26) and new bike trail (bike project #38)	Roadway	Y - 22	7	Yes
Tualatin-Sherwood and Boones Ferry	Explore pedestrian and cyclist safety at Tualatin-Sherwood and Boones Ferry.	Roadway	Y - 41	7	Yes
Tualatin-Sherwood Road and Boones Ferry Road and Portland & Western Railroad Phase 1	[smaller project] Additional turn and/or through lanes and walking/cycling improvements at the intersection of Tualatin-Sherwood Road with Boones Ferry Road and the railroad.	Roadway	N	7	Yes
SW Helenius Rd	Upgrade SW Helenius Road to urban roadway standards, including sidewalk (project #17)	Roadway	Y - 7	6	Yes
SW Borland Rd from 65th Ave to Tualatin city limits	Upgrade SW Borland Road to urban roadway standards, includes sidewalks (project #10)	Roadway	Y - 16	6	Yes
SW Tonquin Rd	Upgrade SW Tonquin Road between SW Waldo Way and SW Grahams Ferry Road and add sidewalks.	Roadway	Y - 18	6	Yes
Boones Ferry Rd Upgrade (Norwood to I-5)	Upgrade to urban standards and add sidewalks.	Roadway	N	6	Yes
SW Hazelbrook Rd	Upgrade SW Hazelbrook Road to urban roadway standards, includes a bike lane (bike project #56) and sidewalk (sidewalk project #16)	Roadway	Y - 2	5	Yes
SW Cipole Rd	Upgrade SW Cipole Road to urban roadway standards, include filling sidewalk gaps (Sidewalk project #13)	Roadway	Y - 9	5	Yes
SW Tualatin-Sherwood Road and SW Boones Ferry Road	Add an eastbound right turn lane on SW Tualatin-Sherwood Road at SW Boones Ferry Road	Roadway	Y - 34	5	Yes
I-5 NB off ramp	Add signage at the northbound off ramp to discourage traffic getting off and then back on I-5	Roadway	Y - 35	5	Yes
Boones Ferry Rd	Use adaptive signal timing	Roadway	Y - 38	5	Yes
Lower Boones Ferry and Bridgeport	Explore pedestrian safety at Lower Boones Ferry and Bridgeport.	Roadway	Y - 42	5	Yes
Nyberg Street and 65th Avenue	Improve safety.	Roadway	Y - 46	5	Yes
Boones Ferry Road Medians	Add medians (planted where there is space) where appropriate along Boones Ferry Road south of Tualatin-Sherwood Road	Roadway	N	5	Yes
Basalt Creek Parkway Extension (Grahams Ferry to Boones Ferry)	Right-of-way and final design for new 5-lane roadway, with bike lanes and sidewalks.	Roadway	Y - 43	5	Yes
65th and Sagert/65th and Borland	Implement the outcomes of the conceptual design.	Roadway	N	4	Yes
I-5 NB on ramp	Northbound I-5 on-ramp: reduce pedestrian island, add an additional lane	Roadway	Y - 24	6	No

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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.	Roadway	Y-48	6	No
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.	Roadway	Y-49	6	No
Basalt Creek I-5 overpass	Extend Basalt Creek parkway across I-5.	Roadway	Y-47	5	No
SW Teton Ave	Widen SW Teton Avenue to a 3-lane cross section between Tualatin-Sherwood Road and Herman, includes new bike facilities (bike project #43)	Roadway	Y - 3	4	No
SW Myslony Street	Upgrade SW Myslony Street to roadway standards, including bike lane (bike project #63)	Roadway	Y - 4	4	No
SW Boones Ferry Rd	Upgrade SW Boones Ferry Road to a 3 lane cross section between Blake and Ibach	Roadway	Y - 6	4	No
SW Tualatin-Sherwood Rd	Widen SW Tualatin-Sherwood Rd to 5 lanes between SW Teton Avenue and SW Cipole Road	Roadway	Y - 15	4	No
SW Teton Ave and SW Tualatin-Sherwood Rd	Add a dedicated right turn lane on southbound SW Teton Avenue and SW Tualatin-Sherwood Road	Roadway	Y - 25	4	No
New E/W connection	Build the roadways from the SW Concept Plan: : Create an east-west connection between SW 115th and SW 124th Avenues.	Roadway	Y - 30	4	No
112th and Tualatin-Sherwood	Look at safety treatments at 112th and Tualatin-Sherwood.	Roadway	Y - 39	4	No
Teton Avenue and Tualatin-Sherwood	Look at safety treatments at Teton Avenue and Tualatin-Sherwood.	Roadway	Y - 40	4	No
SW Boones Ferry Road	Improve traffic capacity through the addition of turn lanes and increased stacking distance on northbound or southbound Boones Ferry to Tualatin-Sherwood Road.	Roadway	N	4	No
Eligsen Road and Boones Ferry Road interchange	Coordinate with ODOT, City of Wilsonville, and Washington County to study congestion	Roadway	N	4	No
Freight routes	Add signage to freight routes	Roadway	N	4	No
IAMP	Implement at Bridgeport, Sagert interchange, and Norwood interchange.	Roadway	N	4	No
115th Signal	Add signal at SW Tualatin Road and SW 115th Avenue	Roadway	Y - 19	3	No
SW Tualatin Rd and SW Teton Ave	Add signal at SW Tualatin Road and SW Teton Avenue	Roadway	Y - 20	3	No
McEwan Road	Upgrade to urban standards.	Roadway	Y - 44	3	No
Tualatin Community Park entrance / Tualatin Road	Improve safety for all modes.	Roadway	Y - 45	3	No
I-5 SB off ramp	Move guardrail on southbound off ramp to improve sight distance	Roadway	N	3	No
SW Tualatin Road	Add signage indicating that Tualatin Road is for local traffic	Roadway	N	3	No
SW Cipole Road Reconstruction	Reconstruct/widen to 3 lanes from 99W to Tualatin-Sherwood Road and include shared-use path for the Ice Age Tonquin Trail, includes signal at Cipole and Herman. The project or a portion of the project is outside the UGB.	Roadway	N	3	No
Lake of the Commons	Improve signage and wayfinding.	Roadway	N	3	No
Adaptive Signal System Update	Update or replace the existing SKATS 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. Cost: \$1,000,000	Roadway	N	3	No
SW Teton Ave and Avery St	Add a signal at SW Avery Street and SW Teton Avenue and add turn lanes, additionally adding a bike crossing (project #21)	Roadway	Y - 21	2	No
SW Tualatin Road and SW Herman Road	Remove the free right turn at SW Tualatin Road at the intersection of SW Herman Road, consider a roundabout	Roadway	Y - 32	2	No
Major freight employers	Coordinate with major employers to make employees aware of freight routes	Roadway	N	2	No
SW Herman Rd	Upgrade SW Herman Road to a 3-lane cross section between SW 124th Avenue and SW Cipole Road	Roadway	Y - 1	1	No
SW Avery Street	Add a center turn lane or median on SW Avery Street between SW Teton Avenue and SW Tualatin-Sherwood Road	Roadway	Y - 5	1	No
SW Teton Avenue and Avery Street	Add a southbound turn pocket from SW Teton Avenue to Avery Street	Roadway	Y - 33	1	No
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	Roadway	N	1	No



PLANNING COMMISSION LEGAL TRAINING

SEPTEMBER 18, 2024 | PLANNING COMMISSION

INTRODUCTION

- **Goals for tonight...**
 - You don't need to be an expert
 - Try to gain tools to recognize issues
 - And then, ask for assistance!
- **Discussion Topics**
 - Authority
 - Public Meetings
 - Land Use Hearings
 - Roles, Criteria, Evidence, and the Final Decision



AUTHORITY

- **Remember You Can Act Only As A Body...**
 - **The Municipal Code does not grant power to individual Commissioners.**
 - **Commissioners are expected to abide by Commission decisions, whether or not they voted on the prevailing side.**
 - **Personal opinions and comments should be expressed only if the member makes clear that they are acting in an individual capacity and not representing the City's position.**



OPEN/PUBLIC MEETINGS

- **Generally**
 - Under ORS 192.660 *et seq.*, elected and appointed officials must meet in public to make or deliberate towards decisions.
 - The purpose is to encourage transparency in government.
- **State law addresses public meetings in two ways:**
 - All meetings of a public body must be in public
 - All meetings of the governing body of a public body shall be open to the public and all persons shall be permitted to attend any meeting except [Executive Sessions]. 192.630(1)
 - A quorum may not meet in private
 - A quorum of a governing body may not meet in private for the purpose of deciding on or deliberating towards a decision on any matter except for [Executive Sessions]. 192.630(2).

NO PRIVATE MEETINGS

- **So...**
 - **If more than a majority of the Commission meets outside an official public meeting and you are making or deliberating towards a decision then you have violated the public meeting laws.**
 - **Example: Assume five of the seven members of the Commission are all at the same school play and start discussing the merits of whether to approve a conditional use permit for the school. Have those members “met” in private for the purpose of deciding on or deliberating toward a decision?**

“SERIAL” MEETINGS

- **Serial meetings occur when a series of communications of any kind, directly or through intermediaries, to discuss, deliberate, or take action takes place between a quorum of a governing body.**
- **This is true even though at no given time does a quorum of the governing body communicate contemporaneously about the topic in question.**
 - **Example:** A Commission forwards an email discussion they had with another Commissioner regarding a matter that is pending before the Commission to a third Commissioner. The third Commissioner then forwards the email chain to a fourth, who then forwards it to a fifth. Because the email messages, in the aggregate, include a quorum of the Commission (5 of 7), and the purpose of the communications was to deliberate towards a decision, the email exchanges in the aggregate would likely constitute a serial meeting.

BEST PRACTICES

- **Commissioners should refrain from using the “reply all” function on emails.**
- **Commissioners should refrain from “serial communications” via e-mail, telephone, face-to-face or even social media postings, such as Facebook.**
- **Commissioners should not use staff or other individuals as intermediaries.**
 - **Commissioners can and should ask questions of staff that limits the communication between the staff and the Commissioner asking the question.**
- **Query...how to handle discussions with members of the community that could create a serial meeting...**

SOCIAL GATHERINGS

- **Can a quorum of a governing body meet in social settings?**
- **Yes, with a few caveats:**
 - **Must be purely social.**
 - **Governing body should avoid any discussion of official business.**
 - **At some point, such discussion may turn a social gathering into a meeting**
 - **Attendance at a conferences, trainings, etc. excluded from the definition of “meeting.”**

LAND USE ROLES

- **Two types of roles in the Municipal Code: “Recommender” and Quasi-Judicial decision-maker?**
 - **“Recommender”:** Recommend and make suggestions to the Council regarding preparation and revision of plans for the growth, development, and beautification of areas both inside the corporate limits of Tualatin and also within the City's urban growth boundary [...] including [...] Land use, including Plan Text and Plan Map Amendments (PTA and PMA).
 - **Quasi-judicial:** sit as a judge; consider request by applying evidence to pre-existing criteria applicable to decision (state law, city code, Metro code); typically affects only one or a small group; must reach a decision (typically within 120 days); types: Conditional Use Permits, Variances, and Industrial Master Plans.

RECOMMENDATION

- **Similar to a legislative hearing (even for quasi-judicial matters), which is conducted as a public meeting with fewer procedural requirements.**
- **Does not require explanation of process and criteria; they are available in the staff report.**
- **Disclosures not required but encouraged (ex parte communications; bias and conflicts of interest).**
- **Note required to accept public testimony but highly encouraged.**
- **It is best practice to identify the basis for deliberations and vote, but not as strict as for quasi-judicial decision making.**
- **Written decision on recommendation is not required.**

QUASI-JUDICIAL

- **Quasi-Judicial hearings require special procedures to protect due process rights of those involved.**
- **Must explain process and criteria (script).**
- **Must make disclosures (ex parte communications; bias and conflicts of interest).**
- **Must hold public hearing to take evidence.**
- **Must close hearing, then deliberate based solely on record and vote.**
- **Must have a final written decision with specific findings related to applicable criteria (typically staff will bring back at future meeting based on vote).**

EX-PARTE COMMUNICATIONS

- **Ex Parte Communications in Quasi-Judicial Hearings:**
 1. **Any communication (written, oral or electronic)**
 2. **Made to a decision-maker**
 3. **Concerning the subject matter of the quasi-judicial hearing; and**
 4. **Occurs while the matter is pending (after a formal application is filed and before the final decision is made)**

BIAS

- **Bias Issues in Quasi-Judicial Hearings**
- **Bias occurs when a decision-maker does not provide the parties with a fair hearing due to prejudice or prejudgment (this can be in favor or against).**
- ✓ **Personal bias.**
- ✓ **Personal prejudice.**
- ✓ **Interest in the outcome.**
- **Established through actual evidence such explicit statements, pledges, commitments.**
- **Circumstantial evidence not enough.**

CONFLICT OF INTEREST

- **Conflict of Interests in Quasi-Judicial Hearings**
- **What is a conflict of interest?**
 - **A conflict of interest arises when a decision or recommendation you are making would or could result in a “private pecuniary benefit or detriment” to you, your relatives, or a businesses with which either you or your relatives are associated. Conflicts of interest come in two forms – actual conflicts and potential conflicts.**
- **What is the difference between an actual and potential conflict of interest?**
 - **An actual conflict of interest arises when any decision or act by you would result in a “private pecuniary benefit or detriment” to you, your relatives or an associated business; while a potential conflict arises when a decision or act by you could result in such an outcome.**

PUBLIC MEETINGS

- **Generally speaking, under state law, the public has a right to attend and observe but not participate in public meetings.**
- **Commission may permit limited public participation, i.e., public comment period.**
- **Generally can establish time limits for public comment, but such standards need to be applied equally to all.**
- **May not remove a member of the public from a meeting unless you can clearly demonstrate the individual is disrupting the meeting in a manner that precludes your board or commission from conducting business.**

PLANNING COMMISSION ROLE

- **Understand land use planning:** Know that planning is evolving and ongoing. Know about the statewide land use program and local land use history. Be aware of interrelationships of planning to community goals, priorities and budget constraints.
- **Reflect the values of the community:** As a volunteer who obviously is committed to your community, you can see or sense what is needed. Use your unique position (separate from the elected “political” process and from the government payroll) to articulate local values.
- **Educate the public on land use:** Planning commission meetings often are citizens’ first contact with local government and with land use. Act in ways that increase understanding and respect for the responsiveness of government.
- **Understand opportunities and limits of PC authority:** Recognize that you can be proactive – the initiator of new or changed policies -- and that there are limits to what you can do. Be clear about when your role is advisory and when it is that of the final decision maker.
- **Interpret and apply zoning ordinance provisions. Apply facts to criteria:** Your planning staff will assist you.
- **Make decisions/recommendations:** Be courageous. Don’t avoid hard decisions.



STAFF ROLE

Staff Role	Effect on Planning Commission
Explains land use	Staff's explanation affect the tone and content of testimony to PC
Accepts/rejects applications	Staff insuring that applications are complete saves time and confusion at PC meetings
Prepares staff reports	Staff provides identification of issues and criteria that assists PC with decisions and citizens with testimony
Handles public notice and other administration	Avoids legal challenges to PC decisions; reduces "no one notified me" claims at public hearings
Stays current on regulations court cases, rulings, etc.	Prevents PC errors from lack of current information

DECISION-MAKING CRITERIA

- **Application of pre-existing criteria to a set of facts**
- **If the applicant demonstrates compliance with these criteria, the application must be approved even if the decision-maker disagrees with the criteria, or believes that additional, un-adopted criteria should be applied.**
 - **Example criteria from *Industrial Master Plans*.**
 - **Public facilities will be adequate at or before occupancy;**
 - **Location, design, size, materials of structures is compatible with other nearby developments; and**
 - **Internal circulation, setbacks, etc. are consistent with zoning unless modified by through IMP.**
- **Regarding interpretation of criteria, if the wording is clear and unambiguous, it must be followed regardless of legislative intent.**
- **If two provisions conflict, the more specific provision controls.**



FINDINGS

- **Findings:** statements of the relevant facts as understood by the decision-maker and a statement of how each approval criterion is satisfied by the facts. A brief statement that explains the criteria accompanies approval or denial and standards considered relevant to the decision, states the facts relied upon and explains the justification for the decision.
- **Common pitfalls:**
 - Failure to identify all applicable standards and criteria.
 - Failure to address each standard and criterion.
 - Deferring a necessary finding to a condition of approval.
 - Generalizing or making a conclusion without sufficient facts.
 - A mere statement that the criteria have been met.
 - Simple restatement of the criterion.
 - Failure to establish causal relationship (direct observation, reports from other people), between facts and ultimate conclusions.



EVIDENCE

- **The applicant has the burden of proof. The applicant must introduce evidence that shows that all of the approval criteria are satisfied.**
- **The opponents, on the other hand, have the duty to show that the applicant's facts are incorrect or that the applicant has not introduced all of the facts necessary to satisfy the burden of proof.**
- **A statute provides that LUBA may reverse or remand a local government decision when the local government has "made a decision not supported by substantial evidence in the records as whole." The term "substantial evidence" does not go to the volume of evidence. Substantial evidence consists of evidence that a reasonable mind could accept as adequate to support the conclusion.**
- **Where the evidence is such that reasonable persons may fairly differ as to whether it establishes a fact, there is substantial evidence to support the decision. In other words, what is required is enough evidence to show that an approval criterion is satisfied. If two people agree that there is not substantial evidence, there is not enough evidence.**

FINAL DECISIONS

A Final Decision may result in:

- 1.Approval.** The reviewing body found that the facts in evidence indicate the criteria are satisfied.
- 2.Approval with conditions.** The reviewing body has found that the facts in evidence do not demonstrate the criteria are fully satisfied, but, through the application of conditions, the criteria can be satisfied. This assumes the ordinance authorizes the application of conditions for approval
- 3.Denial.** The reviewing body has found that the facts in evidence have not demonstrated that the criteria are satisfied and the application cannot be made to comply with conditions attached to it.



QUESTIONS?

