

ORDINANCE NO. 1367-14

AN ORDINANCE RELATING TO THE TRANSPORTATION SYSTEM PLAN; AMENDING THE TUALATIN DEVELOPMENT CODE (TDC) 11.650 AND THE 2012 TUALATIN TRANSPORTATION SYSTEM PLAN ADOPTED FEBRUARY 25, 2013

WHEREAS, the Transportation System Plan was adopted by the City Council in Ordinance No. 1354-13 on February 25, 2013; and

WHEREAS, the Transportation System Plan was subsequently appealed to the Land Use Board of Appeals on eight separate grounds; and

WHEREAS, the Land Use Board of Appeals issued a decision on November 1, 2013, and affirmed one of the eight grounds for appeal finding the Ice Age Tonquin Trail, as a whole, constitutes a "park" within the meaning of Metro Code 3.07.420(D) and Tualatin Development Code 64.040(8); and therefore, the City erred in locating the Ice Age Tonquin Trail alignment within the Tonquin Industrial Group Regionally Significant Industrial Area; and

WHEREAS, the Land Use Board of Appeals remanded the issue to the Tualatin City Council for further review; and

WHEREAS, to comply with the Land Use Board of Appeals' opinion and order, the City Council finds it necessary to remove references to the Ice Age Tonquin Trail from the Tualatin Development Code (TDC) 11.650 and the Transportation System Plan.

NOW THEREFORE, THE CITY OF TUALATIN ORDAINS AS FOLLOWS:

Section 1. TDC 11.650 is amended to read as follows:

(1) This modal plan describes pedestrian and bicycle improvements to comfortably and safely accommodate bicyclists and pedestrians within the City. These include multi-use paths, specific bicycle and pedestrian improvements, and street upgrades. Figure 11-4 presents the updated bicycle and pedestrian system for the City of Tualatin.

(2) Summary of Limitations and Needs for Bicycle and Pedestrian Facilities. This section summarizes limitations and needs for bicycle and pedestrian facilities, and multi-use paths. A full description of existing conditions and deficiencies for the bicycle, pedestrian, and pathway system can be found in Appendix B of the Transportation System Plan Technical Memorandum (December 2012).

(a) Bicycle Facility Needs. Existing bicycle facilities in Tualatin have a few gaps and challenging connections:

- (i) Difficult left-turn maneuvers;
- (ii) Difficult areas with low bike visibility;
- (iii) Bike lanes outside of turn lanes;
- (iv) Obstacles within the bike lanes;
- (v) Gaps in the network; and
- (vi) In addition to these needs, there are a number of high-crash locations.

Most crashes result in an injury to the bicyclist, and most occur on a dry roadway surface in daylight conditions. High-crash locations include SW Boones Ferry Road and SW Tualatin-Sherwood Road; as well as, the SW Nyberg Road interchange ramps at I-5.

(b) Pedestrian Facility Needs. Pedestrian facility needs include:

- (i) Fill sidewalk gaps on arterials and collector streets at:
 - (a) Sections of SW Herman Road;
 - (b) Sections of SW Grahams Ferry Road;
 - (c) Sections of SW Boones Ferry Road;
 - (d) SW Blake Street between SW 105th and SW 108th Avenues;
 - (e) SW Sagert Street overpass over I-5; and
 - (f) SW 105th Avenue between SW Paulina Drive and SW Blake Street.
- (ii) Narrow or obstructed sidewalks.
- (iii) Wide or angled crosswalks at intersections.
- (iv) Difficult crossing on major roadways (SW Boones Ferry Road, SW Tualatin-Sherwood Road, and roadways in the downtown core).
- (v) Most of the pedestrian crashes reported in the 5-year crash study timeframe occurred on SW Boones Ferry Road, generally when a vehicle failed to yield for pedestrians. Most crashes occurred when a vehicle was turning.

(c) Multi-use Path Needs. Additional bicycle and pedestrian connections over the Tualatin River are needed to connect with existing regional paths; as well as, to provide alternate routes to the one existing Ki-a-Kuts bridge that is exclusively for bicycles and pedestrians (from Tualatin Community Park to Durham City Park in Durham). Additionally, many of the existing

multi-use paths are fragmented and do not connect; signs and other wayfinding guides are needed to inform bicyclists or pedestrians how to move among the various pathways, and from the pathways to on-street facilities. The planned multi-use path network is only half constructed, once the system is complete, the multi-use path network will be more comprehensive.

(3) Bicycle and Pedestrian Policies. The City of Tualatin's policies on bicycle and pedestrian facilities are as follows:

- (a) Bicycle and Pedestrian Policy 1: Support Safe Routes to Schools (SRTS) for all Tualatin schools.
- (b) Bicycle and Pedestrian Policy 2: Work with partner agencies to support and build the Lee-Age-Tonquin Trail trails.
- (c) Bicycle and Pedestrian Policy 3: Allow wider sidewalks downtown for strolling and outdoor cafes.
- (d) Bicycle and Pedestrian Policy 4: Add benches along multi-use paths for pedestrians throughout the City (especially in the downtown core).
- (e) Bicycle and Pedestrian Policy 5: Develop and implement a toolbox, consistent with Washington County, for mid-block pedestrian crossings.
- (f) Bicycle and Pedestrian Policy 6: Implement bicycle and pedestrian projects to help the City achieve the regional non-single-occupancy vehicle modal targets in Table 11-1.
- (g) Bicycle and Pedestrian Policy 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) Bicycle and Pedestrian Policy 8: Ensure that there are bicycle and pedestrian facilities at transit stations.
- (i) Bicycle and Pedestrian Policy 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) Bicycle and Pedestrian Policy 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.

(4) Bicycle Boulevards. Currently, there are no existing bicycle boulevards in Tualatin, though Washington County has bicycle boulevard policies and design standards.

Bicycle boulevards are roadways that use a variety of design treatments to reduce vehicle speeds so that motorists and bicyclists generally travel at the same speed, to create a safer and more comfortable environment for all users. Bicycle boulevards may include a variety of applications ranging from minor street signing

enhancements (such as shared lane markings) to larger scale projects (for example, bike-only access at intersections, traffic diverters). Boulevards also incorporate treatments to facilitate safe and convenient crossings where bicyclists must traverse major streets. Traffic controls along a boulevard may assign priority to through cyclists while encouraging through vehicle traffic to use alternate parallel routes.

Bicycle boulevards work best in well-connected street grids, where riders can follow intuitive and reasonably direct routes. Boulevards also work best when higher-order parallel streets exist to serve through vehicle traffic. Bicycle boulevards are generally located on streets with lower traffic volumes and vehicle speeds, such as minor collectors or local streets passing through residential neighborhoods. Typically a bicycle boulevard would be located on a street where vehicles travel less than 30 miles per hour and average daily traffic volume is less than 3,000 vehicles (in both directions).

Proposed bicycle boulevards in Tualatin are shown on Figure 11-4. These are all low volume, low speed streets that connect neighborhoods with roadways and trails where bicycle infrastructure investments have been made. As a short-term action, the City should consider signing these roadways as bicycle routes, and monitor usage on an annual basis. As bicycle usage increases, and bicyclists and drivers become more used to sharing travel lanes, further investments could be considered to enhance safety for bicyclists.

Section 2. The Pages, Tables, and Figures of the Transportation System Plan Technical Memorandum are amended as follows:

(1) Title Page is deleted and replaced by "Exhibit 1," which is incorporated herein.

(2) Street System Modal Plan – Regional Street Urban Upgrades (page 29) is deleted and replaced by "Exhibit 2," which is incorporated herein.

(3) Transit Modal Plan – Regional Coordination (page 50) is deleted and replaced by "Exhibit 3," which is incorporated herein.

(4) Pedestrian, Bicycle, and Multi-Use Path Modal Plan – Bicycle and Pedestrian Policies (page 59) is deleted and replaced by "Exhibit 4," which is incorporated herein.

(5) Pedestrian, Bicycle, and Multi-Use Path Modal Plan – Multi-Use Path Projects, Table 13 and Regional Coordination (page 62) is deleted and replaced by "Exhibit 5," which is incorporated herein.

(6) Pedestrian, Bicycle, and Multi-Use Path Modal Plan – Regional Multi-Use Path Projects, Table 15 (page 64) is deleted and replaced by "Exhibit 6," which is incorporated herein.

(7) Pedestrian, Bicycle, and Multi-Use Path Modal Plan – Figure 7 Bicycle and Pedestrian Element (page 65) is deleted and replaced by "Exhibit 7," which is incorporated herein.

(8) Implementation – Policy & Code Language, Bicycle and Pedestrian (page 99) is deleted and replaced by "Exhibit 8," which is incorporated herein.

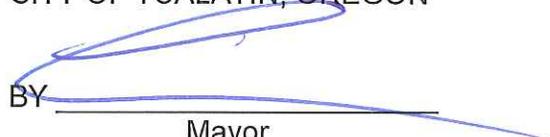
Section 3. The amendments to the TSP set forth in Section 1 and 2 of this ordinance remove the Tonquin Trail from being located in a Regionally Significant Industrial Area. As such, the TSP complies with Metro's Urban Growth Management Function Plan, Metro Code 3.07.420(D), Tualatin Development Code 64.040, and LUBA's Opinion and Order.

Section 4. Except to the extent modified by this ordinance, TDC 11.650 and the Transportation System Plan adopted by the Tualatin City Council by Ordinance 1354-13 on February 25, 2013, remains in full force and effect.

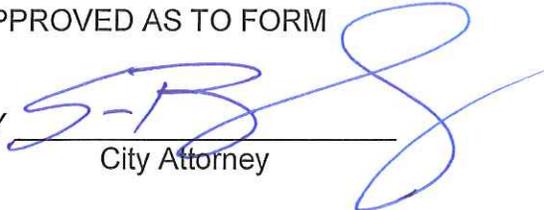
Section 5. Each section of this ordinance, and any part thereof, is severable. If any part of this ordinance is held invalid by a court of competition jurisdiction, the remainder of this ordinance shall remain in full force and effect.

Adopted by the City Council this 24 Day of February, 2014.

CITY OF TUALATIN, OREGON

BY 
Mayor

APPROVED AS TO FORM

BY 
City Attorney

ATTEST:

BY 
City Recorder

Revised Tualatin Transportation System Plan Update

Prepared for
City of Tualatin

~~February 2013~~
Updated February 2014

CH2MHILL®

With

Angelo
planning group

DKS

jla public
involvement

Regional Street Urban Upgrades

Regional street upgrades serve regional travel needs, and are more expensive than what the City is anticipated to be able to fund by itself. These projects will rely on regional and State funding sources for implementation.

TABLE 5

Regional Urban Upgrade Cost Estimates and Prioritization

Project ID	Project Description	Cost Estimate (in 2012 dollars)	Champion	Funding Source	Priority*
R18	Upgrade SW Cipole Road to roadway standards between 99W and SW Tualatin-Sherwood Road, include a multi-use path on one side	\$20,030,000 ⁷	Washington County, City	Washington County MSTIP, TDT, LID, Bike/Ped funds	As development occurs
R19	Widen SW Boones Ferry Road to 5-lanes north of SW Martinazzi Avenue	\$17,818,000	City, ODOT, Washington County	Washington County MSTIP, TDT, gas tax, STIP	Long-term
R20	Widen SW Tualatin-Sherwood Road to five lanes between SW Teton Avenue and SW Cipole Road†	\$10,883,000	Washington County, City	TDT, Washington County MSTIP, gas tax	Medium-term
R21	Upgrade SW Borland Road to roadway standards between SW 65 th Ave. and the eastern City limits	\$9,646,000	Clackamas County, City	TDT, gas tax, Clackamas County	Medium-term
R22	Upgrade SW Grahams Ferry Road to roadway standards between SW Ibach Road and SW Helenius Road	\$3,300,000	Washington County	TDT, gas tax, Washington County MSTIP,	Long-term
R23	Upgrade SW Tonquin Road to roadway standards between SW Waldo Way and SW Grahams Ferry Road	\$11,193,000 ⁸	Washington County	TDT, gas tax, Washington County MSTIP	Medium-term
R24	Fill sidewalk gap and add a colored bicycle lane at SW Boones Ferry Road and SW Lower Boones Ferry Road Intersection	\$10,000	City, ODOT, Washington County, City of Durham	Bike/Ped funds, Travel Options	Short-term
R25	Fill sidewalk gaps on SW Grahams Ferry Road between SW Ibach Road and southern City limits	\$1,680,000 ⁹	Washington County	TDT, Bike/Ped funds, Travel Options, MBP	Short-term
R26	Fill sidewalk gaps on SW Borland Road from SW 65 th Avenue to the eastern City limits	\$2,603,000	Clackamas County, City	TDT, Bike/Ped funds, Travel Options	Short-term

⁷ From Metro's *Regional Transportation Plan (RTP) 2007*. Estimate grown to 2012 dollars.

⁸ From the *SW Tualatin Concept Plan 2010*. Estimate grown to 2012 dollars.

⁹ From the *Tualatin Bikeway Plan 1993*. Estimate grown to 2012 dollars.

The community's vision for "transit ready places" in the Linking Tualatin Plan includes potential transit and other transportation improvements to increase access to and use of transit. Public and private projects focus on improved bicycle and pedestrian connections and road crossings, new local street connections, and new transit services or facilities. Some public projects are unique to the Linking Tualatin Plan and will be studied further through that planning process. These projects include:

1. Bridgeport Village Area: **Provide a new pedestrian crossing** on SW Lower Boones Ferry Road at entrance to the south lot of the Tualatin Park-and-Ride.
2. Bridgeport Village Area: **Provide new local street connections** north of the proposed Bridgeport Apartments development, west, and north of the Grand Hotel.
3. Downtown Area: **Improve pedestrian crossing** on SW Boones Ferry Road at SW Nyberg Street near the WES station.
4. Meridian Park/Nyberg Woods Area: **Provide a new pedestrian crossing** on SW 65th Avenue near the north entrance to Meridian Park Hospital.
5. Leveton Area: **Provide a new pedestrian crossing** on SW Herman Road west of SW 108th Avenue to access a future bus stop and improve bicycle/pedestrian connectivity.
6. Teton Area: **Provide a new WES stop** near SW Tualatin-Sherwood Road, west of the intersection of SW Avery Street and SW 105th Avenue.
7. Teton Area: **Improve pedestrian crossing** at the SW Teton Avenue and SW Tualatin-Sherwood Road intersection.
8. Southwest Industrial Area: **Consider providing parkway treatment** along SW Tualatin-Sherwood Road between SW 124th Avenue and SW Avery Street.
9. Pacific Financial/SW 124th Avenue Area: **Provide new trails** parallel to OR 99W between SW Hazelbrook Road and the north side of the Tualatin River to connect with the Tualatin River Greenway Trail.
10. Pacific Financial/SW 124th Avenue Area: **Connect the Tualatin River Greenway trail** under the OR 99W bridge on both side of the river.

Other public projects in the Linking Tualatin Plan are included in the Transit Modal Plan of this Transportation System Plan. The focus of these projects is on providing east-west connectivity between OR 99W and downtown Tualatin via local bus transit, anchored by park-and-ride facilities in west, east and south Tualatin, and a transit hub at the downtown Tualatin WES station. These projects are shown in Figure 4 and more detail is provided later in this section.

- ◆ **Oregon Passenger Rail.** The purpose of the Oregon Passenger Rail project is to improve passenger rail service between Portland and Eugene. Along the way, the rail service is expected to serve the south Metro area via an alignment either east or west of the Willamette River. The City of Tualatin intends to coordinate with ODOT to help determine an appropriate corridor that would improve intercity passenger rail service in Oregon.
- ◆ **WES Extension.** TriMet and ODOT may consider the feasibility of extending WES commuter rail from Wilsonville to Salem. The City of Tualatin is supportive of the WES extension and intends to partner with ODOT and TriMet in facilitating this project.

Transit Projects

The following proposed projects represent the community's desires for future improvements to transit service. Figure 4 depicts the projects geographically. These projects can be grouped into the following categories: fixed-route bus service, shuttle service, WES, and park-and-rides.

- SW Sagert Street overpass over I-5
- SW 105th Avenue between SW Paulina Drive and SW Blake Street

- ◆ Narrow or obstructed sidewalks
- ◆ Wide or angled crosswalks at intersections
- ◆ Difficult crossing on major roadways (SW Boones Ferry Road, SW Tualatin-Sherwood Road, and roadways in the downtown core)

Most of the pedestrian crashes reported in the 5-year crash study timeframe occurred on SW Boones Ferry Road, generally when a vehicle failed to yield for pedestrians. Most crashes occurred when a vehicle was turning.

Multi-use Path Needs

Additional bicycle and pedestrian connections over the Tualatin River are needed to connect with existing regional paths, as well as to provide alternate routes to the one existing Ki-a-Kuts bridge that is exclusively for bicycles and pedestrians (from Tualatin Community Park to Durham City Park in Durham). Additionally, many of the existing multi-use paths are fragmented and do not connect; signs and other wayfinding guides are needed to inform bicyclists or pedestrians how to move among the various pathways, and from the pathways to on-street facilities. The planned multi-use path network is only half constructed, once the system is complete, the multi-use path network will be more comprehensive.

A full description of existing conditions and deficiencies for the bicycle, pedestrian, and pathway system can be found in Appendix B.

Bicycle and Pedestrian Policies

The City of Tualatin's policies on bicycle and pedestrian facilities are as follows:

- ◆ **Bicycle and Pedestrian Policy 1:** Support Safe Routes to Schools (SRTS) for all Tualatin schools
- ◆ **Bicycle and Pedestrian Policy 2:** Work with partner agencies to support and build trails
- ◆ **Bicycle and Pedestrian Policy 3:** Allow wider sidewalks downtown for strolling and outdoor cafes
- ◆ **Bicycle and Pedestrian Policy 4:** Add benches along multi-use paths for walkers throughout the City (especially in the downtown core)
- ◆ **Bicycle and Pedestrian Policy 5:** Develop and implement a toolbox, consistent with Washington County, for mid-block pedestrian crossings
- ◆ **Bicycle and Pedestrian Policy 6:** Implement bicycle and pedestrian projects to help the City achieve the regional non-single-occupancy vehicle modal targets in Table 16 (later in this chapter; its source is the RTFP)
- ◆ **Bicycle and Pedestrian Policy 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
- ◆ **Bicycle and Pedestrian Policy 8:** Ensure that there are bicycle and pedestrian facilities at transit stations
- ◆ **Bicycle and Pedestrian Policy 9:** Create on- and off-street bicycle and pedestrian facilities connecting residential, commercial, industrial, and public facilities such as parks, the library, and schools
- ◆ **Bicycle and Pedestrian Policy 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

TABLE 13
Multi-Use Path Project Cost Estimates and Prioritization

Project ID	Project Description	Cost Estimate	Champion	Funding Source	Priority*
BP10	Add trail on the east side of SW 105 th Avenue, SW Blake Street, and SW 108 th Avenue through Ibach Park to accommodate bicyclists and pedestrians	\$810,000	City, Ibach CIO	Parks SDC or bond, Bike/Ped funds, Travel Options	Medium-term
BP11	Add a multi-use path undercrossing of I-5 near Fred Meyer as part of the Nyberg Creek Greenway—connect to planned and existing multi-use paths	\$1,947,000 ²⁷	City	Bike/Ped funds, Travel Options, ODOT Bike/Ped grants	Medium-term
BP12	Not Used				

* Short term = within 5 years, medium term = 5–10 years, long-term = 10 years or more
 CIO – Citizen Involvement Organization
 ODOT – Oregon Department of Transportation
 SDC – System Development Charges

Regional Coordination

A number of bicycle and pedestrian projects will require coordination with regional agencies such as Washington and Clackamas Counties, Metro, or ODOT. The City of Tualatin will participate fully in the development of regional multi-use trail projects through partnering with neighboring cities and lead agencies. Regional projects currently under development include intersection and bike lane projects on facilities owned by Washington or Clackamas Counties, or ODOT these projects are included in Tables 14 and 15.

²⁷ From Metro's *Regional Transportation Plan (RTP) 2007*. Estimate grown to 2012 dollars.

Regional Multi-Use Path Projects

TABLE 15
Regional Multi-Use Path Project Cost Estimate and Prioritization

Project ID	Project Description	Cost Estimate	Champion	Funding Source	Priority*
BP17	Build pedestrian and bicycle bridges over the Tualatin River: North of SW Cipole Road in conjunction with the Westside Trail Near SW 108 th Avenue	\$2,434,000 ²⁸ \$2,434,000 ²⁹	City, Metro	Parks SDC or bond, Bike/Ped funds, Travel Options	Long-term
BP18	Not Used				

* Short term = within 5 years, medium term = 5–10 years, long-term = 10 years or more
SDC – System Development Charges

²⁸ From Metro's *Regional Transportation Plan (RTP) 2007*. Estimate grown to 2012 dollars.

²⁹ From Metro's *Regional Transportation Plan (RTP) 2007*. Estimate grown to 2012 dollars.

³⁰ Not used.

³¹ Not used.

- ◆ **Transit Policy 6:** Develop and improve pedestrian and bicycle connections and access to transit stops.
- ◆ **Transit Policy 7:** Encourage higher-densities near high-capacity transit service.
- ◆ **Transit Policy 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.

Bicycle and Pedestrian

- ◆ **Bicycle and Pedestrian Policy 1:** Support Safe Routes to Schools (SRTS) for all Tualatin schools
- ◆ **Bicycle and Pedestrian Policy 2:** Work with partner agencies to support and build trails
- ◆ **Bicycle and Pedestrian Policy 3:** Allow wider sidewalks downtown for strolling and outdoor cafes
- ◆ **Bicycle and Pedestrian Policy 4:** Add benches along multi-use paths for walkers throughout the City (especially in the downtown core)
- ◆ **Bicycle and Pedestrian Policy 5:** Develop and implement a toolbox, consistent with Washington County, for mid-block pedestrian crossings
- ◆ **Bicycle and Pedestrian Policy 6:** Implement bicycle and pedestrian projects to help the City achieve the regional non-single-occupancy vehicle modal targets in Table 16 (earlier in this chapter; its source is the RTPF)
- ◆ **Bicycle and Pedestrian Policy 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
- ◆ **Bicycle and Pedestrian Policy 8:** Ensure that there are bicycle and pedestrian facilities at transit stations
- ◆ **Bicycle and Pedestrian Policy 9:** Create on- and off-street bicycle and pedestrian facilities connecting residential, commercial, industrial, and public facilities such as parks, the library, and school
- ◆ **Bicycle and Pedestrian Policy 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

Freight

- ◆ **Freight Policy 1:** Continue to coordinate with PNWR and TriMet to ensure that railroad crossings are safe and have few noise impacts on adjacent neighborhoods
- ◆ **Freight Policy 2:** Look for opportunities to shift goods shipments to rail to help reduce the demand for freight on Tualatin's roads.
- ◆ **Freight Policy 3:** Look for opportunities to create multi-modal hubs to take advantage of the freight rail lines

Transportation Demand Management

- ◆ **TDM Policy 1:** Support demand reduction strategies, such as ride sharing, preferential parking, and flextime programs
- ◆ **TDM Policy 2:** Partner with the Chamber of Commerce, the Westside Transportation Alliance, major employers, and business groups to implement TDM programs
- ◆ **TDM Policy 3:** Explore the use of new TDM strategies to realize more efficient use of the City's transportation system