TUALATIN TRANSPORTATION SYSTEM PLAN

City of Tualatin

Transportation System Plan Update

Appendixes

February 2013

CH2M HILL • DKS
Angelo Planning Group • JLA Public Involvement

Revised Tualatin Transportation System Plan Update
Volume II: Appendixes

Prepared for

City of Tualatin

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Contents

Appendixes

Appendix A
Plan and Policy Review

This Appendix provides a policy framework for the update of the City of Tualatin Transportation System Plan (TSP) using state, regional, and local policies, plans, and regulations. The City's current TSP served as the foundation for the update process. Compliance and coordination with the existing plans, policies and regulations described is required as part of the plan update process. This policy framework was used throughout the TSP update process as a decision-making tool and assisted in developing proposed amendments to local planning documents as needed and making findings of compliance with adopted plans and regulations.

Transportation system planning in Oregon is required by state law pursuant to Goal 12, "Transportation," one of the 19 statewide planning goals. Oregon Revised Statute 660-012, the Transportation Planning Rule (TPR) defines how to implement Statewide Planning Goal 12. The TPR requires that the state prepare a TSP (the Oregon Transportation Plan or "OTP"), that Metro prepare a Regional Transportation Plan (RTP), and that the city prepare a TSP that is consistent with both. Since the City's former TSP was adopted in 2001, new policies and requirements were adopted or considered for adoption, in the OTP, the Oregon Highway Plan (the roadway element of the OTP), the TPR, and the Metro RTP. In addition to State and Regional policy requirements and standards, the updated TSP must reflect, or be consistent with, the policies, objectives, recommendations and requirements of other locally adopted policy and regulatory documents. How these documents relate to transportation planning in Tualatin is explained in this Appendix.

The following matrix provides a quick reference tool that indicates how the regulatory documents in this review relate to elements of the TSP update planning process. Elements include: transportation policy, transportation design standards, pedestrian/bicycle connectivity, transportation improvement projects, and development ordinance requirements. Each document is also categorized under a heading of State, Regional, or Local Plans and Regulations.[1]

[1] Note: Highlighted documents were not available for review, but have been identified as having significance for the TSP update. Information from these documents will be considered during the planning process, as it becomes available.

Policy/Regulatory Document	Tualatin Transportation Planning Elements				
	Transportation Policy	Transportation Design Standards	Pedestrian/ Bicycle Connectivity	Transportation Improvement Project List	Development Ordinance Requirements
State Plans and Regulations					
Oregon Transportation Plan	✓				
Oregon Highway Plan	✓	✓			
Oregon Bicycle and Pedestrian Plan	✓	✓	✓		
Department of Transportation Coordination Rules (OAR 731-015)	✓				
Access Management Rules (OAR 734-051)		✓			
Transportation Planning Rule (OAR 660-012)	✓				✓
Statewide Transportation Improvement Program (STIP)				✓	
Statewide Planning Goals	✓		✓		
I-5 to 99W Connector Project	✓			✓	
State Comprehensive Outdoor Recreation Plan (2008-2012)	✓		✓		
Regional Plans and Regulations					
Metro Regional Framework Plan	✓	✓			
Metro 2035 Regional Transportation Plan (RTP)	✓	✓	✓	✓	
Metro Regional Transportation Functional Plan (RTFP)			✓		✓
Metro High Capacity Transit Plan	✓			✓	

Policy/Regulatory Document	Tualatin Transportation Planning Elements				
	Transportation Policy	Transportation Design Standards	Pedestrian/ Bicycle Connectivity	Transportation Improvement Project List	Development Ordinance Requirements
High Capacity Transit System Expansion Policy: Implementation Guidance for the Portland Metropolitan Region (2011)	✓			✓	
1992 Metro Greenspaces Master Plan			✓		
2007 Regional Trails and Greenways Map			✓		
Transportation and Land Use Implementation Guidance for the Portland Metropolitan Region	✓				✓
Southwest Corridor Plan (in progress)	✓		✓	✓	
TriMet 2011 TIP				✓	
TriMet Bike Parking Guidelines	✓				✓
Local Plans and Regulations					
City of Tualatin Comprehensive Plan	✓				
City of Tualatin Transportation System Plan (2001)	✓	✓	✓	✓	✓
City of Tualatin Bikeway Plan (1993)	✓	✓	✓	✓	
City of Tualatin Development Code (TDC)		✓	✓		✓
City of Tualatin Parks and Recreation Master Plan (1983)			✓		
City of Tualatin Greenway Development Plan (1995)			✓		
City of Tualatin Capital Improvement Plan (in progress)			✓	✓	

Policy/Regulatory Document	Tualatin Transportation Planning Elements				
	Transportation Policy	Transportation Design Standards	Pedestrian/ Bicycle Connectivity	Transportation Improvement Project List	Development Ordinance Requirements
Tualatin Tomorrow Community Vision and Strategic Action Plan (2009)	✓		✓		
Hedges Creek Wetlands Master Plan (2002)			✓		
Downtown Parking Plan (in progress)	✓				✓
Northwest Concept Plan (NWCP) (March 2005)	✓		✓	✓	
Southwest Concept Plan (SWCP) (2011)	✓				
Town Center Plan (2005)	✓		✓	✓	
Town Center Plan (update in progress)	✓		✓		
Tualatin Town charter Chapter XI	✓				
Urban and Rural Reserve Planning	✓				
Basalt Creek Intergovernmental Agreement	✓				
Clackamas County Comprehensive Plan	✓				
Clackamas County Zoning and Development Ordinance		✓	✓		✓
Clackamas County Transportation System Plan (2001)	✓	✓	✓	✓	✓
Clackamas County Capital Improvement Plan				✓	
Washington County Comprehensive Plan	✓				
Washington County Capital Improvement Program				✓	
Washington County 2020 Transportation Plan (2003)	✓	✓	✓	✓	✓

The following provides page numbers for the plans and documents reviewed in this Appendix:

State Plans and Regulations

Oregon Transportation Plan

Originally adopted in 1992, the Oregon Transportation Plan (OTP) is a policy document developed by ODOT in response to federal and state mandates for systematic planning for the future of Oregon's transportation system. The OTP is intended to meet statutory requirements (ORS 184.618(1)) to develop a state transportation policy and comprehensive long-range plan for a multi-modal transportation system that addresses economic efficiency, orderly economic development, safety, and environmental quality. The 2006 OTP expands on the policy objectives of the 1992 plan, with an emphasis on maintaining assets in place,[2] optimizing existing system performance through technology and better system integration, creating sustainable funding, and investing in strategic capacity enhancements.

The OTP's goals, policies, and strategies guide the development of state multimodal, modal/topic[3] and facility plans and regional and local transportation system plans. The OTP provides the framework for prioritizing transportation improvements and funding, but it does not identify specific projects for development.[4] As required by Oregon and federal statutes, the OTP guides development and investment in the transportation system through:

- Transportation goals and policies,
- Transportation investment scenarios and an implementation framework, and
- Key initiatives to implement the vision and policies.

Goals in the OTP include: Mobility and Accessibility; Management of the System; Economic Vitality; Sustainability; Safety and Security; Funding the Transportation System; and Coordination, Communication and Cooperation. Policies and strategies under many of these goals emphasize increasing coordination and cooperation among federal and state agencies, regional and local governments and private entities to achieve these goals.

The Implementation Framework section of the OTP describes the implementation process and clarifies that more specific plans, such as state multimodal, modal/topic plans, regional and local transportation system plans will be relied upon to further refine the OTP's broad policies and investment levels.

Oregon Highway Plan

The Oregon Highway Plan (OHP), an element and modal plan of the state's comprehensive transportation plan (OTP), guides the planning, operations, and financing of ODOT's Highway Division. The OHP defines policies and investment strategies for Oregon's state highway system. The plan contains three elements: a vision element that describes the broad goal for how the

[2] The OTP defines "asset management" as a "systematic process of maintaining, upgrading and operating physical assets cost-effectively. It combines engineering principles with sound business practices and economic theory, and it provides tools to facilitate a more organized, logical approach to decision-making. Asset management provides a framework for handling both short- and long-range planning."

[3] Modal or topic plans, as developed by ODOT and other state agencies, include plans for aviation, bicycle and pedestrian facilities, highways, marine ports and waterways, public transportation and rail.

[4] Projects are identified through facility plans and regional and local transportation system plans, and sometimes through modal plans.

highway system should look in 20 years; a policy element that contains goals, policies, and actions to be followed by state, regional, and local jurisdictions; and a system element that includes an analysis of needs, revenues, and performance measures.

The OHP addresses the following issues:

- Efficient management of the system to increase safety, preserve the system, and extend its capacity
- Increased partnerships, particularly with regional and local governments
- Links between land use and transportation
- Access management
- Links with other transportation modes
- Environmental and scenic resources.

Policies and actions that are particularly relevant to the Tualatin TSP are described in the following subsections.

Policy 1A: State Highway Classification System

The state highway classification system includes five classifications: Interstate, Statewide, Regional, District, and Local Interest Roads. In addition, there are four special purpose categories that overlay the basic classifications: land use, statewide freight and truck routes, scenic byways, and lifeline routes. State highways are classified for planning and management purposes.

State facilities in the city of Tualatin and their roadway classifications include:

- Pacific Highway/I-5 (No. 1), MP 287.94 to MP 290.54 – Interstate, NHS, Freight Route, Truck Route
- East Portland Freeway/I-205 (No. 64) – Interstate, NHS, Freight Route, Truck Route
- OR 99W (No. 1W (91)), MP 12.20 to MP. 13.32 – Statewide Highway, NHS, Freight Route, Truck Route
- Beaverton-Tualatin Highway (No. 141), MP 8.59 to MP 8.66 – District Highway.

I-5 and I-205 are Interstate Highways that are part of the National Highway System (NHS). As such, their main purpose is to provide mobility, safe and efficient high-speed traffic operation and connections to major cities, regions of the state, and other states while providing connections to cities and other destinations. They are also designated as state freight and truck routes.

OR 99W is a Statewide Highway that is part of the NHS. It is intended to provide mobility, safe and efficient, high-speed, continuous-flow operation, and connections between and within cities and regions in the state, including connections to larger urban areas and areas that are not directly served by Interstate Highways.

Beaverton-Tualatin Highway (Boones Ferry Road) is a District Highway. District Highways serve primarily as county and city arterials or collectors and provide connections between smaller urban areas, rural centers, and urban hubs as well as local access. They are intended for safe and efficient, moderate to high-speed continuous-flow operation in rural areas, and moderate to low-speed operation in urban and urbanizing areas particularly to accommodate pedestrian and bicycle traffic. Like statewide highways, special land use designations made along segments of district highways may give more priority to mobility or local access.

Policy 1B: Land Use and Transportation

Policy 1B recognizes the role of both the State and local governments related to the state highway system and calls for a coordinated approach to land use and transportation planning. The City is not seeking special land use designations, such as a Special Transportation Area (STA), for roadway segments along the State system, as allowed in this policy, as part of the TSP update process.

Policy 1C: State Highway Freight System

Policy 1C addresses the need to balance the movement of goods and services with other uses. Action 1C.4 states that the timeliness of freight movements should be considered when developing and implementing plans and projects on freight routes. In Tualatin, I-5, I-205 and OR 99W are designated freight routes.

Policy 1F: Highway Mobility Standards

Policy 1F sets mobility standards for ensuring a reliable and acceptable level of mobility on the highway system. The standards are used to assess system needs as part of long range, comprehensive planning transportation planning projects (such as this TSP update), during development review, and to demonstrate compliance with the Transportation Planning Rule (TPR). Mobility standards specifically for the Portland metropolitan region are included in Policy 1F, Table 7, as well as in the Regional Transportation Plan (RTP), which is reviewed later in this Appendix.

Policy 1F has been revised and the Oregon Transportation Commission (OTC) adopted the amendments at its December 21, 2011 hearing. These amendments occurred following development of Oregon Administrative Rule (OAR) 731-017 that implemented House Bill (HB) 3379[5]. Following adoption of OAR 731-017 there was broad recognition of the need for expanded work to address TPR and Oregon Highway Plan OHP issues.[6] The OTC and Land Conservation and Development Commission (LCDC) established the Joint Subcommittee on the TPR and OHP in response to Senate Bill 795[7] and concerns that the existing rules and plans have led to unintended consequences and inhibited economic development. The OHP Mobility Standards Technical Advisory Committee assisted in the development of potential OHP policy amendments, consistent with the direction from the Joint Subcommittee. The amended Policy 1F standardizes a policy framework for considering measures other than volume to capacity ratios. Background and actions in the revised policy language provide additional flexibility in developing and applying alternate mobility standards and generally address concerns on limitations of peak hour v/c ratio measures through new or amended policies that provide the opportunity to better balance multimodal transportation, land use, and economic development considerations.

In addition, OHP Tables 6 and 7 have been amended and the v/c ratios are referred to as "targets." The language clarifies that Policy 1F applies primarily to transportation and land use planning

[5] The OTC was directed to adopt an administrative rule through HB 3379 (2009) that establishes an application process local governments may use if they are not able to meet the funding requirements of the TPR. Local governments would be able to consider time extensions, alternative funding methods and transportation performance measure changes with HB 3379 applications. The legislation includes limitations on the process to be described in the administrative rule, including OTC approval of no more than four applications in each ODOT Region per calendar year. See a review of the TPR later in this document.

[6] Many of these tasks were identified during HB 3379 Stakeholder Committee discussions; other issues were raised with LCDC and formal requests were made for additional work on the TPR and OHP.

[7] SB 795 requires LCDC to adopt revisions to transportation planning rule for purposes of streamlining, simplifying and clarifying certain aspects of rule before January 1, 2012.

decisions. By defining targeted levels of highway system mobility, the policy provides direction for identifying (vehicular) highway system deficiencies, but does not prescribe what actions should be taken to address the deficiencies. With respect to plan amendments, the Highway Mobility Policy (still) establishes ODOT's mobility targets for state highways as the standards for determining compliance and compliance with the TPR (OAR 660-012-0060). The targets in Table 6, Volume to Capacity Ratios for Peak Hour Operating Conditions, have all been modified to allow for a greater level of congestion in certain circumstances and locations. Table 7, which contains the volume to capacity ratios for facilities inside the Portland metro area, has been modified only slightly.

Policy 1G: Major Improvements

Policy 1G requires maintaining performance and improving safety by improving efficiency and management before adding capacity. The intent of this policy, is to ensure that major improvement projects on state highway facilities have been through a coordinated planning process involving state, regional, and local stakeholders and the public, and that there is substantial support for the proposed improvement.

Policy 2B: Off–System Improvements

Policy 2B establishes ODOT's interest in improvements on local roads that maintain or improve safety and mobility performance on state roadways, and supports local jurisdictions in adopting land use and access management policies. This policy recognizes that the state may provide financial assistance to local jurisdictions to make improvements to local transportation systems if the improvements would provide a cost-effective means of improving the operations of the state highway system. In the case of Tualatin, this would mean local projects that significantly improve operation of I-5, I-205, OR 99W, or Beaverton-Tualatin Highway (Boones Ferry Road).

Policy 2D: Public Involvement

Public involvement in transportation and planning and project development will be a critical part of the TSP process. See the summary of the planned outreach activities under the Statewide Planning Goals heading, Goal 1 Public Involvement, later in this Appendix.

Policy 2F: Traffic Safety

Policy 2F identifies the need for projects to improve safety for all users of the state highway system through engineering, education, enforcement, and emergency services. One component of the TSP update is to identify existing crash patterns and rates and to develop strategies to address safety issues, if issues associated with state facilities within the city of Tualatin exist or are projected to exist within the TSP planning horizon.

Policy 4A: Efficiency of Freight Movement

This policy emphasizes the need to maintain and improve the efficiency of freight movement on the state highway system. I-5, I-205, and OR 99W in Tualatin are designated state highway freight routes.[8]

[8] Transportation planning elements related to freight are multi-dimensional. The combined space on either side of a vehicle plus the width of the vehicle itself – what is referred to by the trucking industry as "the hole in the air" – is important to consider where planned system improvements include or impact bridge or grade-separated interchanges. As noted during the OTIA III State Bridge Delivery Program, this is particularly important to freight haulers driving oversize vehicles, or those wider than 12 feet. With less clearance, drivers must decrease their speed, slowing all traffic moving through a constriction. (See OTIA III 2007 Web Brief, http://www.oregon.gov/ODOT/HWY/OTIA/news_windfarm.shtml.)

Policy 4B: Alternative Passenger Modes
Action 4B.4 under this policy requires that highway projects encourage the use of alternative passenger modes to reduce local trips. The TSP update process will explore ways to support and increase the use of alternative passenger modes in Tualatin to reduce motor vehicle trips on highways and other facilities. This will include bicycle and pedestrian facility improvements and consideration of transit movement along local roadways.

Policy 4D: Transportation Demand Management
This policy establishes the State's interest in supporting demand management (TDM) strategies that reduce peak period single occupant vehicle travel, thereby improving the flow of traffic on the state roadway system. The TSP update will explore TDM strategies that are feasible to implement in Tualatin.

Policy 4E: Park and Ride Facilities
This policy seeks to maximize the existing transportation system and passenger capacity by supporting and developing park-and-ride facilities. TriMet bus routes #12, #36, #37, #38, #76 and #96 (rush hour service) provide service between Beaverton, downtown Portland, and Tualatin. WES Commuter Rail connects Beaverton, Tigard, Tualatin, and Wilsonville.

The following is a list of transit service in Tualatin and associated park-and-ride facilities:

- Route #12
- Route #36 – Tualatin Park and Ride (72nd and Lower Boones Ferry)
- Route #37 – Tualatin Park and Ride (72nd and Lower Boones Ferry)
- Route #38 – Tualatin Park and Ride (72nd and Lower Boones Ferry)
- Route #76 – Tualatin Park and Ride (72nd and Lower Boones Ferry), Martinazzi and Mohawk
- Route #96 – 72nd and I-5, Martinazzi and Mohawk, Lower Boones Ferry and Sagert
- WES Commute Rail – Tualatin Station.

Policy 5A: Environmental Resources
This policy intends to protect the natural and built environment – including air quality, fish and wildlife habitat, migration routes, vegetation, and water resources from impacts from state highways and ODOT facilities. Impacts to identified natural resources must be avoided or mitigated by any proposed construction or reconstruction projects on state facilities or approaches in Tualatin.

Oregon Bicycle and Pedestrian Plan

The Oregon Bicycle and Pedestrian Plan (OBPP) is a modal element of the OTP and provides guidance for planning, design, and operation of facilities for bicycle and pedestrian travel. The plan contains standards and designs used on state highway projects for these types of facilities.

The plan is comprised of two parts: the Policy and Action Plan and the Oregon Bicycle and Pedestrian Design Guide. The policy section provides background information, including relevant state and federal laws, and contains the goals, actions, and implementation strategies proposed by ODOT to improve bicycle and pedestrian transportation.

The plan states that bikeway and walkway systems will be established on urban highways, as follows:

- As part of modernization projects (bike lanes and sidewalks will be included);

- As part of preservation projects, where minor upgrades can be made;
- By restriping roads with bike lanes;
- With improvement betterment projects, such as completing short missing segments of sidewalks;
- As bikeway or walkway modernization projects;
- By developers as part of permit conditions, where warranted.

The second section of the OBPP is the technical element of the plan that guides the design and management of bicycle and pedestrian facilities on state-owned facilities. It underwent updates from 2007 to 2011.[9] Many new pedestrian and bicycle treatments have been developed and included in the update of the Oregon Bicycle and Pedestrian Design Guide. This section has been designated as a companion piece to the Highway Design Manual. The design standards and guidelines in this section will be referred to for bicycle or pedestrian facilities that are considered as part of improvements to state facilities in Tualatin. Design details for bicycle and pedestrian facilities on state roadways are still subject to design review and other permitting procedures for proposed projects on state roadways.

Department of Transportation Coordination Rules (OAR 731-015)

ODOT's Division 15, Coordination Rules, (OAR 731-015) ensures that the procedures used in developing highway improvement projects and other ODOT actions affecting land use comply with Oregon's Statewide Planning Goals and are consistent with applicable acknowledged comprehensive plans, as required by ORS 197.180. This administrative rule provides coordination procedures to be used when adopting Final Facility Plans, such as an interchange area management plan (OAR-731-015-0065).

Access Management Rules (OAR 734-051)

Oregon Administrative Rule 734-051 defines the State's role in managing access to highway facilities in order to maintain functional use and safety and to preserve public investment. The provisions in the OAR apply to the roadways under state jurisdiction within the city of Tualatin, namely I-5, I-205, OR 99W, and the Beaverton-Tualatin Highway (Boones Ferry Road). The access management rules include spacing standards for varying types of state roadways. It also lists criteria for granting right of access and approach locations onto state highway facilities.

OAR 734-051 is in the process of being amended to allow more consideration for economic development when developing and implementing access management rules. The new laws will result in substantial changes in rules about how ODOT manages highway approach road permitting. Changes include modifying how ODOT deals with approach road spacing, highway improvements requirements with development, and traffic impact analyses requirements for approach road permits. The law's provisions take effect on January 1, 2012.

Although the administrative rule is still in the process of being amended, SB 264 establishes new spacing standards for unsignalized approaches to statewide highways and district highways and in urban areas where average daily traffic is more than 5,000 motor vehicles (Tables 2 and 4 in SB 264)

[9] The 1995 policy section and 2011 updated design and technical section of the OBPP are available on ODOT's website at: http://www.oregon.gov/ODOT/HWY/BIKEPED/planproc.shtml

Table 1. Spacing Standards for Urban Non-Designated Statewide Highways (OR 99W)

Posted Speed (mph)	Spacing (feet)
55 and higher	1,320
50	1,100
40-45	800
30-35	500
25 and lower	350

Table 2. Spacing Standards for Urban Non-Designated District Highways

(Beaverton-Tualatin Highway)

Posted Speed (mph)	Spacing (feet)
55 and higher	700
50	550
40-45	500
30-35	350
25 and lower	250

Section 734-051-0155 identifies when, how and why ODOT will develop access management plans and interchange area management plans for particular sections of a highway.

Transportation Planning Rule (OAR 660-012)

The Transportation Planning Rule (TPR) implements Oregon Statewide Planning Goal 12, which supports transportation facilities and systems that are safe, efficient, and cost-effective and are designed to reduce reliance on single-occupancy vehicles. The objective of the TPR is to reduce air pollution, congestion, and other livability problems, and to maximize investments made in the transportation system.

The TPR requires local governments to adopt land use regulations consistent with state and federal requirements "to protect transportation facilities, corridors and sites for their identified functions (OAR 660-012-0045(2))." This policy is achieved through a variety of measures, including:

- Standards to protect future operations of roads;
- Provisions for multimodal access, circulation, and facilities;
- A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites;

- A process to apply conditions to development proposals to minimize impacts and protect transportation facilities, corridors or sites;
- Regulations to provide notice to ODOT of land use applications that require public hearings, involve land divisions, or affect private access to roads; and
- Regulations assuring that amendments to land use designations, densities and design standards are consistent with the functions, capacities and performance standards of facilities identified in the TSP. (See OAR 660-012-0060.)

The following subsections of the TPR are relevant to the Tualatin TSP update.

660-012-0020 – Elements of Transportation System Plans

Section –0020 of the TPR specifies what is required in a TSP, including an inventory and assessment of existing conditions; forecasts of transportation needs; a road system plan; a public transportation plan; a bicycle and pedestrian plan; air, rail, water, and pipeline plans as applicable; transportation system and demand management plans; a financing program; and implementing policies and land use regulations.

660-012-0035 – Evaluation and Selection of Transportation System Alternatives

Section –0035 describes standards and alternatives available to agencies evaluating and selecting transportation projects, including benefits to different modes, land use alternatives, and environmental and economic impacts.

660-012-0045 – Implementation of the Transportation System Plan

The TPR requires local governments to adopt land use regulations consistent with state and federal requirements "to protect transportation facilities, corridors and sites for their identified functions." This policy is achieved through:

- Access control measures,
- Standards to protect future operations of roads,
- Expanded notice requirements and coordinated review procedures for land use applications,
- A process to apply conditions of approval to development proposals, and
- Regulations assuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities, and performance standards of facilities identified in the TSP.

660-012-0060 – Plan and Land Use Regulation Amendments

Amendments made to Section –0060 in 2005 are among the most significant changes that have been made to the TPR since adoption of the City's 2001 TSP. The amendments required local jurisdictions to balance the need for development with the need for transportation improvements, established the end of the planning period as the measure for determining "significant effect", defined the transportation improvements that a local government can consider in determining significant effect, and identified methods for the state and local jurisdictions to determine whether a needed transportation facility is reasonably likely to be provided within the planning horizon.

This section of the TPR was amended on December 8, 2011. The amendments exempt zoning map amendments from a significant effect determination if the amendment is consistent with adopted comprehensive plan map designations. Other TPR changes include exempting proposed amendments to functional plans, comprehensive plans, or land use regulations in locally designated multimodal mixed-use areas ("MMAs") from applying performance standards related to traffic

congestion and delay if specific criteria are met. Criteria include a requirement that the proposed map or text amendment affects only land entirely within a MMA. Amendments to -0060 also prescribe under what circumstances local government can approve partial mitigation for transportation impacts, which include findings that the proposed amendment will "create direct benefits in terms of industrial or traded-sector jobs created or retained."

2010-2013 Statewide Transportation Improvement Program (STIP)

The State Transportation Improvement Program (STIP) is the programming and funding document for transportation projects and programs statewide. The projects and programs undergo a selection process managed by ODOT Regions and/or ODOT central offices. The document covers a period of four years and is updated every two years.

There are six projects – a mixture of roadway capacity projects and bike and pedestrian facilities – that are programmed in the Tualatin vicinity in the Final 2008-2011 STIP, as shown in Table 3. The final three projects in the table are not located within the city but are major projects that are nearby and will affect the city's transportation system.

Table 3. 2010-2013 Final Approved STIP

Project Key #	Project Name and Location	Project Applicant	Project Description	Project Type	Project Cost	Project Year
#13301	I-5/99W Tualatin-Sherwood Connector	Washington County	Planning, environmental document	Modernization	$4.1 million	Begin in 2010
#15669	I-5/99W Tualatin-Sherwood Connector Concept Plan	Washington County	Planning	Planning	$446,000	2010
#17461	Tualatin-Sherwood Road ATMS Phase 2, from OR 99W to Teton	Washington County	Upgrade traffic signal systems and install video detection system	Operations	$2.1 million	Begin in 2012
#16373	OR 99W: Active Corridor Management (No MP range identified)	ODOT	Non-construction project, upgrade traffic controllers and software	Operations	$507,000	2010
#16581	Tualatin Railroad Crossings	TriMet	Install raised medians and 4 quad crossing gates	Safety	$689,000	2010

Project Key #	Project Name and Location	Project Applicant	Project Description	Project Type	Project Cost	Project Year
#15586	Westside Trail Master Plan, from Willamette River to Tualatin River	Tualatin Hills Parks & Recreation District (THPRD)	Planning	Bicycle/pedestrian	$335,000	2011
#17196	SW Boones Ferry Road, SW Norwood Road-SW Day Road	Washington County	Facility improvements to enable jurisdictional transfer	Pavement preservation	$2 million	Begin in 2010

Statewide Planning Goals

Goal 1 (Citizen Involvement)

Goal 1, Citizen Involvement, requires those jurisdictions that prepare, adopt, and maintain comprehensive plans to provide the "opportunity for citizens to be involved in all phases of the planning process." The Tualatin TSP is incorporated into the City's Comprehensive Plan through Chapter 11 of the Tualatin Development Code. Pursuant to this goal, the planning process includes preparation of plans and implementation measures, adoption of plans and implementation measures, and minor and major amendments to adopted plans. Technical information associated with the planning process must be available to citizens in an understandable form; accessible means for providing feedback must also be available.

The TSP update process is scoped to include the following involvement:

- A Task Force that will meet about 10 times
- Seven Working Groups that will meet about 21 times total
- Support and attendance at about four public events
- Support and attendance at about eight coffee klatches and tabling events
- A project website hosted by the City.

The required public hearings for adoption of the TSP update will also provide opportunity for public comment. All of these public involvement activities will be guided by and assessed according to Goal 1.

Goal 2 (Land Use Planning)

Goal 2, Land Use Planning, requires that a land use planning process and policy framework be established as a basis for all decisions and actions relating to the use of land. The Goal requires planning coordination between those local governments and state agencies "which have programs, land ownerships, or responsibilities within the area included in the plan." In preparing this TSP update, Goal 2 will require coordination between ODOT and the City of Tualatin, as well as neighboring jurisdictions. Coordination is particularly important because land use decisions in the vicinity of state facilities have an effect on future use and operations.

Goal 2 requires that city, county, state, and federal plans and actions related to land use are "consistent with the comprehensive plans of cities and counties and regional plans adopted under ORS Chapter 268." This provision is important because the TSP update will need to be consistent

with the adopted regional plans, in particular the 2035 Regional Transportation Plan that was recently adopted. To meet this state requirement, implementation measures for the TSP update may include recommendations for amendments to the City Comprehensive Plan, and Development Code.

Goal 11 (Public Facilities and Services)

Public facilities that are named in Statewide Planning Goal 11 include water, sewer, solid waste, and transportation facilities. Goal 11 establishes the requirement for the preparation of public facility plans for jurisdictions with populations greater 2,500. The public facility plan or plans are supporting documents to the jurisdiction's comprehensive plan. As such, a TSP effectively serves as a jurisdiction's public facility plan for transportation, although a TSP becomes an element of the comprehensive plan, not just a supporting document.

Goal 11 calls for coordination between planning for various public facilities and between the state, agencies, and jurisdictions that it provides with funding for water, sewer, solid waste, and transportation facility planning and development. The goal also recognizes the balance between planning for adequate service to developing areas consistent with planned densities and using public facilities to inappropriately or prematurely urbanize areas that are disproportionately inefficient and costly to serve.

Goal 12 (Transportation)

Statewide Planning Goal 12, Transportation, requires cities, counties, metropolitan planning organizations, and ODOT to provide and encourage a safe, convenient, and economic transportation system. This is accomplished through development of transportation system plans (TSPs) based on inventories of local, regional, and state transportation needs.

Goal 12 is implemented through OAR 660, Division 12, known as the Transportation Planning Rule (TPR). The TPR contains numerous requirements governing transportation planning and project development, several of which are relevant to planning interchange improvements. See the summary of the TPR provided earlier in this Appendix.

Goal 14 (Urbanization)

Goal 14 regulates urban growth boundaries. The goal provides that establishment and change of a UGB shall be based upon consideration of the following four factors:

1. Efficient accommodation of identified land needs;

2. Orderly and economic provision of public facilities and services;

3. Comparative environmental, energy, economic, and social consequences;

4. Compatibility of the proposed urban uses with nearby agricultural and forest activities occurring on farm and forest land outside the UGB.

Additionally, ORS 197.298 establishes priorities for including land inside urban growth boundaries. The first (highest) priority for inclusion is land that is designated "urban reserve" land. The second priority is land adjacent to a UGB that is identified as "an exception area or nonresource land." The third priority is land that is designated as "marginal land" and the final (lowest) priority is land that is designated for agriculture, forestry, or both. There is additional discussion of urban reserve land as it applies to Tualatin later in this Appendix.

I-5 to 99W Connector Project

The I-5 to 99W Connector Project is intended to develop long-term solutions to improving mobility between I-5 and OR 99W and is a collaboration between ODOT, Metro, Washington County, and other affected agencies.

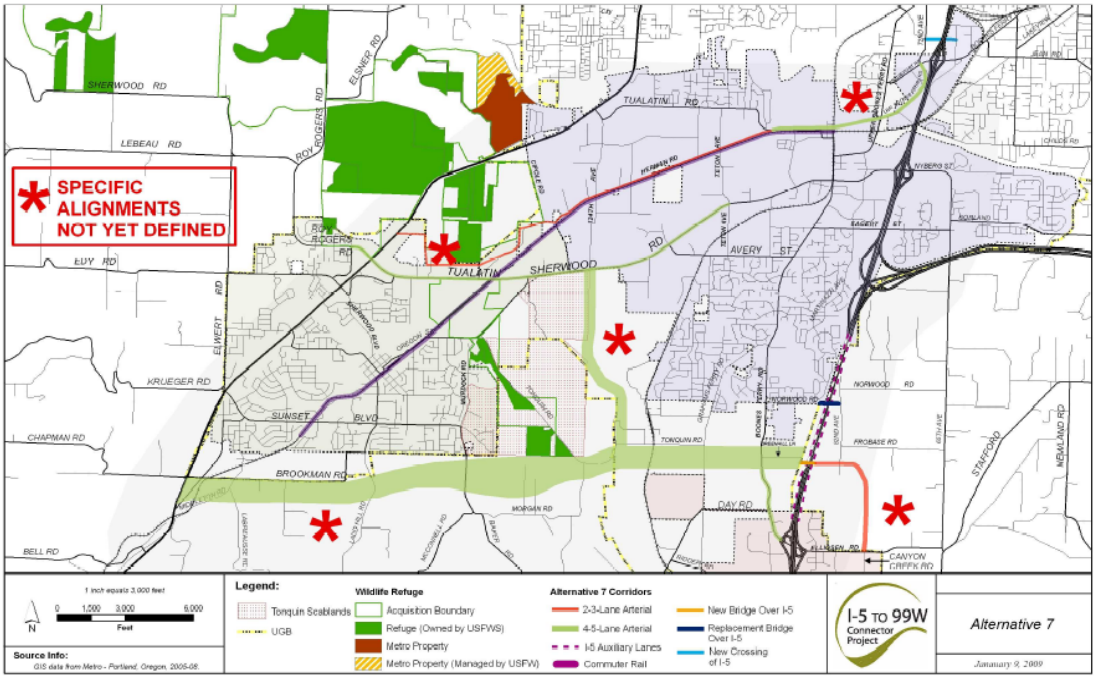
As part of environmental review, six alternatives were developed, including a No-Build concept. Based on project team evaluation of the alternatives, public input from outreach activities, and subsequent direction from the project committees, the project team developed a package of transportation system improvements, the Three Arterial Corridors Alternative, or Alternative 7. A map of Alternative 7 is provided in Figure 1. However, the alternative has not yet received unanimous approval.

Alternative 7 is based on arterial development in a set of three northern, central, and southern arterial corridors. The northern arterial projects are located in Tualatin and are focused around Herman Road. As noted in the figure, alignments are not yet final. The northern arterial projects include the following recommendations:

- Tualatin Road/Lower Boones Ferry – Extend Tualatin Road as a five-lane arterial across the Tualatin River from Herman Road to Lower Boones Ferry Road. Widen Lower Boones Ferry Road to five lanes from the extension to 72nd Avenue.
- Herman Road – Construct a three-lane extension of Herman Road between Tualatin Road and OR 99W.
- Bradbury Court – Construct a new east-west connection across I-5 to 72nd Avenue on a Bradbury Court alignment.[10]

[10] The Tualatin City Council requested that Metro remove the Tualatin Road/Lower Boones Ferry project included in this list from the 2035 RTP. The City also notes that the east-west connection aligned with Bradbury Court has not been reviewed or discussed in detail.

Figure 1. I-5 to 99W Connector Alternative 7 (2009)



The 2010-2013 STIP includes programmed funding for planning work related to the project. The 2035 Regional Transportation Plan (RTP) includes projects expanding Lower Boones Ferry Road to five lanes and Herman Road to three lanes. As noted above, projects associated with the I-5 to 99W Connector Plan have been debated and alternative strategies are still being developed and reviewed.

State Comprehensive Outdoor Recreation Plan (2008-2012)

The Oregon Parks and Recreation Department (OPRD) State Comprehensive Outdoor Recreation Plan (SCORP) serves several purposes including providing recommendations to the Oregon State Park System programs (operations, administration, planning, development, and recreation) and guiding OPRD-administered grant programs, such as the Local Government Grant, County Opportunity Grant, Recreational Trails, All-Terrain Vehicle Programs, and Land and Water Conservation Funds.

The following recommendations in the SCORP may be relevant to the Tualatin TSP, particularly in planning and funding transportation and trail improvements:

- Prioritize OPRD-administered grants for trail acquisition and development in communities projected to have the largest growth in their population of those 60 years and older. The OPRD Recreational Trails Program provides funding for trail development in Oregon, although only at a limited level of about $800,000 statewide annually and with some restrictions. High priority jurisdictions include Clackamas and Washington counties and Tualatin's neighbors Beaverton and Tigard.

- Prioritize OPRD-administered grants for developing group-day use facilities and recreational trails in communities that are projected to have the greatest increase in their Latino, Asian, and African-American populations. High priority jurisdictions for Latino and Asian/Pacific

Islander population growth include Clackamas and Washington counties and Tualatin. High priority jurisdictions for African American population growth include Washington County and Tualatin.

Regional Plans and Regulations

Metro Regional Framework Plan

The Regional Framework Plan unites all of Metro's adopted land use planning policies and requirements. This document brings together regional policies found in the Regional Urban Growth Goals and Objectives, 2040 Growth Concept, Metropolitan Greenspaces Master Plan, and Regional Transportation Plan, to create a coordinated, integrated, Regional Framework Plan.

The 2040 Growth Concept is the unifying concept around which this Regional Framework Plan is based. Metro 2040 Growth Concept land use designations identified in Tualatin include the following:

- Town Center
- Corridors
- Station Community
- Employment Land
- Parks and Natural Areas
- Neighborhoods.

Metro 2035 Regional Transportation Plan (RTP)

The Regional Transportation Plan provides the long-range blueprint for transportation in the Portland region. The RTP presents the overarching policies and goals, system concepts for all modes of travel, and strategies for funding and local implementation. This RTP update has been shaped by anticipating 2035 transportation needs and the following desired outcomes for the region:

- Promote jobs and create wealth in the economy
- Reduce greenhouse gas emissions
- Improve safety throughout the transportation system
- Promote healthy, active living by making walking and bicycling safe and convenient
- Move freight reliably and make transportation accessible, affordable and reliable for commuting and everyday life
- Promote vibrant communities while preserving farm and forest land.

Chapter 2 of the RTP establishes mobility standards that are intended as minimum standards for an interim regional mobility policy, one that was recognized by the OTC as "an incremental step toward a more comprehensive set of measures." The mobility standards apply to specific transportation facilities in the region, primarily based on surrounding 2040 Growth Concept land use designations.

Table 4 presents the regional volume-to-capacity (v/c) mobility standards that currently apply to roadways in Tualatin. As discussed in the earlier sections on the OHP, these mobility standards are in the process of being amended.

Table 4. Interim Regional Mobility Standards for Tualatin (v/c)

	Mid-Day One-Hour Peak	PM Two-Hour Peak	
		1st Hour	2nd Hour
Town Centers	.99	1.1	.99
Station Communities	.99	1.1	.99
Corridors	.90	.99	.99
Employment Land	.90	.99	.99
Neighborhoods	.90	.99	.99
I-5 (Marquam Bridge to Wilsonville)	.90	.99	.99

Chapter 2 of the RTP gives transportation facilities in the region multiple designations based on the following modes and types of systems: regional street design, street and throughway system, transit system, freight system, bicycle system, and pedestrian system. The designations generally correspond to vision and concept statements. However, only the regional street design classifications are associated with facility design guidance and only the street and throughway system, bicycle system, and pedestrian system designations are associated with policy statements. Regional street design, street and throughway system, bicycle system, and pedestrian system classifications for transportation facilities in Tualatin are presented in Table 5. Corresponding policy language is presented following the table. Design concepts for Throughways (Freeways), Regional Streets, Community Boulevards, and Community Streets are presented in Figure 2 excerpted from the RTP (Table 2.6).

Table 5. Regional Transportation Facility Classifications in Tualatin*

	Regional Street Design	Regional Street and Throughway System	Regional Bicycle System**	Regional Pedestrian System **/***
I-5	Throughway (Freeway)	Principal Arterial	-	-
I-205	Throughway (Freeway)	Principal Arterial	-	
OR 99W	Regional Street	Major Arterial	Regional Bikeway	
SW Boones Ferry Rd	Regional Street	Minor Arterial	Regional Bikeway/Planned Regional Trail**	Planned Regional Trail**
SW Boones Ferry Rd/Upper Boones Ferry Rd	Community Street	Minor Arterial	Regional Bikeway	-
SW Tualatin-Sherwood Rd	Regional Street/Regional Boulevard (in Town Center)	Major Arterial	Regional Bikeway	-
Tualatin Rd	Regional Street	-	Regional Bikeway/Community Bikeway	-
Herman Rd	Community Street	Minor Arterial	-	-
124th Ave	Regional Street	Major Arterial****	Planned Regional Trail**	Planned Regional Trail**
Teton Ave	-	-	Community Bikeway	-
Avery St	-	-	Community Bikeway	-
WES Commuter Rail			Planned Regional Trail**	Mixed Use Corridor/Planned Regional Trail**

*The facility classifications in this table are found in the following maps in the RTP: Figure 2.10 (Regional Design Classifications), Figure 2.12 (Arterial and Throughway Network), Figure 2.22 (Regional Bicycle Network), and Figure 2.25 (Regional Pedestrian Network).

** A Planned Regional (Multi-Use) Trail in Tualatin forms a loop using the Tualatin River, parts of public roads/right-of-way, and potential easements.

*** A pedestrian district is designated in the Tualatin Town Center and Station Community associated with WES Commuter Rail.

****The I-5/99W Connector Plan has made a recommendation (Alternative 7 - with conditions) for new arterials in the area of 124th Avenue .

Regional Street and Throughway System Designations

Throughways currently carry between 50,000 to 100,000 vehicles per day, providing for high-speed travel on longer motor vehicle trips and serving as the primary freight routes, with an emphasis on mobility. Throughways help serve the need to move both trucks and autos through the region. Throughways connect major activity centers within the region, including the Central City, regional centers, industrial areas and intermodal facilities.

Arterial streets usually carry between 10,000 and 40,000 vehicles per day and allow higher speeds than collector and local streets. Major arterial streets accommodate longer-distance through trips and serve more of a regional traffic function. Minor arterial streets serve shorter trips that are localized within a community.

Regional Bicycle System Designations

Regional Bikeways provide for travel to and within the Central City, Regional Centers, and Town Centers.

Community Bikeways provide for travel to and within other 2040 Target Areas. These routes also provide access to regional attractions such as schools, libraries, and parks and connect neighborhoods to the rest of the regional bicycle network.

Regional Trails consist of paved off-street paths for walking, bicycling, and other non-motorized travel. They are typically designed to connect neighborhoods to 2040 Growth Concept target areas and provide access to parks, schools, and natural areas.

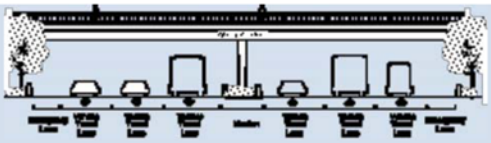
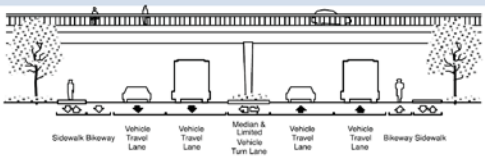
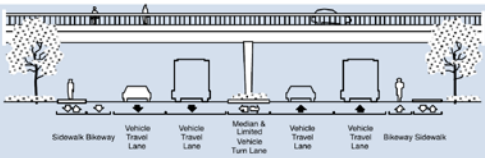
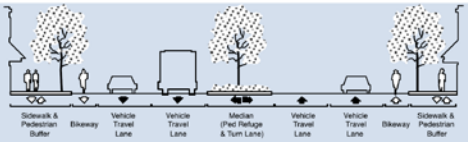
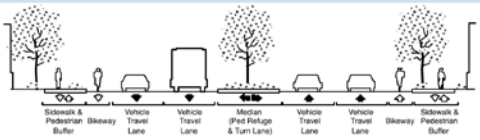
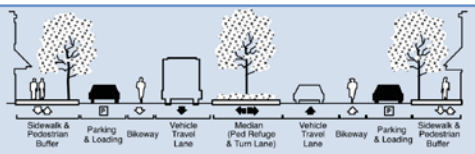
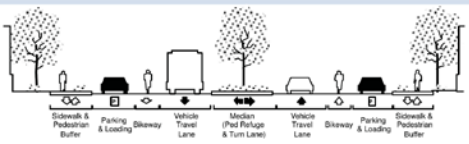
Regional Pedestrian System Designations

Transit/mix-use corridors are priority areas for pedestrian improvements. They are located along good-quality transit lines and will be redeveloped at densities that are somewhat higher than today. These corridors will generate substantial pedestrian traffic near neighborhood-oriented retail development, schools, parks and bus stops.

These corridors should be designed to promote pedestrian travel with such features as wide sidewalks with buffering from adjacent motor vehicle traffic, street crossings at a minimum of 530 feet – though an ideal spacing is 200 to 400 feet where possible (unless there are no intersections, bus stops or other pedestrian attractions), special crossing amenities at some locations, special lighting, bus shelters, awnings and street trees.

Pedestrian districts are areas of high, or potentially high, pedestrian activity where the region places priority on creating a walkable environment. These include the Central City, regional and town centers and light rail station communities where sidewalks, plazas and other public spaces are integrated with civic, commercial and residential development. They are often characterized by compact mixed-use development served by transit, with buildings oriented to the street and boulevard-type street design features, such as wide sidewalks with buffering from adjacent motor vehicle traffic, marked street crossings at all intersections with special crossing amenities at some locations, special lighting, benches, bus shelters, awnings and street trees. All streets within pedestrian districts are important pedestrian connections.

Figure 2. Throughway and Arterial Design Concepts

Trip Type	2040 Design Concept	Network Function	Illustrative Design Concept	Typical number of planned travel lanes[7]
			THROUGHWAYS	
Interstate/ regional	**Throughway** (Freeway)	Principal arterial		6 through lanes (plus auxiliary lanes) with grade separated interchanges
Interstate/ regional	**Throughway** (Highway)	Principal arterial		6 through lanes (plus auxiliary lanes) with grade separated intersections/ interchanges
Interstate/ regional	**Throughway** (Parkway)	Principal arterial		6 through lanes (plus auxiliary lanes) with grade separated intersections/ interchanges
			ARTERIAL STREETS	
Regional / City	**Regional Boulevard** *2040 centers Station communities Main streets*	Major Arterial		4 through lanes with turn lanes
Regional / City	**Regional Street** *Industrial areas Employment areas Corridors Intermodal facilities*	Major Arterial		4 through lanes with turn lanes
City	**Community Boulevard** *2040 centers Station communities Main streets*	Minor Arterial		2 through lanes with turn lanes
City	**Community Street** *Industrial areas Employment areas Corridors Intermodal facilities*	Minor Arterial		2 through lanes with turn lanes

Chapters 4 and 6 establish mobility corridors in the region and planning directives for these corridors. Profiles for the corridors outline the corridors' function, characteristics in terms of population, households, employment, regional transportation facilities, needs and strategies by mode and RTP system designations, RTP 2035 investments, and a 2035 investment strategy. Mobility Corridor #2 (Portland Central City to Tigard), Mobility Corridor #3 (Tigard to Wilsonville), Mobility Corridor #7 (Tualatin to Oregon City), and Mobility Corridor #20 (Tigard to Sherwood & Sherwood to Newberg) all include Tualatin.

Some of the mobility corridors that do not meet RTP performance standards are targeted for additional refinement planning. Specifications for future planning for these corridors are included in Chapter 6[11]. Mobility Corridors #2, #3, and #7 are among the corridors targeted for refinement planning.

The following projects, in or in the vicinity of the city of Tualatin, are included in Metro's Final 2035 RTP Project List in the short term (2008-2017), mid term (2018-2025), and long term (2026-2035)[12], and should be coordinated with project development during the TSP update process. The following projects are all part of the federal RTP and federal regulations require the federal RTP to be financially constrained.[13]

Table 6. RTP Projects in Tualatin

Project number	Location	Description	Estimated Cost (YOE$)
Short term (2008-2017)			
10709	Sagert Rd at Martinazzi (Tualatin)	Signalize intersection, change grades to improve sight distance	$2.5 million
10714	105th Avenue/Avery Street from Blake to 105th (Tualatin)[14]	Realign curves, signalize intersection of Avery/105th, sidewalks on 105th from Avery to 108th	$7.4 million
10715	Herman Road from Teton Avenue To Tualatin Road (Tualatin)	Reconstruct and widen to three lanes	$3.7 million
10716	Myslony Road from 112th to 124th Avenue (Tualatin)	Reconstruct and widen Myslony to fill system	$13.9 million
10718	Herman Road from Cipole to 124th Avenue (Tualatin)	Reconstruct and widen to three lanes	$6.1 million
10728	Boones Ferry Road from Tualatin-Sherwood Road to	Interconnect six signals	$115,500

[11] Mobility corridors slated for refinement planning are listed in Table 6-1 in the 2035 RTP.
[12] Final 2035 RTP Project List, published October 4, 2010.
[13] The federal RTP (known as the 2035 RTP Federal Priorities) is distinguished from the state RTP (known as the 2035 RTP Investment Strategy) in that the federal RTP must be financially constrained and the state RTP includes projects that could be funded if new or expanded revenue sources are secured in addition to the projects that could be funded under financially constrained conditions.
[14] This is how the project location is described in the 2035 RTP. However, the City has more accurately described the location as 105th to 108th from Avery to Ibach.

Project number	Location	Description	Estimated Cost (YOE$)
	Ibach (Tualatin)		
10730	East-west connection from 108th to 112th Avenue (Tualatin)	Construct new street	$26.9 million
10736	124th Avenue from Tualatin-Sherwood Road to Tonquin (Tualatin)	Construct new five-lane road	$122.1 million
10737	Central Design District Pedestrian Improvements (Tualatin)	Pedestrian improvements and bike lanes	$16.0 million
Mid term (2018-2025)			
10603	Tualatin-Sherwood Road improvements from OR 99W to Teton Avenue (Washington County)	Widen from three lanes to five lanes with bike lanes and sidewalks	$99.6 million
10735	Herman Road108th to Teton Avenue (Tualatin)	Widen to five lanes	$2.5 million
10744	Tualatin River Pathway (Tualatin)	Construct multi-use path	$17.4 million
10745	Pedestrian Trail from 65th Avenue to Martinazzi (Tualatin)	Construct multi-use path	$3.2 million
Long term (2026-2035)			
10720	Boones Ferry Road, from Tualatin-Sherwood Road to Ibach (Tualatin)	Widen to five lanes	$49.5 million
10721	McEwan from 65th Avenue to Lake Oswego (Tualatin)	Widen to three lanes	$10.6 million
10722	65th Avenue from Nyberg to Childs Road (Tualatin)	Extend across the Tualatin River	$45.0 million
10725	65th Avenue Sagert to Nyberg (Tualatin)	Widen to five lanes	$57.0 million
10729	Loop Road Martinazzi to Lower Boones Ferry Road (Tualatin)	Construct street from Tualatin-Sherwood Road to Lower Boones Ferry Road to Martinazzi	$20.7 million
10738	Teton Avenue Herman Road to Tualatin-Sherwood Road (Tualatin)	Add bike lanes to Teton Avenue	$11.4 million
10739	Nyberg Road Tualatin-Sherwood Road to 65th	bike lanes from I-5 to 65th Avenue	$21.0 million

Project number	Location	Description	Estimated Cost (YOE$)
	Avenue (Tualatin)		
10740	65th Avenue from Borland to Childs Road (Tualatin)	Add bike lanes on 65th Avenue from Sagert to Nyberg, construct a pedestrian bridge over the river from Tualatin to Childs Road	$24.0 million
10741	95th Avenue from Avery Road to Tualatin-Sherwood Road (Tualatin)	Add bike lanes	$7.2 million
10742	108th Avenue (Tualatin)	Pedestrian bridge over river and connecting paths	$6.0 million

Metro Regional Transportation Functional Plan (RTFP)

The Regional Transportation Functional Plan (RTFP) directs how local TSPs, comprehensive plans, and development codes will implement the RTP. If a TSP is consistent with the RTFP, Metro will find it to be consistent with the RTP. Metro has developed a compliance checklist for TSPs, comprehensive plans, and developments codes that will be used in the update of the Tualatin TSP. The following are directives that specifically pertain to updating local TSPs.

- Include regional and state transportation needs identified in the 2035 RTP in local TSPs along with local needs
- Local needs must be consistent with RTP in terms of land use, system maps and non-SOV modal targets
- When developing solutions, local jurisdictions shall consider a variety of strategies, in the following order:
- TSMO (Transportation System Management Operations)
- Transit, bicycle and pedestrian improvements
- Traffic calming
- Land use strategies in OAR 660-012-0035(2)[15]
- Connectivity, including pedestrian and bicycle facilities
- Motor vehicle capacity improvements
- Local jurisdictions can propose regional projects as part of RTP process
- Local jurisdictions can propose alternate performance and mobility standards, however, changes must be consistent with regional and statewide planning goals
- Local parking regulations shall be consistent with the RTFP.

[15] This section of the TPR requires Metro area jurisdictions to evaluate land use designations, densities, and design standards to meet local and regional transportation needs. Strategies could include increasing residential densities, setting density minimums near transit lines, employment areas, etc., designating lands for neighborhood shopping centers within convenient walking and cycling distance of residential areas, and designating land uses to provide a better balance between jobs and housing.

Metro High Capacity Transit Plan

The High Capacity Transit System Plan (2010) guides the region's long-term investments in high capacity transit. The high capacity transit (HCT) corridors and improvements to the existing system that are recommended and prioritized in the plan are based on planned land uses, community values, environmental benefits, and economic viability. An implementation guidance document was developed for high capacity transit in the region, and that document is reviewed next in this Appendix.

The plan is considered a component of the RTP and focuses on the frequent, fast, and high capacity element of the public transit system. High capacity transit is characterized by exclusive right of way and routes with fewer stops. Other transit system functions, including local bus, streetcar, frequent bus, and paratransit service and facilities are included in the main RTP.

Priority HCT Corridors

Corridor prioritization will be updated each time the RTP is updated or by amending the RTP. A description of the three priority corridors through Tualatin are listed below. Policy and transportation projects in the updated Tualatin TSP will need to be consistent with the objectives and actions that are outlined in Table 7 according to corridor designation.

- Near-Term Regional Priority Corridors – Corridor 34 Beaverton to Wilsonville (in the vicinity of WES commuter rail corridor). Note: WES frequency improvements to 15-minute all day service are currently included in the RTP financially constrained list of projects.
- Next Phase Regional Priority Corridors – Corridor 28, Washington Square Transit Center to Clackamas Town Center in the vicinity of the I-205/Highway 217 corridors
- Regional Vision Corridors – Corridor 38S Tualatin to Sherwood.

Table 7. Objectives and Actions for Implementing the HCT Plan (2010)

	Potential Local Actions	Potential Regional Support	Potential System Expansion Targets	Potential Strategies
Near-Term Regional Priority Corridors – Implementation planned in the next four years	Develop corridor problem statement. Define corridor extent. Assess corridor against system expansion targets Create ridership development, land use and TOD plans for centers and stations. Assess mode and function of HCT. Create multimodal station access and parking plans. Assess financial	Create land use and TOD plans for centers and stations. Analyze station siting alternatives. Coordinate with MTIP priorities. Perform multi-modal transportation analysis. Create multimodal station access and parking plans. Start potential alternatives analysis.	Transit supportive land use/station context Community support Partnership/political leadership Regional transit network connectivity Housing needs supportiveness Financial capacity – capital and operating finance plans Integrated transportation system development	Corridor working group Existing land use and transportation working groups

	Potential Local Actions	Potential Regional Support	Potential System Expansion Targets	Potential Strategies
	feasibility.			
Next Phase Regional Priority Corridors – Future HCT investment may be viable if recommended planning and policy actions are implemented	Develop corridor problem statement. Define corridor extent. Assess corridor against system expansion targets Create ridership development, land use and TOD plans for centers and stations. Assess mode and function of HCT.	Create land use and TOD plans for centers and stations. Analyze station siting alternatives. Coordinate with MTIP priorities.	Transit supportive land use/station context Community support Partnership/political leadership Regional transit network connectivity Housing needs supportiveness Financial capacity – capital and operating finance plans	Existing land use and transportation working groups
Regional Vision Corridors – Corridors where projected 2035 land use and commensurate ridership potential are not supportive of HCT implementation	Develop corridor problem statement. Define corridor extent. Assess corridor against system expansion targets Create ridership development, land use and TOD plans for centers and stations.	Create land use and TOD plans for centers and stations.	Transit supportive land use/station context Community support	Existing land use and transportation working groups

High Capacity Transit System Expansion Policy: Implementation Guidance for the Portland Metropolitan Region (May 2011)

The 2035 RTP included an outline for developing a high capacity transit (HCT) system expansion policy. The policy emphasizes fiscal responsibility by ensuring that limited resources for new HCT are spent where local jurisdictions have committed supportive land uses, high quality pedestrian and bicycle access, management of parking resources and demonstrated broad based financial and political support. This guidance document was published to help local jurisdictions understand how HCT will be implemented and the jurisdictions' roles in the process.

The purpose of this document is to:

- Clearly articulate the decision-making process by which future HCT corridors will be advanced for regional investment.
- Establish minimum requirements for HCT corridor working groups to inform local jurisdictions as they work to advance their priorities for future HCT.

- Define quantitative and qualitative performance measures to guide local land use and transportation planning and investment decisions.
- Outline the process for updating the 2035 RTP, including potential future RTP amendments, for future HCT investment decisions.

This document is significant to the TSP effort since the WES commuter rail corridor is designated as a "near-term regional priority corridor" In the High Capacity Transit Plan (see the previous section of this Appendix). Also, the document calls for a Corridor Working Group for the Southwest Corridor. Corridor Working Groups are intended to implement the regional System Expansion Policy (SEP) and determine and plan for high HCT corridors.

1992 Metro Greenspaces Master Plan

The 1992 Metro Greenspaces Master Plan represents the long-term vision for a network of natural areas, parks and trails in the region. The plan is divided into three parts:

1. Planning and Coordinating a Cooperative Regional System;
2. Protecting, Managing and Financing Regionally Significant Natural Area Sites, Interconnections and Areas Deficient in Greenspaces; and
3. Protection and Enhancement of the System through Citizen Involvement, Education and Technical Assistance.

Goals and policies are established in Part One and are related to Metro's Regional Urban Growth Goals and Objectives (RUGGOs) addressing open space, recreation, and resource protection and conservation, and urban design and growth management. Goals include:

- Create a regional system of natural areas, open space, parks, trails, and greenways for wildlife and people in Multnomah, Clackamas, Washington, and Clark Counties.
- Develop an interconnected system of trails, greenways, and wildlife corridors.
- Protect, restore, and manage significant natural areas and resources.
- Coordinate protection, management, and operations of the system with partners in other Metro division, other jurisdictions, nonprofit organizations, land trusts, and businesses.
- Provide environmental education and encourage environmental awareness and stewardship in association with the regional system of natural areas, open space, parks, trails, and greenways.

Policies address cooperative land use planning and implementation of Greenspaces system, including inter-governmental agreements; regionally significant natural area sites; significant trails, greenways and wildlife corridors; areas deficient in Greenspaces; resource management plans; financing the Greenspaces system; citizen involvement and education; technical assistance; protection and enhancement of publicly owned, quasi-public and private tax-exempt lands; waterways and floodplains; and agricultural and timber lands.

Regionally Significant Natural Area Sites and Interconnections

The following areas in or near Tualatin are identified in the Metro Greenspaces Master Plan as regionally significant. Regional significance was determined given the immediacy or threat of development (and otherwise loss or conversion of the land), accessibility to residents of the region, ability to preserve large contiguous blocks of open space, and ability to expand existing regionally

significant protected areas. Descriptions of these areas can be found on pages 25-28 in the Master Plan.

- Hedges Creek, in the Tualatin River watershed
- Tonquin Geologic Area, in the Willamette River and Tualatin River watersheds
- Tualatin River Greenway and Access Points in the Tualatin River watershed.

Significant Trails, Greenways and Wildlife Corridors

The plan also identifies significant corridors in the region that are important for recreation, naturalists, and wildlife. The following areas are in or near Tualatin:

- Tualatin River Greenway Trail - *The Tualatin River between the Willamette and the confluence with Dairy Creek at Jackson Bottom has been designated as a river trail. Opportunities for additional access points will be explored as planning for this route continues.*
- Tonquin Trail - *The Tonquin Trail connects the Tualatin National Wildlife Refuge to the Willamette River near Wilsonville. It passes through the Tonquin geological area and the Dammasch property recently acquired by the Division of State Lands, before joining the Willamette Greenway Trail.*
- Lower Tualatin Trail - *Following the Tualatin River from the proposed Wildlife Refuge to confluence with the Willamette River, this trail makes additional connections with Hedges Creek, Nyberg Creek and Saum Creek Greenway*. .

These trails are included in the 1995 City of Tualatin Greenway Development Plan and other planning documents that are discussed later in this Appendix.

2006 Bond Target Areas

A bond measure passed in 2006 designated target areas for natural area protection. The bond supports Metro in protecting these areas as well as providing funds to local park providers to purchase and improve natural areas. There are two target areas that are found in and around Tualatin – the Tonquin Geologic Area and Tualatin River Greenway. The following outlines the objectives that have been established for these target areas that should be considered in greenway and corridor planning related to the TSP.

Tonquin Geologic Area Target Area

Tier I Objectives

- Acquire lands within the Coffee Lake Creek and Rock Creek for completing restoration on Coffee Creek and on permanent protection of the unique geologic features.
- Acquire lands within the Coffee Lake Creek and Rock Creek areas for regional trail connections.

Tier II Objectives

- Acquire lands to protect unique geologic features within the Basalt Creek area.
- Acquire land for the trail corridor, particularly along Hedges Creek, Basalt Creek and adjacent to Tonquin Road.

Tualatin River Greenway Target Area

Tier I Objectives

- Protect natural areas adjacent to existing public lands to provide public access and improve wildlife habitat protection.
- Continue the work begun in 1995 to enhance the water trail by providing access point sites along the Tualatin River Greenway that meet the following criteria:
- Locations along the river at intervals of 5 to 10 river miles, allowing for day trips and shorter trips than is now practicable.
- Safe accessibility from a public roadway that can adequately accommodate additional traffic.
- Developable for boat ramps and/or docks by presence of existing shallow slopes and banks.
- Associated with sufficient uplands for such features as parking, restrooms, picnic areas and buffering from the river and adjacent uses.
- Associated with key locations where there is particular interest in additional boat access/pull-outs including: south of Farmington Road, north side of the river in the vicinity of Rainbow Lane, and in the vicinity of Elsner Road.

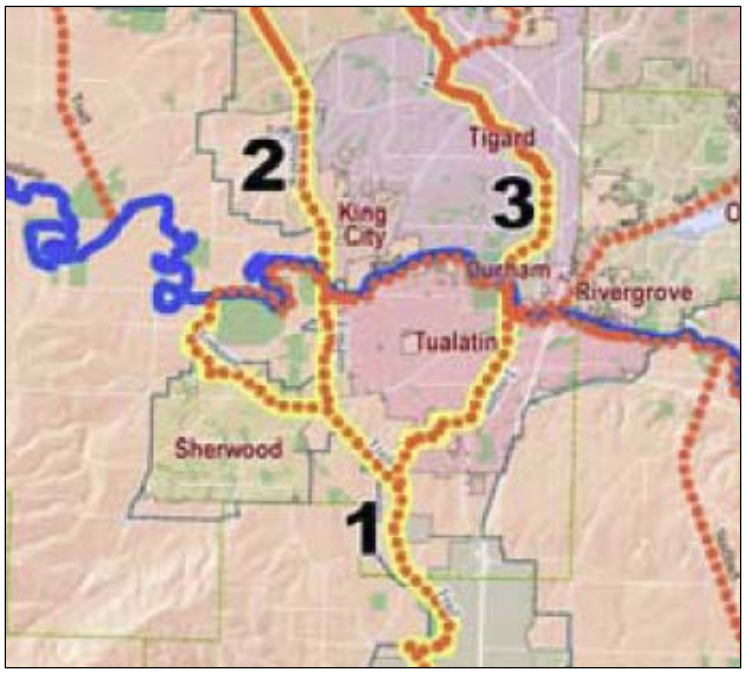
Tier II Objectives

- Acquire land along the Tualatin River for a regional trail that connects Cook Park in Tigard to Stafford Road.
- Acquire through the use of easements, donations, dedications or partnership agreements, additions to large natural areas for wildlife habitat and public access.

2007 Regional Trails and Greenways Map

Figure 3 shows trails and greenways identified in the region, either as existing or planned.

Figure 3. Regional Trails and Greenways in the Tualatin Vicinity



Trails 1, 2, and 3 have planned segments in Tualatin or the Tualatin vicinity. The trail segments that are buffered in yellow indicate segments that are to be bond funded.

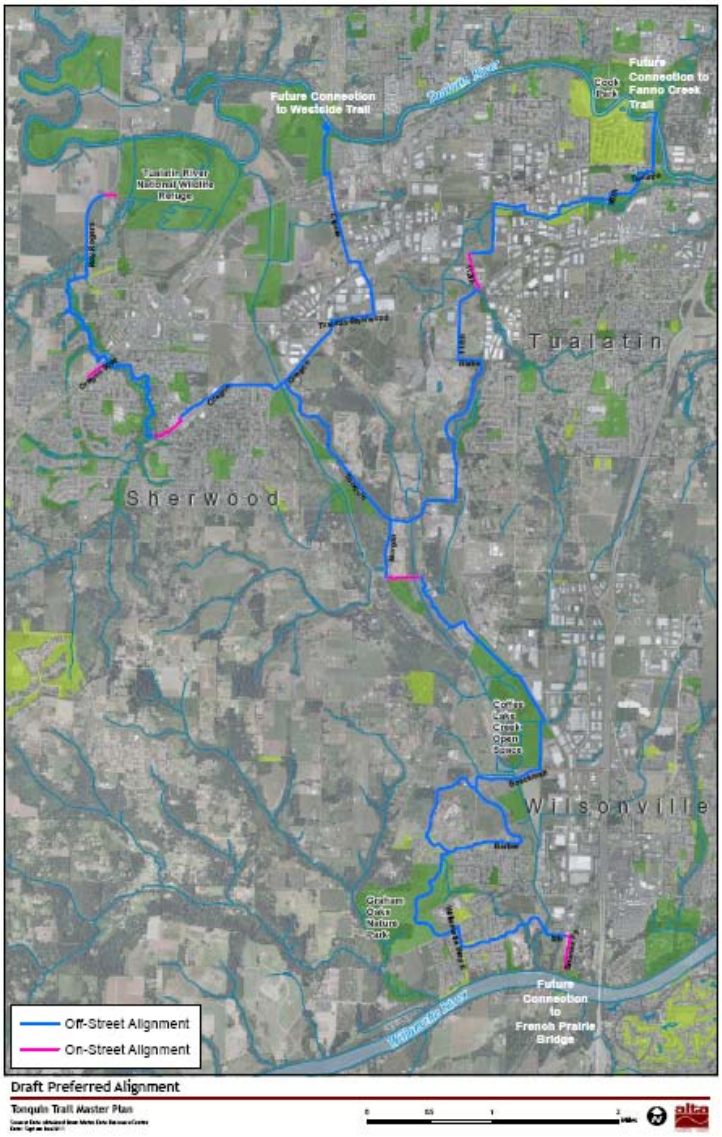
- Trail 1 – Tonquin Trail, 17 miles, 0.3 miles complete

- Trail 2 – Westside Trail, 16.5 miles, 3.2 miles complete
- Trail 3 – Fanno Creek Greenway Trail, 22.1 miles, 12.2 miles complete.

Tonquin Trail Master Plan

As part of the Tonquin Trail master planning process, a preliminary alignment has been developed through the cities of Tualatin, Sherwood, and Wilsonville. This proposed alignment is shown in Figure 4.

Figure 4. Draft Preferred Alignment of the Tonquin Trail in the Tualatin Vicinity



Transportation and Land Use Implementation Guidance for the Portland Metropolitan Region (May 2011)

The purpose of this document is to help local jurisdictions and consultants understand and implement recent regional policy and regulatory changes. It includes guidance for the RTFP and Title 6 of the Urban Growth Management Functional Plan (UGMFP). Title 6 offers investment and other incentives to cities and counties to develop their own strategies and actions to better utilize zoned capacity, in a way that enhances each community and helps them achieve their aspirations in their own 2040 Centers, Corridors, Main Streets and Station Communities.

The document provides a template for developing a local TSP. It also offers checklists for local compliance in TSP, development code and comprehensive plan/other adopted documents.

Title 6 of the UGMFP was recently expanded to cover not only Centers and Station Communities, but corridors and main streets because of their potential for redevelopment and infill. It aligns local and regional investment to support local aspirations and better links land use and transportation to support mixed-use, pedestrian-friendly, and transit-supportive development. It moves away from reporting requirements to an incentive-based approach. Available incentives include:

- Eligibility for a regional investment, currently defined as new high capacity transit lines only. In the future, the Metro Council, in consultation with the Metro Policy Advisory Committee (MPAC) and the Joint Policy Advisory Committee on Transportation (JPACT) could add other major investments to this definition.
- Ability to use a higher volume-to-capacity standard under the Oregon Highway Plan when considering amendments to comprehensive plans or land use regulations, and
- Eligibility for a 30 percent trip reduction credit under the Transportation Planning Rule when analyzing traffic impacts of new development in plan amendments for a Center, Corridor, Station Community, or Main Street[16].

This document outlines requirements to be eligible for these incentives and a chart summarizing the required steps.

Southwest Corridor Plan (in progress)

The Southwest Corridor Plan addresses the Barbur Boulevard/OR 99W/I-5 corridor between Portland and Sherwood. The plan is being developed through a partnership of the cities of King City, Portland, Sherwood, Tigard, and Tualatin, Clackamas and Multnomah counties, ODOT, TriMet, and Metro.

In 2009, the Joint Policy Advisory Committee on Transportation and the Metro Council designated the corridor as the next regional priority for high capacity transit expansion. The corridor, identified as near-term priority in Metro's Regional High Capacity Transit Plan, shows the greatest ridership projections for potential high capacity transit corridors in the region. In December 2010, Metro received a $2 million grant from the Federal Transit Administration to analyze alternatives for improving transit in the corridor. The range of transit alternatives will be narrowed in early 2012, and ultimately a preferred mode of high capacity transit will be selected. Light rail, bus rapid transit, commuter rail, rapid streetcar, and improved local bus are amongst the alternatives being studied. The transit alternative analysis is part of a larger planning process, which will also take into consideration improvements to the roadway, bike, pedestrian, and freight systems in the corridor.

[16] Pursuant to Title 5 of the Regional Transportation Function Plan (RTFP), Section 3.08.510 A and B

The project partners held a series of focus and discussion groups in August and September 2011. Project kick-off and community events were held in September and October 2011. The City of Tigard has been updating participants on the Tigard High Capacity Transit Land Use Plan and the City of Portland has been providing information about the Barbur Concept Plan because both of these local land use plans are components of the Southwest Corridor Plan.[17] The project steering committee began meeting in early October 2011 and consists of elected and appointed officials from the project partner jurisdictions. Their initial tasks have been to review findings from the focus and discussion groups.

TriMet 2011 TIP

The Transit Investment Plan (TIP) establishes TriMet's strategies and programs for investing in service, capital projects and customer information. The strategies and programs are guided by long-term policies and investment priorities developed by Metro, including the 2040 Growth Concept, the 2040 Framework Plan, and the Regional Transportation Plan (RTP). These plans call for transit investments to support Regional Centers, Town Centers and key corridors. The TIP represents TriMet's plan for implementing the transit portion of the RTP over the next five years (FY 2011-FY 2015).

The following TriMet services and facilities currently serve Tualatin:

- Line 12 Barbur/Sandy Blvd
- Line 36 South Shore
- Line 37 Lake Grove
- Line 38 Boones Ferry Road
- Line 76 Beaverton/Tualatin
- Line 96 (Rush Hour Service) Tualatin/I-5
- WES Commuter Rail/Tualatin WES Station.

TIP priorities are organized by four objectives and TIP projects are presented according to each objective. The projects included below potentially affect service and facilities in Tualatin.

1. Build the total transit system – *Enhance customer information, access to transit, stop amenities, frequency, reliability, passenger comfort, safety and security*. Potential project examples include installing new shelters and improving bus stop pavement.

2. Expand high-capacity transit – *Invest in MAX Light Rail, Commuter Rail and Streetcar service along key corridors to connect Regional Centers*. One key corridor and project is the Southwest Corridor Refinement Plan, reaching from downtown Portland to Tigard, Tualatin, King City, and Sherwood. Decisions regarding high capacity transit are not expected to be made until approximately 2013-2015 and construction and service of high capacity transit would not occur until after 2020.

3. Expand frequent service – *Add routes to TriMet's network of bus lines that run every 15 minutes or better, every day.* Service is proposed to be expanded along the Highway 217 corridor between Beaverton and Tigard, and along the I-5 corridor between Tigard and Tualatin.

[17] The City of Tualatin also kicked off Linking Tualatin in Fall 2011, which addresses transportation issues in the Southwest Corridor in Tualatin, as well as citywide.

4. Improve local service – *Work with local jurisdictions to improve transit service in specific local areas.* Access to the Tualatin WES Station has been improved with pedestrian projects and 154 additional park-and-ride spaces, and wayside horns have been installed at several intersections in Tualatin. Long-term improvements are recommended in the RTP to connect Sherwood and employment areas to the Tualatin Station via Tualatin-Sherwood Road.

TriMet Bike Parking Guidelines

Access to transit by bicycle is a key element of the TriMet "Total Transit System." Providing convenient, visible and secure bicycle parking is a cost-effective way to increase the catchment area of transit. The guidelines describe design considerations for bicycle parking at light rail stations, commuter rail stations, and transit centers.

These guidelines were developed using survey, inventory, and count data as well as research of best practices and recommendations. The following topics are addressed:

- Bike & rides
- Bike parking access
- Urban & neighborhood stations: design & layout
- Community stations: design and layout
- Bike & ride secure area layout
- Bike rack and locker layout
- Bike rack and locker spacing
- Bus stop considerations.

These guidelines can be used in Tualatin not to just for transit facilities but other sites where bicycle facilities are required or encouraged.

Local Plans and Regulations

City of Tualatin Comprehensive Plan

The City of Tualatin Comprehensive Plan is incorporated into the Tualatin Development Code as Chapters 1 through 30. The purpose of the plan is to guide the development in the city over a 20-year planning horizon. The following elements that impact transportation planning and funding include:

- Chapters 4 through 8 – Community growth characteristics and community growth objectives, including explanation of the purpose and location for individual land use categories.
- Chapter 9 – Comprehensive Plan map, showing the specific location of land uses and description of the City's Urban Growth Boundary (UGB), in addition to narrative description of each plan area. (Note: The process for amending the plan text or map is addressed in the Tualatin Development Code Section 1.030, Initiation of Amendments.)
- Chapter 10 – Community design objectives.
- Chapters 11 through 15 – Public facilities element of the plan, including transportation, water, sewer, and parks and recreation.
-
- Chapter 11, Transportation, is the City's 2001 TSP and, as such, presents the City's existing set of transportation policies among other plan components, as described in

the next section of this Appendix. These policies will be reviewed and possibly revised as part of the TSP update process.

City of Tualatin Transportation System Plan (2001)

The 2001 TSP currently constitutes the transportation element of the City's Comprehensive Plan; it is currently included in the Comprehensive Plan sections of the Tualatin Development Code as Chapter 11. Its purpose is to comply with state mandates requiring transportation planning, develop standards for the transportation system, address current problem areas, identify future roadway needs required to support 20 years of expected growth, and provide transportation planning guidelines. When adopted in 2001, the plan was found consistent with statewide goals and rules, Metro's RTP, Washington County's Transportation Plan, and Clackamas County's Comprehensive Plan. The TSP update will address recent amendments to these long-range plans, as applicable, to ensure that Tualatin's planning is consistent with regional goals, policies, and planned improvements.

The 2001 TSP includes existing conditions, forecasts of future transportation needs, alternatives analysis, modal plans, a funding plan, and proposed amendments to the City's code. The street system modal plan establishes a functional classification system, street design standards according to functional classification, and a local street plan. Regarding access management, the street system plan refers to coordination with ODOT, Clackamas County, and Washington County when state or county facilities are involved, and refers to Chapter 75 of the Tualatin Development Code for descriptions of where access will occur on the city's arterial street system.

The current TSP update process is an update of the 2001 TSP and will ultimately replace it.

City of Tualatin Bikeway Plan (1993)

The City Bikeway Plan proposes design standards (Section 5.0) for separated bike paths, in-street bike lanes, and shared roadways. Other proposed standards, projects and systems, and associated code changes appear to have been either incorporated into or superseded by the bicycle plan element of the 2001 TSP and code amendments made since the 1993 Bikeway Plan.

City of Tualatin Development Code (TDC)

The Tualatin Development Code regulates the type, location, density, and design of land development and redevelopment in the city. This regulation occurs largely through zoning, and the City has established a series of residential, employment, environmental, and mixed use base zones as well as two overlay zones.

- Low Density Residential Planning District (RL)
- Medium Low Density Residential Planning District (RML)
- Medium High Density Residential Planning District (RMH)
- High Density Residential Planning District (RH)
- High Density High Rise Planning District (RH-HR)
- Institutional Planning District (IN)
- Office Commercial Planning District (CO)
- Neighborhood Commercial Planning District (CN)
- Recreational Commercial Planning District (CR)
- Central Commercial Planning District (CC)
- General Commercial Planning District (CG)

- Office Commercial Planning District (CO)
- Medical Center Planning District (MC)
- Light Manufacturing Planning District (ML)
- General Manufacturing Planning District (MG)
- Manufacturing Business Park Planning District (MBP)
- Floodplain District (FP)
- Wetlands Protection District (WPD)
- Mixed Use Commercial Overlay District (MUCOD)
- Natural Resource Protection Overlay District (NRPO).

Relevant to transportation planning, the code needs be consistent with requirements in Sections -0045 and -0060 in the Transportation Planning Rule (TPR) (reviewed earlier in this Appendix). It is anticipated that the TSP update project will result in recommended amendments to development requirements, consistent with the project's findings and recommendations and state requirements. The following is an overview of code sections that pertain to the city's transportation system; later in the project these sections in particular will be reviewed for compliance with the TPR and consistency with the updated TSP.

Circulation and Connectivity

Pursuant to TDC Section 36.120, subdivision plans must show existing and proposed private and public streets on the subject property and within three hundred feet of the site as well as an outline of connections to transit routes, pedestrian and bike facilities, and accessways to adjacent properties.

Site design standards are established for multi-family housing and commercial, industrial, public, and semi-public uses. Standards for accessways and walkways as a part of multi-family housing development specify a minimum pathway width and require internal circulation and connections to adjacent public land, public uses, and streets with existing or planned pedestrian, bicycle, and transit facilities (TDC Section 73.130). Standards for the design and location of internal pedestrian and bicycle circulation are provided for commercial, public, semi-public, and industrial uses, as well as requirements for connections to adjacent lots and streets (TDC Section 73.160).

The Local Streets Plan outlines overall connectivity in the city and is included as part of the Transportation System Plan (TDC Section 11.630, Figures11-1 and 11-3.) Block lengths and access management are addressed by future street extension requirements (TDC Section 74.410) and Chapter 74 (Access Management on Arterial Streets). Future street extensions requirements also support access and connectivity and discourage cul-de-sacs and circuitous routes (Section 74.410).

Design Standards

Street, walkway, and pathway design is addressed by code sections governing site design standards for multi-family housing and commercial, industrial, public, and semi-public uses (Sections 130 and 160 of Chapter 73, Community Design Standards) and minimum right-of-way standards (Section 210 of Chapter 74, Public Improvement Requirements). TDC Section 74.420 addresses street improvement standards and refers to the Public Works Construction Code for specific standards. The Transportation System Plan provided in TDC Chapter 11 (Transportation) includes road design cross-sections according to functional classification. TDC Section 74.430 regulates the modification of design requirements.

Performance Standards, Conditions of Development Approval, and Traffic Studies

Mobility performance standards are established by Metro for jurisdictions in the Portland metropolitan area and are cited in the OHP and RTP. Traffic studies are required according to the discretion of

the City Engineer (TDC Section 74.440); threshold criteria for when a study is required and submittal requirements are not included in the TDC.

The City's authority to condition approval is codified both in TDC Section 31.073 (Action of the Community Development Director and City Engineer on Architectural Review Plans) and in TDC Section 31.077 (Quasi-Judicial Evidentiary Hearing Procedures). Dedication of land for right-of-way or trail easements is addressed by TDC Section 74.210 (Minimum Street Right-of-Way Widths) and TDC Section 74.310 (Greenway, Natural Area, Bike, and Pedestrian Path Dedications and Easements).

Pedestrian, Bicycle, and Transit Facilities and Amenities

As described above, code sections on subdivision plan requirements (Chapter 36) and community design standards (Chapter 73) address access to and connectivity for pedestrian, bicycle, and transit facilities. The cross sections included in the existing Transportation System Plan (Figures 6-2A – 6-2G in the TDC) show sidewalks for all street types in the city. However, bicycle lanes are not included in cross-sections for types of minor collectors and just on one side of the street for one type of minor collector.

There are special provisions for the Blake Street right-of-way in TDC Section 8-3-150.[18] The code dictates that this 30-foot right-of-way north of and adjacent to the Hedges Park Subdivision cannot be developed for use by motor vehicle traffic but may be developed for use by pedestrians and cyclists.

Requirements for bicycle parking in terms of design, location, and the number of spaces are established in TDC Section 73.370 (Off-Street Parking and Loading); development proposals for that are required to include bicycle parking are subject to the approval of the Architectural Review Board.

Coordination with Other Agencies

There are existing references to coordination with other agencies, and specifically ODOT, in the review notice procedures for architectural review in TDC Section 31.074(2)(b), for notice procedures for quasi-judicial hearings in TDC Section 31.077(2)(a), and for notice procedures for proposed amendments in TDC Section 1.031(1).

City of Tualatin Parks and Recreation Master Plan (1983)

The plan recognizes existing and planned greenways in the city as linear recreation and open space areas that are either developed (usually with paved pathways) or are natural areas with few or no improvements or pathways. The 1995 Greenway Development Plan (described later in this Appendix) addresses these areas in more detail.

The plan designates connecting parks, residential areas, and Downtown with pedestrian pathways and bikeways as one of four planning priorities for the city, for purposes of both recreation and transportation. The document does not include a specific map or plan for how this priority is to be achieved.

City of Tualatin Greenway Development Plan (1995)

The City Greenway Development Plan is based on the regulatory foundation provided in TDC Chapter 72 (Greenway and Riverbank Protection District and Natural Areas) and Chapter 15 (Parks

[18] Additionally, the Blake Street Bikeway Master Plan was adopted January 12, 2012.

and Recreation Master Plan) as it existed prior to 1995. The plan also proposes changes to these and other regulations. The plan identifies greenways, describes them, and recommends pathways, design standards, and maintenance standards. The following greenways and associated pathways are recommended. They are identified on Map 72-2 of the plan.

- Tualatin River Greenway
- Hedges Creek Greenway
- Nyberg Creek Greenway
- Nyberg Creek Greenway (South)
- Saum Creek Greenway
- Chieftain/Dakota Greenway
- Hi-West Estates Greenway
- Indian Meadows Greenway
- Shaniko Greenway.

City of Tualatin Capital Improvement Plan (in progress)

City staff to provide information pertinent to the TSP update, as available.

Tualatin Tomorrow Community Vision and Strategic Action Plan (2009)

The Tualatin Tomorrow Community Vision and Strategic Action Plan, originally adopted in 2007, was last updated in 2009. The document consists of a set of both vision statements and action plans regarding arts, culture, education, youth, and family activities; growth, housing, and the town center; parks, recreation, and natural areas; health, safety, and social services; traffic, transportation, and connectivity; and governance, leadership, and community engagement. The following growth- and transportation-related strategies should be considered during the update of the Tualatin TSP.

Growth, Housing, and Town Center

- Strategy GHT 2/Dynamic Growth Strategy - Develop a dynamic growth strategy for Tualatin that addresses the interest of surrounding communities and promotes mutually beneficial cooperation on common interests such as Tualatin Police Department, fire, water, sewer and transit.
- Strategy GHT 3/Coherent Development Plan - Develop and implement a clear and coordinated plan for the coherent development of all aspects of Tualatin, including housing, businesses, recreation, roads, etc., with flexibility to deal with changing circumstances over time.
- Strategy GHT 9/Funding for Infrastructure - Develop a strong system of infrastructure funding including System Development Charges (SDCs) to help cover the capital costs, maintenance and improvements of schools, roads and other infrastructure required as Tualatin grows and develops. Potential partners with City: League of Oregon Cities, State of Oregon.
- Strategy GHT 10/Addressing Construction Impacts – Address the impacts of ongoing construction in the community through clear and frequent communication with contractors and the public, ensuring safety of all forms of transportation (vehicles, bicycles, pedestrians), and regulating the impact on community livability (hours, noise, etc.). Potential partners with City: ODOT, Clackamas and Washington Counties, developers.
- Strategy GHT 13/Vibrant, Identifiable Town Center – Develop a unique, vibrant and identifiable Town Center for Tualatin, preserving its history and heritage, while providing arterial transit access, cycling and pedestrian-friendly features, places people like to shop,

and easy recreational access. Potential partners with City: Chamber of Commerce, businesses.

- Strategy GHT 15/Diverse Retail Opportunities - Offer a wide range of business and retail opportunities in Tualatin Town Center, geared to a variety of needs and income levels with good accessibility for vehicles and pedestrians. Actions relate to the development and adoption of the Town Center Plan. Potential partners with City: citizen committees and developers.
- Strategy GHT 16/Pedestrian and Bicycle-Friendly Town Center – Ensure that Tualatin's Town Center is safe and friendly for bicyclists and pedestrians, with bicycle and pedestrian-friendly intersections and amenities. Potential partners with City: ODOT, other cities, advocacy groups, school district, Chamber.
- Strategy GHT 17/Commercial Traffic Diversion – Use a variety of means to minimize the impact of commercial through-traffic in Tualatin, diverting a significant portion of this traffic out of the Tualatin Town Center and neighborhoods. Potential partners with City: industries/businesses.
- Strategy GHT 19/Mixed-Use Development – Promote mixed-use development in Tualatin as appropriate, supporting home ownership near businesses where individuals work and reducing vehicle trips in and out of the city.
- Strategy GHT 20/Neighborhood Commercial Centers – Promote the establishment of small, pedestrian-friendly, commercial centers in the community, which promote local interaction within walking distance of neighborhoods with a diversity of shops, businesses and restaurants. Potential partners with the City: realtors, developers.
- Strategy GHT 21/Beautiful Streetscapes – Ensure beautiful streetscapes throughout Tualatin, promoting the ongoing maintenance of street easements through a variety of means.
- Strategy GHT 22/Community Gateways – Develop distinct gateways at key entry points into Tualatin, promoting the community's identity and distinguishing it from surrounding cities. Use structures, art, signage and landscaping to enhance these gateways.

Parks, Recreation, and Natural Areas

- Strategy PRN 11/Natural and Inviting Trails – Promote public awareness and use of Tualatin's trails, including their recognition for providing natural and inviting forms of recreation and nature appreciation. Actions associated with this strategy call for development of a trails master plan. Potential partners with the City: Metro, Counties, other cities, CWS, State of Oregon Parks, Wetlands Conservancy, Tualatin Riverkeepers.
- Strategy PRN 13/Diverse Bicycle Paths – Provide ample bicycle facilities in Tualatin, including both bicycle paths and on-road bicycle lanes. Potential partners with the City: Metro, Counties and other cities, TriMet, CWS, Wetlands Conservancy, Tualatin Riverkeepers.

Traffic, Transportation, and Connectivity

- Strategy TTC 1/Multi-Modal Transportation – Promote the development of a fully multi-modal transportation system in Tualatin, providing safe, efficient, alternative modes of travel for businesses and residents, from youth to seniors. Actions associated with this strategy include a Tualatin River trail, community bus service and bus service improvements, and a PCC shuttle.
- Strategy TTC 4/Downtown Parking – Develop ample public parking in Tualatin Town Center in order to better accommodate local businesses, services and retail establishments. Potential partners with City: TriMet, Chamber, developers, Downtown Business Association, Westside Transportation Alliance.

- Strategy TTC 5/Improved Traffic Management – Develop and institute an improved traffic management system in Tualatin to optimize traffic signals and mass transit for better traffic flow at consistent speeds throughout the city. Potential partners with City: Chamber, business associations, WTA, school district.
- Strategy TTC 6/Improved Traffic Flow – Improve the flow of traffic in Tualatin through special routes and lanes, roadway improvements and other measures, relieving traffic congestion and promoting the flow of local residential traffic. Potential partners with City: ODOT, Metro, Washington County, Chamber, businesses and neighborhood associations, WTA.
- Strategy TTC 12/Roadside Landscaping – Develop new programs and activities to improve and enhance City standards for and involvement in roadside landscaping. Potential partners with City: ODOT, Counties, businesses.
- Strategy TTC 13/Regional Transit Linkage – Strengthen Tualatin's linkages with the regional transit system (bus, rail, etc.), improving transit service and connections within the city and to other parts of the region for the local population at all times of day. Actions associated with this strategy include expansion of commuter rail service.
- Strategy TTC 14/Pedestrian Routes and Crossings – Establish a network of safe, well-designed pedestrian routes and crossings in Tualatin, separating foot traffic from bicycle and vehicular traffic throughout the city. Potential partners with City: ODOT, Metro, Counties.
- Strategy TTC 15/Walkable Commercial Areas – Promote greater walkability and pedestrian-friendly features in all of Tualatin's commercial areas. Potential partners with City: Chamber, Downtown Business Association.

Hedges Creek Wetlands Master Plan (2002)

This master plan directs the use and maintenance of the 29-acre Hedges Creek Wetlands, which the City of Tualatin acquired in 1999. The following vision statement was developed for Hedges Creek Wetlands:

Hedges Creek Wetlands shall be a maintained, multi-use public resource and natural area for the purposes of: (1) enhancing and restoring fish and wildlife habitat; (2) detaining and conveying flood waters; (3) protecting and improving water quality; (4) facilitating passive recreation and environmental education; and (5) contributing to a visible and viable Tualatin Town Center.

Recommendations in the plan address recreation facilities, water quality and hydrology improvements, habitat enhancement, education, transportation and access improvements, maintenance, and administration. In addition to pathways and circulation improvements within the site, the plan proposes the following public access improvements:

- Provide pedestrian access between wetlands site and Tualatin Community Park
- Install park signage (e.g. park identifiers, park maps, park rules).
- Install signage about access to multimodal transportation.
- Pursue agreements with adjacent landowners for pedestrian pathway connections.
- Install pedestrian crossing at SW 90th Avenue.

Downtown Parking Plan (in progress)

A Downtown Parking Plan is being developed and, thus far, an assessment of the Core Area Parking District (June 2011) and a work program proposal for the Core Area Parking District Board (October 2011) have been prepared. The assessment reports on current supply and demand, funding for capital and operations, and revenue from operations. It recommends that some combination of the following strategies be explored and that a work program for FY 2011/2012 be prepared.

- "Re-mix" parking in existing lots to assure a Customer First approach for access in the downtown.
- Reduce current expenses and services.
- Implement a "premium" pricing program to allow a limited number of parking stalls to be leased in highly desired locations.
- Carry some cost of operations in the City's general fund.
- Generate new revenue from tax increases.
- Institute new user fees (e.g., monthly permits, on and off-street pay stations, etc.).

The work program that the City subsequently developed was presented to the Core Area Parking District Board for consideration in early October 2011. The intent was for the Board to agree on an approach to each of the following strategies and give feedback on actions that staff should take in implementing each strategy.

- Consider signage options for parking areas (target completion date: Winter 2012)
- Consider two-hour parking for Red and Yellow Lots (target completion date: Winter 2012)
- Explore the feasibility of ending the fee in lieu program (target completion date: as soon as possible)
- Explore the feasibility of paving the Hanegan Lot and approval by City Council (target completion date: to be determined)
- Consider asking the City Manager and the City Council to consider having the cost of parking enforcement covered by the General Fund in future years (target completion date: June 2012, consistent with approval of the FY 2012/2013 budget)
- Consider paid permit parking options (target completion date: to be determined)
- Establish an enforcement system to eliminate warnings while balancing the needs to be customer friendly.

The TSP update process will coordinate with the ongoing development of this plan.

Northwest Concept Plan (NWCP) (March 2005)

The Northwest Concept Plan was developed with support from the State of Oregon Transportation and Growth Management (TGM) program. The plan was developed as a requirement following a December 2002 decision by Metro to bring the area inside the UGB. The intent of the Concept Plan is to allow for flexibility in industrial development while promoting compatibility with adjacent land uses and natural resources. The plan area is located in unincorporated Washington County, in northwest Tualatin, and is bounded by OR 99W to the north and SW Cipole Road to the east. Land is developed north and east of the plan area but relatively undeveloped to the west and south.

The plan document is organized as a series of plans that address land use and development; transportation facilities; water, sewer, and storm drainage; other utilities; and natural and cultural

resources. The following is a summary of elements from those plans that may directly affect the TSP update:

- Land Use and Development – Land use would be industrial, consistent with City of Tualatin General Manufacturing (MG) zoning. Actual uses to be developed would be determined by market opportunities and constraints at the time of development.
- Transportation – A new access road would connect the plan area and SW Cipole Road and improvements to SW Cipole Road are proposed between OR 99W and Cummins Drive, a planned road.
- Water – A new 10-inch looped water system is recommended to connect to the existing water main in SW Cipole Road.
- Sewer – A new 8-inch sanitary sewer line is proposed in the plan area in addition to plus a connection offsite to the existing SW Cipole Road pump station south of the Plan area.

Southwest Concept Plan (SWCP) (Adopted April 2011)

City staff to provide additional information as is available and pertinent to the TSP update.

The Southwest Concept Plan (SWCP) is intended to guide industrial development in a 614-acre area outside of the city of Tualatin between Tualatin-Sherwood Road and Tonquin Road. Initial concept planning was done for the area in 2004-2005 and then was put on hold until work on the visioning and action plan work for Tualatin Tomorrow could be completed. Concept planning recommenced in 2007, taking into account the Tualatin Tomorrow Vision and Strategic Action Plan and the I-5/99W Connector project.

Plan maps for the SWCP show primarily industrial uses in the area (approximately 430 net acres) while also envisioning a mixed use center (approximately 16 net acres) in the north central part of the area, just south of Tualatin-Sherwood Road on 120th Avenue, and easements and open space . Transportation facilities planned for the area include the following:

- An extension of 124th Avenue between Tualatin-Sherwood Road and Tonquin Road (arterial)
- An extension of 115th Avenue from its existing terminus south of Tualatin-Sherwood Road to Tonquin Road (collector)
- A new east-west connection between the planned 124th Avenue and the existing terminus of 115th Avenue, in the upper third of the plan area (collector)
- A new east-west connection between planned 124th Avenue and 115th Avenue in the lower third of the plan area (collector)
- Generalized east-west or northwest-southeast local street connections between the proposed collectors
- A new local street around the mixed use area and reaching east to the north end of a proposed open space that parallels the commuter rail line
- Sidewalks along the proposed new streets and a sidewalk connection between the mixed use center and the intersection of Tualatin-Sherwood Road and 124th Avenue
- Trails through the mixed use area, through the proposed open space parallel to the commuter rail line, and in PGE and BPA easements that run northwest-southeast through the plan area
- Transit center at the intersection of Tualatin-Sherwood Road and 124th Avenue.

City Council adopted ordinances to implement the Southwest Concept Plan in April 2011. Council directed staff to work with property owners from the Tonquin Industrial Group to create

an overlay zoning district that would allow their businesses to become conforming uses if their properties annex into the city.

Town Center Plan (Final Report, 2005)

The Town Center Plan focuses on the area of Tualatin designated as a Town Center in the Metro 2040 Growth Concept. The objectives of the plan include developing mixed uses and building types; promoting development that was more urban in style and intensity; providing safe and efficient pedestrian and vehicle connections; being consistent with applicable land use and transportation regulations; and improving quality of life.

The 2005 final report for the plan consists of background information, a vision, existing conditions, alternatives analysis, recommended plan elements, and an implementation strategy. The three plan elements are land use/building; transportation; and parks, natural areas, and other elements. The land use and building element proposes include new or expanded public, retail, office, residential, and mixed uses. The parks and other elements include recommendations for enhancements and restoration of Hedges Creek, the Hedges Creek watershed, and other streams, as well as a new "feature" at the Lake of the Commons and gateway signage and landscaping. Recommended transportation improvements include:

- Streetscape and pedestrian improvements
- Traffic calming
- New extension of Seneca Street from Martinazzi Road to the K-Mart site
- Local street grid and loop road around K-Mart building
- Commuter rail station along Boones Ferry Road (*note:* completed)
- Pedestrian trails along both sides of Tualatin River connected with pedestrian bridges (*note:* north side trail completed)
- Expanded recreational trail network within city
- Tualatin Road extension to Hall Boulevard
- Road connections between Lower Boones Ferry Road and SW 90th.

The recommended land uses and improvements are illustrated in Figure 7, the Preferred Town Center Development Concept Plan.

The plan elements are designed to support improvements proposed as part of the I-5 to 99W Connector Project (Alternative 7).

The 2005 final plan report has thus far served as the plan, but has not been adopted by City Council. The plan is in the process of being updated, and when the update is adopted, the TSP and relevant Tualatin Development Code (TDC) chapters will be amended as needed.

Tualatin Town Charter Chapter XI

Chapter XI of the Tualatin Town Charter prevents the transfer, sale, vacation or major change in use of city parks without a vote of Tualatin residents, preserves the natural beauty, ecological integrity and recreational value of the city's parks from in-compatible and non-park development, protects public park uses and purposes for which city parks are established, acquired, or dedicated, and prevents conversion of development of parks and parts thereof to non-park or incompatible uses. The charter requires voter approval for the following actions:

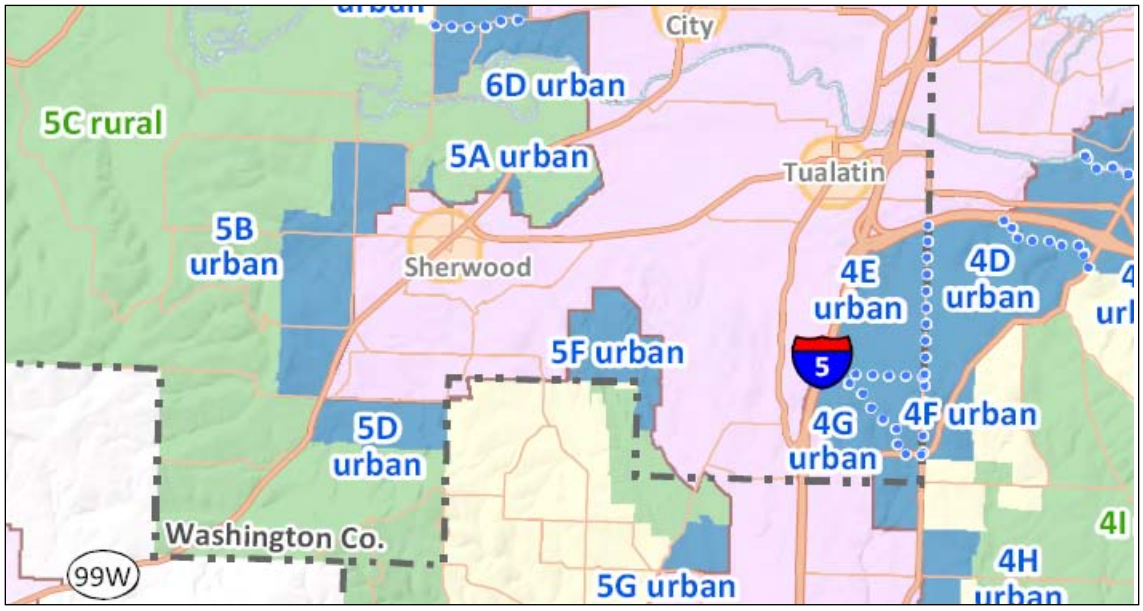
- Sell, lease, or otherwise transfer city park property
- Vacate or otherwise change the ownership or legal status of any city park, or part thereof, except easements for underground utilities and uses that do not cause or create a major change of use in the park or part of the park
- Cause, undertake, or allow any development or construction in a city park that changes the use of park or part of the park
- Construct, or allow to be constructed or expanded any street, road, parking lot or permanent above ground structure, including buildings, power lines, motor vehicle or utility bridges and power lines, other than streets, roads, parking lots or structures needed to serve the park's primary purposes, including park maintenance and operations. Below ground structures or buried utilities that limit above-ground park uses must also comply.

Urban and Rural Reserve Planning

Metro, Clackamas County, Multnomah County, and Washington County led a three-year process from 2008 to 2011 to determine urban and rural reserves for the Portland metropolitan area. Urban and rural reserves are lands currently outside the UGB that are either suitable for urbanization or protection as rural areas over the next 50 years. Designation as an urban or rural reserve does not change current zoning or permitted uses of the land. The Oregon Land Conservation and Development Commission gave final approval to the urban and rural reserves designated in Clackamas, Multnomah, and Washington counties in August 2011.

As shown in Figure 5, there are several adopted urban reserve areas that border Tualatin including Areas 4D, 4E, 4F, 4G, 5A, and 5F as well as a very small portion of rural reserve Area 5C near Sherwood. The urban reserves are significant to transportation system planning because of the potential they hold for urbanization in the next 50 years. However, these areas are not yet under Tualatin's jurisdiction and the TSP process is generally constrained to plan only for the area in the existing city limits and UGB, Consideration of the possible implications of urban reserve areas adjacent to Tualatin may only be treated in a very conceptual or theoretical manner for the purposes of the TSP update.

Figure 5. Urban Reserves in the vicinity of Tualatin



Basalt Creek Intergovernmental Agreement (June 2011)

The Basalt Creek Concept Plan Area refers to two areas (775 acres total) that Metro added to the UGB in 2004. The area is generally located between the Cities of Tualatin and Wilsonville, and was intended for industrial and residential uses. The Cities have entered into an agreement to collaborate on concept planning for the area. However, it has been determined that Washington County will lead a Basalt Creek Transportation Refinement Plan to address general transportation issues in southern Washington County before concept planning begins. The County also is planning to improve SW Boones Ferry Road from SW Norwood Road to SW Day Street within the Basalt Creek Concept Plan Area.

The Tualatin City Council authorized an intergovernmental agreement (IGA) for concept planning the Basalt Creek Area in June 2011. The IGA does not obligate the Cities of Tualatin or Wilsonville to pay for the right-of-way acquisition or construction of the I-5/99W "Southern Arterial" that is conceptually designed and will pass through the Basalt Creek Concept Plan Area. However, the IGA does commit them to the planning and project management of the roadway system in the Basalt Creek Concept Plan Area.

Clackamas County Comprehensive Plan

The Comprehensive Plan for Clackamas County acts as a guide for future growth and development in unincorporated areas of the county, outside of city limits, through the formation of goals and policies that respond to current and future needs over a 20-year planning period. Goals and policies pertaining to land use and transportation are implemented through land use and development ordinances (see the next section in this Appendix). This document defines County land use designations, identifying where these land use designations will be applied, thereby providing the policy foundation for the County zoning map. County zoning has been incorporated into regional transportation models used to develop forecasts for the TSP.

Chapter 5 (Transportation) focuses on developing a transportation system that meets the needs of Clackamas County residents, while also considering regional and state needs at the same time. The plan addresses a balanced transportation system that includes automobile, bicycle, rail, transit, air, pedestrian and pipelines and reflects existing land use plans, policies and regulations that affect the transportation system. The Clackamas County TSP implements these goals and policies and provides a Capital Improvement Plan to address deficiencies. Recommendations that result from the City's TSP update, such as those pertaining to County facilities or to transportation-related coordination between the City and the County, may necessitate an update to the County's Comprehensive Plan so that both jurisdictions' policy documents are consistent with each other. The County is currently in the process of updating its TSP.

Clackamas County Zoning and Development Ordinance

The Zoning and Development Ordinance (ZDO) implements the goals and policies of the County Comprehensive Plan and provides methods of administration and enforcement of the provisions within the ordinance. Clackamas County zoning pertains to unincorporated areas of the county. In the City of Tualatin, the City of Tualatin's zoning would apply.

The ZDO also addresses transportation facilities, primarily in Section 1007 (Roads and Connectivity). The section includes provisions for connectivity, access management, and bicycle and pedestrian facilities. Section 1007.03.C provides references to intersection spacing and access control for new development on county roads. ZDO Section 1007.06 establishes standards for the design and location of pedestrian facilities including sidewalks, accessways, and pathways and for types of bicycle facilities including shoulder bikeways, bike lanes, and bike paths. ZDO Section 1007.009 establishes requirements for transportation facility concurrency.

Clackamas County Transportation System Plan (2001)

The Clackamas County Transportation System Plan is in the process of being updated. County staff shall provide information as is available and pertinent to the Tualatin TSP update.

Chapter 5 of the 2001 TSP is the transportation element of the Clackamas County Comprehensive Plan and is the County's adopted Transportation Systems Plan (TSP). Chapter 5 lists the County transportation polices, standards, and identified projects. It provides roadway classifications and design guidelines and identifies scenic roads, the planned bikeway network, planned pedestrian network, and urban freight routes. It focuses primarily on the County's responsibilities, although it recognizes that the State and various cities own and maintain roads within the county.

To the extent that the Tualatin TSP Update includes recommendations that pertain to County facilities, these recommendations need to be coordinated with the Clackamas County TSP Update

process that is currently underway in order to maintain consistency between the jurisdictions' long-range plans.

The Clackamas County TSP provides the following functional classification for roadways in Tualatin in Clackamas County:

Freeway
- I-5
- 1-205

Major Arterial
- Boones Ferry Road

Minor Arterial
- Borland Road
- 65th Avenue

Collector
- McEwan Road.

The Transportation System Plan 20 Year Projects (Urban) includes the following two projects on roads in Tualatin:

- Project #112 – Childs Road, from Stafford Road to 65th Avenue, reconstruct and widen to 2-3 lanes.
- Project #113 – Borland Road, from 65th Avenue to Stafford Road, widen to four lanes with left-turn lanes.

Clackamas County Capital Improvement Plan

This plan is in the process of being updated and County staff will provide documents as they become available and are relevant to the Tualatin TSP Update.

Washington County Comprehensive Plan

Elements of the Washington County Comprehensive Plan that have bearing on the Tualatin TSP update process include the Unified Capital Improvements Program, which is comprised of the Transportation Capital Improvement Program and the Washington County 2020 Transportation Plan. These documents are discussed in the following sections of the Appendix.[19]

[19] The Washington County Comprehensive Plan includes specific policies for a number of urban areas within the county through community plans that are individual components of the County Comprehensive Plan. The portion of Tualatin that is located in Washington County does not fall within one of the County's community plans.

Washington County Capital Improvement Program

The Washington County 2010-11 Adopted Budget was reviewed for Transportation Capital Projects. The only project that pertains to Tualatin is the I-5-99W Connector (MSTIP 3 – Ongoing).

Washington County 2020 Transportation Plan (2003)

The Washington County 2020 Transportation Plan is in the process of being updated; the following summary is of the currently adopted document. The Transportation Plan supports the adopted development patterns in the Community Plans, the Rural/Natural Resource Plan, and city Comprehensive Plans. The Transportation Plan also implements the applicable policies and strategies of the Community Plans and the Rural/Natural Resource Plan. The Transportation Plan addresses provisions of the RTP and TPR.

The Transportation Plan is a comprehensive analysis and identification of transportation needs associated with the development patterns described in the community plans and the Rural/Natural Resource Plan. It addresses the major roadway system (i.e., non-local roadways), transit, pedestrian and bicycle transportation issues and focuses on specific and system requirements. Existing and planned roads that are part of the major roadway system are classified in the Transportation Plan according to their existing or planned function, right-of-way, alignment, and dimensional standards. The local street system is designated in the community plans and the Rural/Natural Resource Plan.

To the extent that the Tualatin TSP Update includes recommendations that pertain to County facilities, these recommendations may need to be coordinated with the Washington County Transportation Plan Update process that is currently underway in order to maintain consistency between the jurisdictions' long-range plans.

The following roads in Tualatin are classified as freeways, arterials, and collectors in the Washington County TSP:

Freeway

- I-5
- I-205

Principal Arterial/Arterial

- OR 99W

Arterial

- Boones Ferry Road
- Nyberg Road
- Tonquin Road
- Tualatin-Sherwood Road
- 65th Avenue
- 124th Avenue extension (proposed Arterial)

Arterial/Collector

- Sagert Road

Collector

- Hazelbrook Road

- 115th Avenue
- 106th Avenue
- Teton Avenue
- Jurgens Avenue
- Tualatin Road
- Leveton Drive
- Herman Road
- 118th Avenue
- Myslony Street
- Cipole Road
- Avery Road
- 95th Avenue
- 105th Avenue
- Ibach Court
- Myslony/Avery connection (proposed Collector)
- Tualatin-Sherwood Road/OR 99W connection (proposed Collector)[20].

The following project is identified in the Washington County Transportation Plan in Tualatin:

- Project #80 - Tualatin-Sherwood Road, from OR 99W to Teton, widen to five lanes, estimated cost $32 million, near term.

Next Steps

As strategies for addressing the City's transportation needs over the next 20 years are developed in upcoming tasks of this TSP update process, it will be necessary to coordinate and comply with the plans, policies, and regulations described in this Appendix. The policy framework created by the documents will be used throughout the TSP update process as a decision-making tool and will assist in developing any needed amendments to local planning documents and in making findings of compliance with adopted plans and regulations.

[20] The existing adopted Washington County TSP dates back to 2003 and planning for the I-5/OR 99W Connector has since modified this proposed roadway project as part of its alternatives development process.