



# Transportation System Plan Update Appendixes



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# **Revised Tualatin Transportation System Plan Update Volume II: Appendixes**

Prepared for  
**City of Tualatin**

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# Contents

## Appendixes

- A Plan and Policy Review
- B Existing Conditions and Deficiencies
- C Future Transportation Conditions
- D Alternatives Analysis
- E Transportation Funding and Improvement Costs
- F TPR and RTFP Compliance
- G Public Involvement Process
- H Bicycle and Pedestrian Plan



## **Appendix F**

### **TPR and RTFP Compliance**



TPR Requirements	Tualatin TSP Compliance
<b>660-012-0015 Preparation and Coordination of TSPs</b>	
(3) Cities and counties shall prepare, adopt and amend local TSPs for lands within their planning jurisdiction in compliance with this division:	
(a) Local TSPs shall establish a system of transportation facilities and services adequate to meet identified local transportation needs and shall be consistent with regional TSPs and adopted elements of the state TSP;	Chapter 2 of the TSP includes facilities and services to meet identified transportation needs. Needs are identified in Appendixes B and C, existing and future conditions and needs. The Tualatin TSP has been compared to regional (RTP and RTFP) requirements for consistency
(5) The preparation of TSPs shall be coordinated with affected state and federal agencies, local governments, special districts, and private providers of transportation services.	The TTF described in Chapter 2 included regional agency representatives to coordinate the TSP process for all required coordination
(6) Mass transit, transportation, airport and port districts shall participate in the development of TSPs for those transportation facilities and services they provide. These districts shall prepare and adopt plans for transportation facilities and services they provide. Such plans shall be consistent with and adequate to carry out relevant portions of applicable regional and local TSPs. Cooperative agreements executed under ORS 197.185(2) shall include the requirement that mass transit, transportation, airport and port districts adopt a plan consistent with the requirements of this section.	The TTF described in Chapter 2 included a TriMet representative and participated throughout the development of the TSP. The Tualatin TSP is consistent with TriMet agency plans.
<b>660-012-0020 Elements of TSPs</b>	
(2) The TSP Shall include the following elements  (a) A determination of transportation needs as provided in OAR 660-012-0030	Transportation needs are included in Appendixes B and C: Existing and Future Conditions and Needs  The TSP also includes a summary of needs for each transportation element

TPR Requirements	Tualatin TSP Compliance
<p>(b) A road plan for a system of arterials and collectors and standards for the layout of local streets and other important non-collector street connections. Functional classifications of roads in regional and local TSP's shall be consistent with functional classifications of roads in state and regional TSPs and shall provide for continuity between adjacent jurisdictions. The standards for the layout of local streets shall provide for safe and convenient bike and pedestrian circulation necessary to carry out OAR 660-012-0045(3)(b). New connections to arterials and state highways shall be consistent with designated access management categories. The intent of this requirement is to provide guidance on the spacing of future extensions and connections along existing and future streets which are needed to provide reasonably direct routes for bicycle and pedestrian travel.</p> <p>The standards for the layout of local streets shall address:</p> <ul style="list-style-type: none"> <li>(A) Extensions of existing streets</li> <li>(B) Connections to existing or planned streets, including arterials and collectors; and</li> <li>(C) Connections to neighborhood destinations.</li> </ul>	<p>The Roadway element of the TSP (first section in Chapter 2) includes a functional classification plan and roadway standards to address this requirement. The Functional Classification plan shows extensions of existing streets, connections to existing and planned streets, including arterials and collectors, and connections to neighborhood destinations.</p>

TPR Requirements	Tualatin TSP Compliance
<p>(c) A public transportation plan which:</p> <p>(A) Describes public transportation services for the transportation disadvantaged and identifies service inadequacies;</p> <p>(B) Describes intercity bus and passenger rail service and identifies the location of terminals;</p> <p>(C) For areas within an urban growth boundary which have public transit service, identifies existing and planned transit trunk routes, exclusive transit ways, terminals and major transfer stations, major transit stops, and park-and-ride stations. Designation of stop or station locations may allow for minor adjustments in the location of stops to provide for efficient transit or traffic operation or to provide convenient pedestrian access to adjacent or nearby uses.</p> <p>(D) For areas within an urban area containing a population greater than 25,000 persons, not currently served by transit, evaluates the feasibility of developing a public transit system at buildout. Where a transit system is determined to be feasible, the plan shall meet the requirements of paragraph (2)(c)(C) of this rule.</p>	<p>The transit modal plan in Chapter 2 includes the existing public transportation services and identifies service inadequacies. It also describes the intercity bus and passenger rail service and the location of stations and transfer stations.</p> <p>Appendix B: Existing conditions describes existing transit routes, transit ways, terminals and major transfer stations, stops, and park-and-ride stations.</p>
<p>(d) A bicycle and pedestrian plan for a network of bicycle and pedestrian routes throughout the planning area. The network and list of facility improvements shall be consistent with the requirements of ORS 366.514;</p>	<p>The Pedestrian, Bicycle, and Multi-Use Path Modal Plan in Chapter 2 includes a plan for bicycle and pedestrian route networks.</p>
<p>(e) An air, rail, water and pipeline transportation plan which identifies where public use airports, mainline and branchline railroads and railroad facilities, port facilities, and major regional pipelines and terminals are located or planned within the planning area. For airports, the planning area shall include all areas within airport imaginary surfaces and other areas covered by state or federal regulations;</p>	<p>Chapter 2 includes an air, rail, water, and pipeline plans. Appendix B Existing conditions includes information on existing facilities.</p>
<p>(f) For areas within an urban area containing a population greater than 25,000 persons a plan for transportation system management and demand management;</p>	<p>Chapter 2 includes a Transportation System Management and Transportation sections</p>

TPR Requirements	Tualatin TSP Compliance
(g) A parking plan in MPO areas as provided in OAR 660-012-0045(5)(c);	Chapter 2 includes a parking plan
(h) Policies and land use regulations for implementing the TSP as provided in OAR 660-012-0045;	Chapter 3 includes a section on Policy and Code language to implement the TSP. Appendix F includes the full text of the implementing ordinances
(i) For areas within an urban growth boundary containing a population greater than 2500 persons, a transportation financing program as provided in OAR 660-012-0040.	Appendix E includes transportation funding and improvement costs. Project tables in Chapter 2 include potential funding sources and cost estimates
<p>(a) An inventory and general assessment of existing and committed transportation facilities and services by function, type, capacity and condition:</p> <p>(A) The transportation capacity analysis shall include information on:</p> <p>(i) The capacities of existing and committed facilities;</p> <p>(ii) The degree to which those capacities have been reached or surpassed on existing facilities; and</p> <p>(iii) The assumptions upon which these capacities are based.</p> <p>(B) For state and regional facilities, the transportation capacity analysis shall be consistent with standards of facility performance considered acceptable by the affected state or regional transportation agency;</p> <p>(C) The transportation facility condition analysis shall describe the general physical and operational condition of each transportation facility (e.g., very good, good, fair, poor, very poor).</p>	Chapter 2 includes a summary of roadway capacity. Appendixes B and C existing and future conditions include an in-depth analysis of existing and project future capacity issues on the transportation network.
(3) (b) A system of planned transportation facilities, services and major improvements. The system shall include a description of the type or functional classification of planned facilities and services and their planned capacities and performance standards;	Chapter 2 includes modal plans which describe the planned transportation facilities, services, and major improvements, including the type or functional classification of planned facilities and services.  Performance standards are in the street section.
<b>660-012-0025 Complying with the Goals in Preparing TSPs</b>	

TPR Requirements	Tualatin TSP Compliance
(1) Except as provided in section (3) of this rule, adoption of a TSP shall constitute the land use decision regarding the need for transportation facilities, services and major improvements and their function, mode, and general location.	In process
(2) Findings of compliance with applicable statewide planning goals and acknowledged comprehensive plan policies and land use regulations shall be developed in conjunction with the adoption of the TSP.	In process
<b>660-012-0030 Determination of Transportation Needs</b>	
(1) The TSP shall identify transportation needs relevant to the planning area and the scale of the transportation network being planned including: <ul style="list-style-type: none"> <li>(a) State, regional, and local transportation needs;</li> <li>(b) Needs of the transportation disadvantaged;</li> <li>(c) Needs for movement of goods and services to support industrial and commercial development planned for pursuant to OAR 660-009 and Goal 9 (Economic Development).</li> </ul>	Appendixes B and C include a determination of transportation needs in the planning area including state, regional, and local transportation needs, needs of transportation disadvantaged, and needs for goods movement to support industrial and commercial development.
(3) Within urban growth boundaries, the determination of local and regional transportation needs shall be based upon: <ul style="list-style-type: none"> <li>(a) Population and employment forecasts and distributions that are consistent with the acknowledged comprehensive plan, including those policies that implement Goal 14. Forecasts and distributions shall be for 20 years and, if desired, for longer periods; and</li> <li>(b) Measures adopted pursuant to OAR 660-012-0045 to encourage reduced reliance on the automobile.</li> </ul>	<p>Appendix C, future conditions, includes population and employment forecasts consistent with Metro's 2040 plan, with 2035 as the study year.</p> <p>Modal targets from Metro's 2040 plan are included in the Transportation Demand Management section and are designed to reduce reliance on the automobile.</p> <p>Bicycle, pedestrian, and multi-use path policies and projects will also help reduce reliance on the automobile</p>
<b>660-012-0035 Evaluation and Selection of Transportation System Alternatives</b>	
(1) The TSP shall be based upon evaluation of potential impacts of system alternatives that can reasonably be expected to meet the identified transportation needs in a safe manner and at a reasonable cost with available technology. The following shall be evaluated as components of system alternatives:	The TSP system and network of improvements includes considerations of impacts on identified transportation needs.
(a) Improvements to existing facilities or services;	Improvements to existing facilities and services were considered before new facilities and are high priorities in this TSP for all modal elements

TPR Requirements	Tualatin TSP Compliance
(b) New facilities and services, including different modes or combinations of modes that could reasonably meet identified transportation needs;	All new facilities were evaluated based on their ability to include all modes or combinations of travel modes to meet the need
(c) Transportation system management measures;	The Transportation System Management section in Chapter 2 includes measures to better manage existing facilities to meet anticipated demand
(d) Demand management measures; and	Transportation Demand Management strategies in Chapter 2 includes measure to manage demand within the City
(e) A no-build system alternative required by the National Environmental Policy Act of 1969 or other laws.	Appendix C, future conditions documents the “no-build” system alternative and the deficiencies to meet Tualatin’s future transportation system needs
(3) The following standards shall be used to evaluate and select alternatives:	Appendix D includes documentation of the alternatives evaluation and selection process. Goals and objectives developed in the first phase of the project guided alternative selection
(a) The transportation system shall support urban and rural development by providing types and levels of transportation facilities and services appropriate to serve the land uses identified in the acknowledged comprehensive plan;	Appendix C, future conditions documents the anticipated land uses and the TSP projects include consideration of these land uses in determining an appropriate transportation system
(b) The transportation system shall be consistent with state and federal standards for protection of air, land and water quality including the State Implementation Plan under the Federal Clean Air Act and the State Water Quality Management Plan;	Appendix D, Alternatives Analysis includes an evaluation of project alternatives against adopted state and federal standards.
(c) The transportation system shall minimize adverse economic, social, environmental and energy consequences;	Appendix D, Alternatives Analysis includes an evaluation of project alternatives for impacts to economic, social, environmental, and energy metrics
(d) The transportation system shall minimize conflicts and facilitate connections between modes of transportation; and	Appendix D, Alternatives Analysis includes an evaluation of project alternatives for ability to minimize conflicts and facilitate connections between modes of transportation
(e) The transportation system shall avoid principal reliance on any one mode of transportation by increasing transportation choices to reduce principal reliance on the automobile.	Chapter 2 includes transit and bicycle, pedestrian, and multi-use trail modal plans which increase transportation choices to reduce reliance on the automobile

TPR Requirements	Tualatin TSP Compliance
(4) In MPO areas, regional and local TSPs shall be designed to achieve adopted standards for increasing transportation choices and reducing reliance on the automobile. Adopted standards are intended as means of measuring progress of metropolitan areas towards developing and implementing transportation systems and land use plans that increase transportation choices and reduce reliance on the automobile. It is anticipated that metropolitan areas will accomplish reduced reliance by changing land use patterns and transportation systems so that walking, cycling, and use of transit are highly convenient and so that, on balance, people need to and are likely to drive less than they do today.	The Transportation Demand Management section in Chapter 2 includes the regional goals for non-drive-alone Modal Targets. The TSP update works to achieve these standards by increasing access to transit, increasing and filling gaps in the bicycle, pedestrian, and multi-use trail system, and increasing the locally-run Chamber of Commerce Shuttle. Additionally, the Transportation Demand Management and Transportation System Management sections include strategies to reduce single-occupancy vehicles.
(7) Regional and local TSPs shall include benchmarks to assure satisfactory progress towards meeting the approved standard or standards adopted pursuant to this rule at regular intervals over the planning period. MPOs and local governments shall evaluate progress in meeting benchmarks at each update of the regional transportation plan. Where benchmarks are not met, the relevant TSP shall be amended to include new or additional efforts adequate to meet the requirements of this rule.	The City will continue to coordinate closely with Metro and other regional planning partners to evaluate progress toward established regional benchmarks
<b>660-012-0040 Transportation Financing Program</b>	
(1) For areas within an urban growth boundary containing a population greater than 2,500 persons, the TSP shall include a transportation financing program.	Funding for individual transportation projects in the TSP is included in Chapter 2 modal plans, and in the Implementation Section of Chapter 2. Full documentation of the financing plan is included in Appendix E
(2) A transportation financing program shall include the items listed in (a)-(d):	
(a) A list of planned transportation facilities and major improvements;	The modal elements in Chapter 2 include planned transportation facilities and major improvements
(b) A general estimate of the timing for planned transportation facilities and major improvements;	Tables in the modal element sections include an estimated timing for planned facilities and major improvements
(c) A determination of rough cost estimates for the transportation facilities and major improvements identified in the TSP; and	Tables in the modal element sections include rough cost estimates for planned facilities and major improvements. Full documentation of the cost estimates is included in Appendix E

TPR Requirements	Tualatin TSP Compliance
<p>(d) In metropolitan areas, policies to guide selection of transportation facility and improvement projects for funding in the short-term to meet the standards and benchmarks established pursuant to 0035(4)-(6). Such policies shall consider, and shall include among the priorities, facilities and improvements that support mixed-use, pedestrian friendly development and increased use of alternative modes.</p>	<p>The implementation chapter includes information on selection of improvements including mixed-use, pedestrian friendly development.</p>
<p>(3) The determination of rough cost estimates is intended to provide an estimate of the fiscal requirements to support the land uses in the acknowledged comprehensive plan and allow jurisdictions to assess the adequacy of existing and possible alternative funding mechanisms. In addition to including rough cost estimates for each transportation facility and major improvement, the transportation financing plan shall include a discussion of the facility provider's existing funding mechanisms and the ability of these and possible new mechanisms to fund the development of each transportation facility and major improvement. These funding mechanisms may also be described in terms of general guidelines or local policies.</p>	<p>The funding section and funding sources in the tables indicates cost estimate and how the project will be implemented.</p>
<p>(5) The transportation financing program shall provide for phasing of major improvements to encourage infill and redevelopment of urban lands prior to facilities and improvements which would cause premature development of urbanizable lands or conversion of rural lands to urban uses.</p>	<p>The streets plan includes phasing and roadways to be development as adjacent land uses are developed.</p>

## Attachment A: Findings of TPR Compliance

TPR Requirement	RTFP or Local Development Code Reference
<b>OAR 660-012-0045</b>	
(1) Each local government shall amend its land use regulations to implement the TSP.	
(b) To the extent, if any, that a transportation facility, service, or improvement concerns the application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment.	The TDC permits transportation facilities and improvements in its planning districts
(c) Where a transportation facility, service or improvement is determined to have a significant impact on land use or requires interpretation or the exercise of factual, policy or legal judgment regarding the application of a comprehensive plan or land use regulation, the local government shall provide a review and approval process that is consistent with 660-012-0050 (Transportation Project Development). Local governments shall amend regulations to provide for consolidated review of land use decisions required to permit a transportation project.	<p>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).</p> <p>Proposed amendments to TDC 1.031(1), TDC 31.074(2)(b), and TDC 31.077(2)(a) (Attachment A of the Staff Report for PTA 12-02) expand notice requirements to cover more providers, managers, and interest groups related to transportation facilities and services.</p>
(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities for their identified functions.	

TPR Requirement	RTFP or Local Development Code Reference
(a) Access control measures.	<p>Block lengths and access management are addressed by existing code in future street extension requirements (TDC Section 74.410) and Chapter 74 (Access Management on Arterial Streets). These code sections will be updated to reflect any changes to access management included in the updated TSP.</p>
(b) Standards to protect the future operations of roadways and transit corridors	<p>Mobility standards for roadways in the city are provided in the OHP for state roadways, in the RTP for regional roadways, and in the City TSP for local roadways.</p> <p>Traffic impact studies are required for development proposals according to the discretion of the City Engineer (TDC 74.440). Studies must include recommendations for improvements to ensure a level of service specified in the traffic impact study requirements.</p> <p>Plan amendment criteria (TDC 1.032) specifically set mobility standards for amendments in Town Centers and other Metro 2040 design areas: "Granting the amendment is consistent with Level of Service F for the p.m. peak hour and E for the one-half hour before and after the p.m. peak hour for the Town Center 2040 Design Type (TDC Map 9-4), and E/E for the rest of the 2040 Design Types in the City's planning area."</p> <p>Proposed amendments to TDC 1.032 (Attachment A of the Staff Report for PTA 12-02) add references to TIS requirements that can be used in the analysis supporting the findings for OAR 660-012-0060.</p>

TPR Requirement	RTFP or Local Development Code Reference
(d) Coordinated review of future land use decisions affecting transportation facilities, corridors or sites	See response and proposed amendments related to OAR 660-012-0045(1)(c).
(e) Process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities	<p>The City's authority to condition approval is codified both in TDC 31.073 (Action of the Community Development Director and City Engineer on Architectural Review Plans), TDC 31.077 (Quasi-Judicial Evidentiary Hearing Procedures), and TDC 36.160.2 (Subdivision Plan Approval).</p> <p>Pursuant to TDC 74.440.4, "[t]he applicant shall implement all or a portion of the improvements called for in the traffic study as determined by the City Engineer."</p>
(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of: land use applications that require public hearings, subdivision and partition applications, applications which affect private access to roads, applications within airport noise corridor and imaginary surfaces which affect airport operations.	See response and proposed amendments related to - 0045(1)(c).
g) Regulations assuring amendments to land use designations, densities, design standards are consistent with the function, capacities, and levels of service of facilities designated in the TSP.	<p>Plan amendment criteria (TDC 1.032) include compliance with the City Comprehensive Plan objectives and Statewide Planning Goals and Oregon Administrative Rules.</p> <p>Proposed amendments to TDC 1.032 (Attachment A of the Staff Report for PTA 12-02) acknowledge the findings that need to be made for OAR 660-012-0060.</p>
(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth in 660-012-0040(3)(a-d):	

TPR Requirement	RTFP or Local Development Code Reference
(a) Provide bicycle parking in multifamily developments of 4 units or more, new retail, office and institutional developments, transit transfer stations and park-and-ride lots	<b>Addressed by RTFP, Title 4: Regional Parking Management, 3.08.410.I.</b>
(b) Provide “safe and convenient” (per subsection 660-012-0045.3(d)) pedestrian and bicycle connections from new subdivisions/multifamily development to neighborhood activity centers; bikeways are required along arterials and major collectors; sidewalks are required along arterials, collectors, and most local streets in urban areas except controlled access roadways	<b>Addressed by RTFP, Title 1: Pedestrian System Design, 3.08.130, and Title 1: Bicycle System Design, 3.08.140</b>
(c) Off-site road improvements required as a condition of development approval must accommodate bicycle and pedestrian travel, including facilities on arterials and major collectors	See response about authority to condition approval in - 0045(2)(e). Existing and proposed City street design standards (TSP, Figure 2) include pedestrian and bicycle facilities on arterials and collectors.
(e) Provide internal pedestrian circulation within new office parks and commercial developments	<b>Addressed by RTFP, Title 1: Street System Design, 3.08.110E</b>
(4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in (a)-(g) below:	
(a) Transit routes and transit facilities shall be designed to support transit use through provision of bus stops, pullouts and shelters, optimum road geometrics, on-road parking restrictions and similar facilities, as appropriate;	<b>Addressed by RTFP, Title 1: Transit System Design, 3.08.120</b>
(b) New retail, office and institutional buildings at or near major transit	<b>Addressed by RTFP, Title 1: Transit System Design, 3.08.120</b>

TPR Requirement	RTFP or Local Development Code Reference
<p>stops shall provide for convenient pedestrian access to transit through the measures listed in (A) and (B) below.</p> <p>(A) Walkways shall be provided connecting building entrances and streets adjoining the site;</p> <p>(B) Pedestrian connections to adjoining properties shall be provided except where such a connection is impracticable. Pedestrian connections shall connect the on site circulation system to existing or proposed streets, walkways, and driveways that abut the property. Where adjacent properties are undeveloped or have potential for redevelopment, streets, accessways and walkways on site shall be laid out or stubbed to allow for extension to the adjoining property;</p> <p>(C) In addition to (A) and (B) above, on sites at major transit stops provide the following:</p> <p>(i) Either locate buildings within 20 feet of the transit stop, a transit street or an intersecting street or provide a pedestrian plaza at the transit stop or a street intersection;</p> <p>(ii) A reasonably direct pedestrian connection between the transit stop and building entrances on the site;</p> <p>(iii) A transit passenger landing pad accessible to disabled persons;</p> <p>(iv) An easement or dedication for a passenger shelter if requested by the transit provider; and</p> <p>(v) Lighting at the transit stop.</p>	
<p>(c) Local governments may implement (4)(b)(A) and (B) above through the</p>	<p><b>Addressed by RTFP Title 1: Pedestrian System Design,</b></p>

TPR Requirement	RTFP or Local Development Code Reference
<p>designation of pedestrian districts and adoption of appropriate implementing measures regulating development within pedestrian districts. Pedestrian districts must comply with the requirement of (4)(b)(C) above;</p>	<p><b>3.08.130B</b></p>
<p>(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;</p>	<p>Subsection (1)(x) of TDC 73.370 (Off-Street Parking and Loading) specifies standards for the dimensions and signage of vanpool and carpool parking.</p> <p>Proposed amendments to Subsection (1)(x) of TDC 73.370 (Attachment A of the Staff Report for PTA 12-02) add provisions for the preferential location of vanpool and carpool parking spaces.</p>
<p>(e) Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, and similar facilities, where appropriate;</p>	<p>TDC 73.370.1.w provides for transit-oriented redevelopment in parking areas.</p>
<p>(f) Road systems for new development shall be provided that can be adequately served by transit, including provision of pedestrian access to existing and identified future transit routes. This shall include, where appropriate, separate accessways to minimize travel distances;</p>	<p><b>Addressed by RTFP Title 1: Street System Design, 3.08.110E, and Title 1: Transit System Design, 3.08.120, and Title 1: Pedestrian System Design, 3.08.130</b></p>
<p>(g) Along existing or planned transit routes, designation of types and densities of land uses adequate to support transit.</p>	<p>The area around the fixed rail station in Tualatin (WES Commuter Rail) is zoned predominantly high density residential (High Density Residential and High Density Residential/High Rise) and commercial (Central Commercial and General Commercial). Otherwise, bus routes in the city serve a range of land use designations from high to low density residential, commercial, and industrial/employment. Low density residential areas are served when they are between higher</p>

TPR Requirement	RTFP or Local Development Code Reference
	<p>density designations in Tualatin and neighboring communities (e.g., along Boones Ferry between Downtown Tualatin and Wilsonville).</p> <p>This requirement is met in terms of concentrating density and mixed uses around the fixed rail station and having some degree of density and mixed uses along the bus lines and at bus stops.</p>
(6) As part of the pedestrian and bicycle circulation plans, local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas.	<b>Addressed by RTFP Title 1: Pedestrian System Design, 3.08.130, and Title 1: Bicycle System Design, 3.08.140, and Title 2: Transportation Needs, 3.08.210, and Title 2: Transportation Solutions, 3.08.220</b>
(7) Local governments shall establish standards for local streets and accessways that minimize pavement width and total ROW consistent with the operational needs of the facility.	<b>Addressed by RTFP Title 1: Street System Design, 3.08.110B</b>
<b>OAR 660-012-0060</b>	
Amendments to functional plans, acknowledged comprehensive plans, and land use regulations that significantly affect an existing or planned transportation facility shall assure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility.	<p>TDC 1.032 (Burden of Proof) requires that text and map amendments be consistent with applicable state planning goals and rules.</p> <p>Proposed amendments to TDC 1.032 (Attachment A of the Staff Report for PTA 12-02) acknowledge the findings that need to be made for OAR 660-012-0060.</p>

## RTP and RTPF Compliance

Regional Transportation Functional Plan Requirement	Local TSP reference?
<p>Include, to the extent practicable, a network of major arterial streets at one-mile spacing and minor arterials or collectors at half-mile spacing, considering:</p> <ul style="list-style-type: none"> <li>• existing topography;</li> <li>• rail lines; freeways; pre-existing development, leases, easements or covenants;</li> <li>• requirements of Metro’s Urban Growth Management Functional Plan Title 3 (Water Quality and Flood plains) and Title 13 (Nature in Neighborhoods), such as streams, rivers, flood plains, wetlands, riparian and upland fish and wildlife habitat areas.</li> <li>• arterial design concepts in chapter 2 of RTP</li> <li>• best practices and designs as set forth in regional state or local plans and best practices for protecting natural resources and natural areas</li> </ul> <p><b>(Title 1, Street System Design Sec 3.08.110C)</b></p>	<p>The Functional Classification Plan in Chapter 2 of the TSP includes a network of major arterial streets. The evaluation criteria and alternatives analysis for all projects (Appendix D) included environmental impact considerations and protection of natural resources and natural areas.</p>
<p>Include a conceptual map of new streets for all contiguous areas of vacant and re-developable lots and parcels of five or more acres that are zoned to allow residential or mixed-use development. The map shall identify street connections to adjacent areas and should demonstrate opportunities to extend and connect new streets to existing streets, provide direct public right-of-way routes and limit closed-end street designs consistent with Title 1, Sec 3.08.110E</p> <p><b>(Title 1, Street System Design Sec 3.08.110D)</b></p>	<p>The urban upgrades and street extension map shows new streets to areas of vacant and re-developable lots and parcels.</p>
<p><i>Applicable to both Development Code and TSP</i></p> <p>To the extent feasible, restrict driveway and street access in the vicinity of interchange ramp terminals, consistent with Oregon Highway Plan Access Management Standards, and accommodate local circulation on the local system. Public street connections, consistent with regional street design and spacing standards, shall be encouraged and shall supersede this access restriction. Multimodal street design features including pedestrian crossings and on-street parking shall be allowed where appropriate.</p> <p><b>(Title 1, Street System Design Sec 3.08.110G)</b></p>	<p>Included in the access management plan in Chapter 2</p>
<p>Include investments, policies, standards and criteria to provide pedestrian and bicycle connections to all existing transit stops and major transit stops designated in Figure 2.15 of the RTP.</p> <p><b>(Title 1, Transit System Design Sec 3.08.120A)</b></p>	<p>Policy language in the Bicycle, pedestrian, and multi-use path modal plans includes policy language to provide connections to transit stops</p>

Regional Transportation Functional Plan Requirement	Local TSP reference?
<p>Include a transit plan consistent with transit functional classifications shown in Figure 2.15 of the RTP that shows the locations of major transit stops, transit centers, high capacity transit stations, regional bike-transit facilities, inter-city bus and rail passenger terminals designated in the RTP, transit-priority treatments such as signals, park-and-ride facilities, and bicycle and pedestrian routes, consistent with sections 3.08.130 and 3.08.140, between essential destinations and transit stops.</p> <p><b>(Title 1, Transit System Design Sec 3.08.120B(1))</b></p>	<p>Chapter 2 includes a transit plan.</p> <p>The existing conditions summary in the transit plan and Appendix B Existing conditions includes a map that shows the location of major transit stops, transit centers, high capacity transit stations , inter-city bus and rail passenger terminals (WES) , and park and ride facilities</p>
<p>Include a pedestrian plan, for an interconnected network of pedestrian routes within and through the city or county. The plan shall include:</p> <ul style="list-style-type: none"> <li>• An inventory of existing facilities that identifies gaps and deficiencies in the pedestrian system;</li> <li>• An evaluation of needs for pedestrian access to transit and essential destinations for all mobility levels, including direct, comfortable and safe pedestrian routes;</li> <li>• A list of improvements to the pedestrian system that will help the city or county achieve the regional Non-SOV modal targets in Table 3.08-1 of the RTFP, and other targets established pursuant to section 3.08.230;</li> <li>• Provisions for sidewalks along arterials, collectors and most local streets, except that sidewalks are not required along controlled roadways, such as freeways;</li> <li>• Provision for safe crossings of streets and controlled pedestrian crossings on major arterials</li> </ul> <p><b>(Title 1, Pedestrian System Design Sec 3.08.130A)</b></p>	<p>Tualatin is an Industry center, employment Center, and town center.</p> <p>Non-SOV mode targets for industrial and employment areas are 40-45% average daily weekday trips for 2035</p> <p>Town Center modal targets are 45-55%.</p> <p>Chapter 2 modal plans include policy language to connect pedestrian access to transit. Design standards in the roadway plan include provisions for sidewalks along arterials, collectors, and most local streets.</p>

Regional Transportation Functional Plan Requirement	Local TSP reference?
<p>Include a bicycle plan for an interconnected network of bicycle routes within and through the city or county. The plan shall include:</p> <ul style="list-style-type: none"> <li>• An inventory of existing facilities that identifies gaps and deficiencies in the bicycle system;</li> <li>• An evaluation of needs for bicycle access to transit and essential destinations, including direct, comfortable and safe bicycle routes and secure bicycle parking, considering <i>TriMet Bicycle Parking Guidelines</i>;</li> <li>• A list of improvements to the bicycle system that will help the city or county achieve the regional Non-SOV modal targets in Table 3.08-1 of the RTP and other targets established pursuant to section 3.08.230;</li> <li>• Provision for bikeways along arterials, collectors and local streets, and bicycling parking in centers, at major transit stops shown in Figure 2.15 in the RTP, park-and-ride lots and associated with institutional uses;</li> <li>• Provision for safe crossing of streets and controlled bicycle crossings on major arterials</li> </ul> <p><b>(Title 1, Bicycle System Design Sec 3.08.140)</b></p>	<p>Included in the bicycle and pedestrian modal plan in Chapter 2. The roadway standards include provision for bikeways along arterials, collectors, and local streets.</p>
<p>Include a freight plan for an interconnected system of freight networks within and through the city or county. The plan shall include:</p> <ul style="list-style-type: none"> <li>• An inventory of existing facilities that identifies gaps and deficiencies in the freight system;</li> <li>• An evaluation of freight access to freight intermodal facilities, employment and industrial areas and commercial districts;</li> <li>• A list of improvements to the freight system that will help the city or county increase reliability of freight movement, reduce freight delay and achieve targets established pursuant to section 3.08.230.</li> </ul> <p><b>(Title 1, Freight System Design Sec 3.08.150)</b></p>	<p>The interconnected freight network information is included in Chapter 2 in the freight modal plan and the street modal plan and discusses access to employment and industrial areas and commercial districts.</p>
<p>Include a transportation system management and operations (TSMO) plan to improve the performance of existing transportation infrastructure within or through the city or county. A TSMO plan shall include:</p> <ul style="list-style-type: none"> <li>• An inventory and evaluation of existing local and regional TSMO infrastructure, strategies and programs that identifies gaps and opportunities to expand infrastructure, strategies and programs</li> <li>• A list of projects and strategies, consistent with the Regional TSMO Plan, based upon consideration of the following functional areas: <ul style="list-style-type: none"> <li>○ Multimodal traffic management investments</li> <li>○ Traveler Information investments</li> <li>○ Traffic incident management investments</li> <li>○ Transportation demand management investments</li> </ul> </li> </ul> <p><b>(Title 1, Transportation System Management and Operations Sec 3.08.160)</b></p>	<p>These strategies can be found in Chapter 2 in the TSMO and TDM sections</p>

Regional Transportation Functional Plan Requirement	Local TSP reference?
<p>Incorporate regional and state transportation needs identified in the 2035 RTP as well as local transportation needs. The determination of local transportation needs based upon:</p> <ul style="list-style-type: none"> <li>• System gaps and deficiencies identified in the inventories and analysis of transportation system pursuant to Title 1;</li> <li>• Identification of facilities that exceed the Deficiency Thresholds and Operating Standards in Table 3.08-2 or the alternative thresholds and standards established pursuant to section 3.08.230;</li> <li>• Consideration and documentation of the needs of youth, seniors, people with disabilities and environmental justice populations within the city of county, including minorities and low-income families.</li> </ul> <p>A local determination of transportation needs must be consistent with the following elements of the RTP:</p> <ul style="list-style-type: none"> <li>• The population and employment forecast and planning period of the RTP, except that a city or county may use an alternative forecast for the city or county, coordinated with Metro, to account for changes to comprehensive plan or land use regulations adopted after adoption of the RTP;</li> <li>• System maps and functional classifications for street design, motor vehicles, transit, bicycles, pedestrians and freight in Chapter 2 of the RTP;</li> <li>• Regional non-SOV modal targets in Table 3.08-1 and the Deficiency Thresholds and Operating Standards in Table 3.08-2.</li> </ul> <p>When determining its transportation needs, a city or county shall consider the regional needs identified in the mobility corridor strategies in Chapter 4 of the RTP.</p> <p><b>(Title 2, Transportation Needs Sec 3.08.210)</b></p>	<p>Standards are included in the street section.</p>
<p>Consider the following strategies in the order listed, to meet the transportation needs determined pursuant to section 3.08.210 and performance targets and standards pursuant to section 3.08.230. The city or county shall explain its choice of one or more of the strategies and why other strategies were not chosen:</p> <ul style="list-style-type: none"> <li>• TSMO, including localized TDM, safety, operational and access management improvements;</li> <li>• Transit, bicycle and pedestrian system improvements;</li> <li>• Traffic-calming designs and devices;</li> <li>• Land use strategies in OAR 660-012-0035(2)</li> <li>• Connectivity improvements to provide parallel arterials, collectors or local streets that include pedestrian and bicycle facilities, consistent with the connectivity standards in section 3.01.110 and design classifications in Table 2.6 of the RTP,</li> <li>• Motor vehicle capacity improvements, consistent with the RTP Arterial and Throughway Design and Network Concepts in Table 2.6 and Section 2.5.2 of the RTP, only upon a demonstration that other strategies in this subsection are not appropriate or cannot adequately address identified transportation needs</li> </ul> <p>A city or county shall coordinate its consideration of the above strategies with the owner of the transportation facility affected by the strategy. Facility design is subject to the approval of the facility owner.</p> <p>If analysis under subsection 3.08.210A (Local Needs determination) indicates a new regional or state need that has not been identified in the RTP, the city or county may propose one of the following actions:</p> <ul style="list-style-type: none"> <li>• Propose a project at the time of Metro review of the TSP to be incorporated into the RTP during the next RTP update; or</li> <li>• Propose an amendment to the RTP for needs and projects if the amendment is necessary prior to the next RTP update.</li> </ul> <p><b>(Title 2, Sec 3.08.220 Transportation Solutions)</b></p>	<p>All strategies were considered and included in the projects and policies in Chapter 2 of the TSP, except for Land use strategies, which are addressed in the TDC</p>

Regional Transportation Functional Plan Requirement	Local TSP reference?
<p>Demonstrate that solutions adopted pursuant to section 3.08.220 (Transportation Solutions) will achieve progress toward the targets and standards in Tables 3.08-1, and 3.08-2 and measures in subsection D (local performance measures), or toward alternative targets and standards adopted by the city or county. The city or county shall include the regional targets and standards or its alternatives in its TSP. A city or county may adopt alternative targets or standards in place of the regional targets and standards upon a demonstration that the alternative targets or standards:</p> <ul style="list-style-type: none"> <li>• Are no lower than the modal targets in Table 3.08-1 and no lower than the ratios in Table 3.08-2;</li> <li>• Will not result in a need for motor vehicle capacity improvements that go beyond the planned arterial and throughway network defined in Figure 2.12 of the RTP and that are not recommended in, or are inconsistent with, the RTP; and</li> <li>• Will not increase SOV travel to a degree inconsistent with the non-SOV modal targets in Table 3.08-1.</li> </ul> <p>If the city or county adopts mobility standards for state highways different from those in Table 3.08-2, it shall demonstrate that the standards have been approved by the Oregon Transportation Commission. Each city and county shall also include performance measures for safety, vehicle miles traveled per capita, freight reliability, congestion, and walking, bicycling and transit mode shares to evaluate and monitor performance of the TSP.</p> <p>To demonstrate progress toward achievement of performance targets in Tables 3.08-1 and 3.08-2 and to improve performance of state highways within its jurisdiction as much as feasible and avoid their further degradation, the city or county shall adopt the following:</p> <ul style="list-style-type: none"> <li>• Parking minimum and maximum ratios in Centers and Station Communities consistent with subsection 3.08.410A;</li> <li>• Designs for street, transit, bicycle, freight and pedestrian systems consistent with Title 1: and</li> <li>• TSMO projects and strategies consistent with section 3.08.160; and</li> <li>• Land use actions pursuant to OAR 660-012-0035(2).</li> </ul> <p><b>(Title 2, Performance Targets and Standards Sec 3.08.230)</b></p>	<p>Included in the street modal plan.</p>
<p>Specify the general locations and facility parameters, such as minimum and maximum ROW dimensions and the number and width of traffic lanes, of planned regional transportation facilities and improvements identified on general location depicted in the appropriate RTP map. Except as otherwise provided in the TSP, the general location is as follows:</p> <ul style="list-style-type: none"> <li>• For new facilities, a corridor within 200 feet of the location depicted on the appropriate RTP map;</li> <li>• For interchanges, the general location of the crossing roadways, without specifying the general location of connecting ramps;</li> <li>• For existing facilities planned for improvements, a corridor within 50 feet of the existing right-of-way and</li> <li>• For realignments of existing facilities, a corridor within 200 feet of the segment to be realigned as measured from the existing right-of-way depicted on the appropriate RTP map.</li> </ul> <p>A City or county may refine or revise the general location of a planned regional facility as it prepares or revises impacts of the facility or to comply with comprehensive plan or statewide planning goals. If, in developing or amending its TSP, a city or county determines the general location of a planned regional facility or improvement is inconsistent with its comprehensive plan or a statewide goal requirement, it shall:</p> <ul style="list-style-type: none"> <li>• Propose a revision to the general location of the planned facility or improvement to achieve consistency and, if the revised location lies outside the general location depicted in the appropriate RTP map, seek an amendment to the RTP; or</li> <li>• Propose a revision to its comprehensive plan to authorize the planned facility or improvement at the revised location.</li> </ul> <p><b>(Title 3, Defining Projects in Transportation System Plan Sec 3.08.310)</b></p>	<p>Included in Chapter 2, Roadway modal plan in the Functional Classification and street design standards sections</p>

Regional Transportation Functional Plan Requirement	Local TSP reference?
<p><u>Could be adopted in TSP or other adopted policy document)</u></p> <p>Adopt parking policies, management plans and regulations for Centers and Station Communities. Plans may be adopted in TSPs or other adopted policy documents and may focus on sub-areas of Centers. Plans shall include an inventory of parking supply and usage, an evaluation of bicycle parking needs with consideration of <i>TriMet Bicycle Parking Guidelines</i>. Policies shall be adopted in the TSP. Policies, plans and regulations must consider and may include the following range of strategies:</p> <ul style="list-style-type: none"> <li>• By-right exemptions from minimum parking requirements;</li> <li>• Parking districts;</li> <li>• Shared parking;</li> <li>• Structured parking;</li> <li>• Bicycle parking;</li> <li>• Timed parking;</li> <li>• Differentiation between employee parking and parking for customers, visitors and patients;</li> <li>• Real-time parking information;</li> <li>• Priced parking;</li> <li>• Parking enforcement.</li> </ul> <p><b>(Title 4, Parking Management Sec 3.08.410I)</b></p>	<p>Included parking policies, management plans and regulations for the center. We have an inventory and usage for the downtown core.</p>
<p>If a city or county proposes a transportation project that is not included in the RTP and will result in a significant increase in SOV capacity or exceeds the planned function or capacity of a facility designated in the RTP, it shall demonstrate consistency with the following in its project analysis:</p> <ul style="list-style-type: none"> <li>• The strategies set forth in subsection 3.08.220A(1-5) (TSMO, Transit/bike/ped system improvements, traffic calming, land use strategies, connectivity improvements)</li> <li>• Complete street designs consistent with regional street design policies</li> <li>• Green street designs consistent with federal regulations for stream protection.</li> </ul> <p>If the city or county decides not to build a project identified in the RTP, it shall identify alternative projects or strategies to address the identified transportation need and inform Metro so that Metro can amend the RTP.</p> <p>This section does not apply to city or county transportation projects that are financed locally and would be undertaken on local facilities.</p> <p><b>(Title 5, Amendments of City and County Comprehensive and Transportation System Plans Sec 3.08.510C)</b></p>	<p>None of the potential improvements are likely to significantly increase SOV capacity that isn't already included in the RTP. This section does not apply</p>

