




# **2045 Transportation System Plan**

**PTA25-0001/PMA25-0001**

**August 11, 2025 – City Council Hearing**

A photograph of a suburban street in Tualatin, Oregon. On the left, a concrete sidewalk runs alongside a metal fence and a series of modern, cylindrical streetlights. A person is walking on the sidewalk. The road has a white dashed line and a yellow double line. A white car is driving away in the distance. On the right, there are trees and a brick wall. The sky is clear and blue.

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

# Agenda



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





# TSP Summary

## What is a Transportation System Plan?

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



# TSP Summary



## What Goals & Policies did the TSP identify?

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

1

### **Advancing Our Land Use Vision**

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

2

### **Providing a High Quality of Life**

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

3

### **Expanding Opportunities for Safe Multi-Modal Transportation**

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

4

### **Advancing Climate and Health Goals**

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

5

### **Investing Wisely**

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

# Public Outreach





# Public Engagement Events



## Viva Tualatin

- Atfalati Park
- ~100 participants

## TSP Open House

- Tualatin Library
- ~40 participants

## National Night Out

- Stoneridge Park
- ~50 participants

## Focus Groups

- Zoom meetings
- 23 participants

## Pumpkin Regatta

- Tualatin Commons
- ~300 participants

## Tualatin TSP Survey

- Online and hard copy
- 202 participants

# Community Advisory Committee



## 13 Community Members + 2 Councilors

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



# Planning Context: State and Regional Guidance

## Transportation Planning Rule (TPR)

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

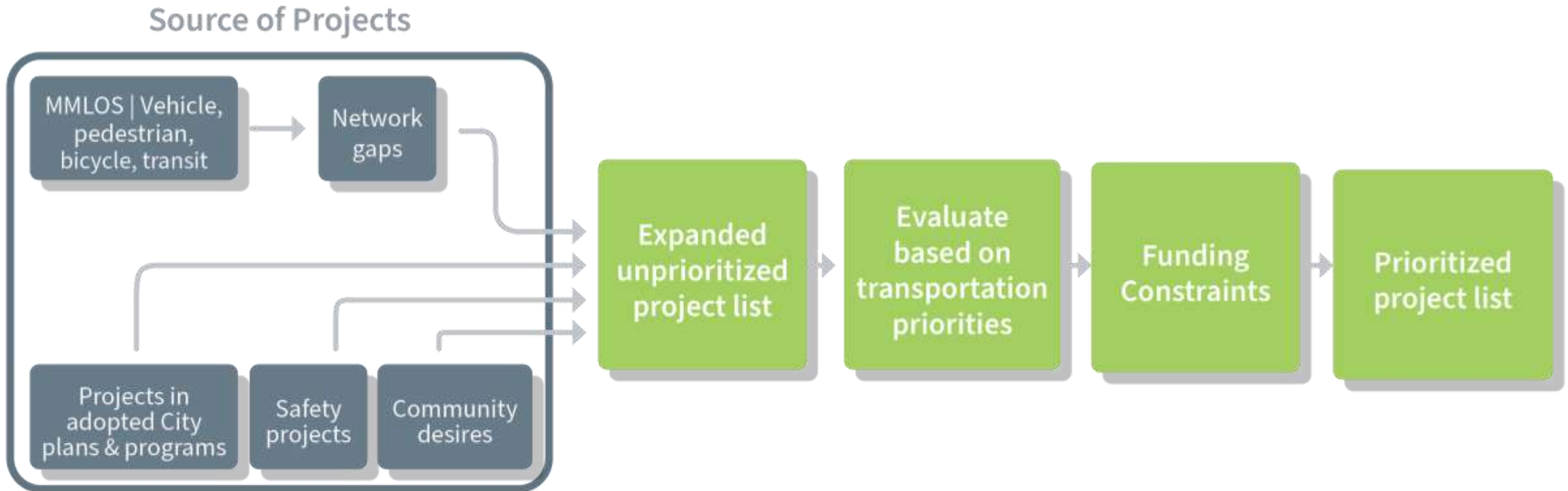


# Planning Context: Local Framework



# TSP Summary

## How was the TSP project list created?





# TSP Summary

## How were projects prioritized?

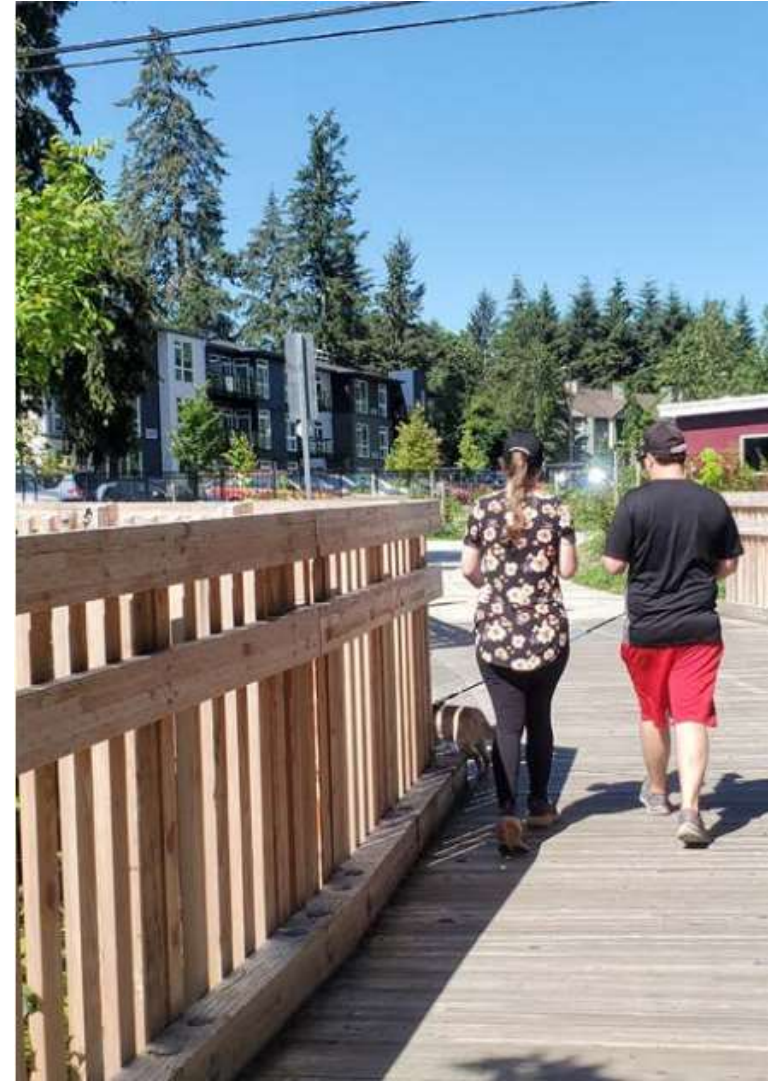
- Ranked on how well projects met identified transportation goals
  - Based on input from the CAC and the Goals & Policies as refined by Council
- Additional factors identified in the state rules for TSPs
  - Reduce vehicle miles traveled
  - Benefits underserved populations



# TSP Summary

## What is a constrained project list?

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



# TSP Summary

## What projects were identified?

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

## Things to keep in mind with the project list...

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





# TSP Summary

## Outcomes of project list:

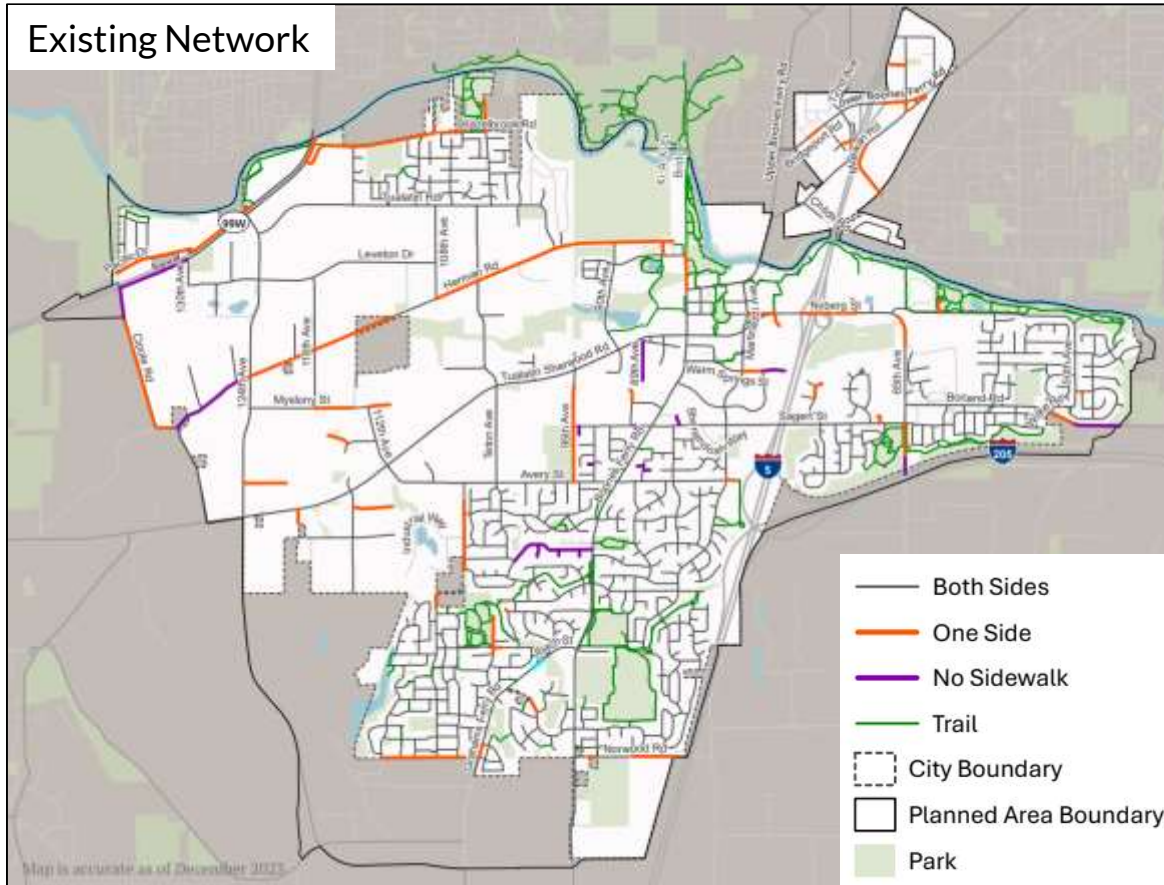
- Have been vetted by the community and leadership
- Build a balanced multimodal system, including an increased emphasis on complete bicycle and pedestrian networks, that meets the needs of all users
- Align with the City's Climate Action Plan and new statewide requirements
- Can be used to build the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



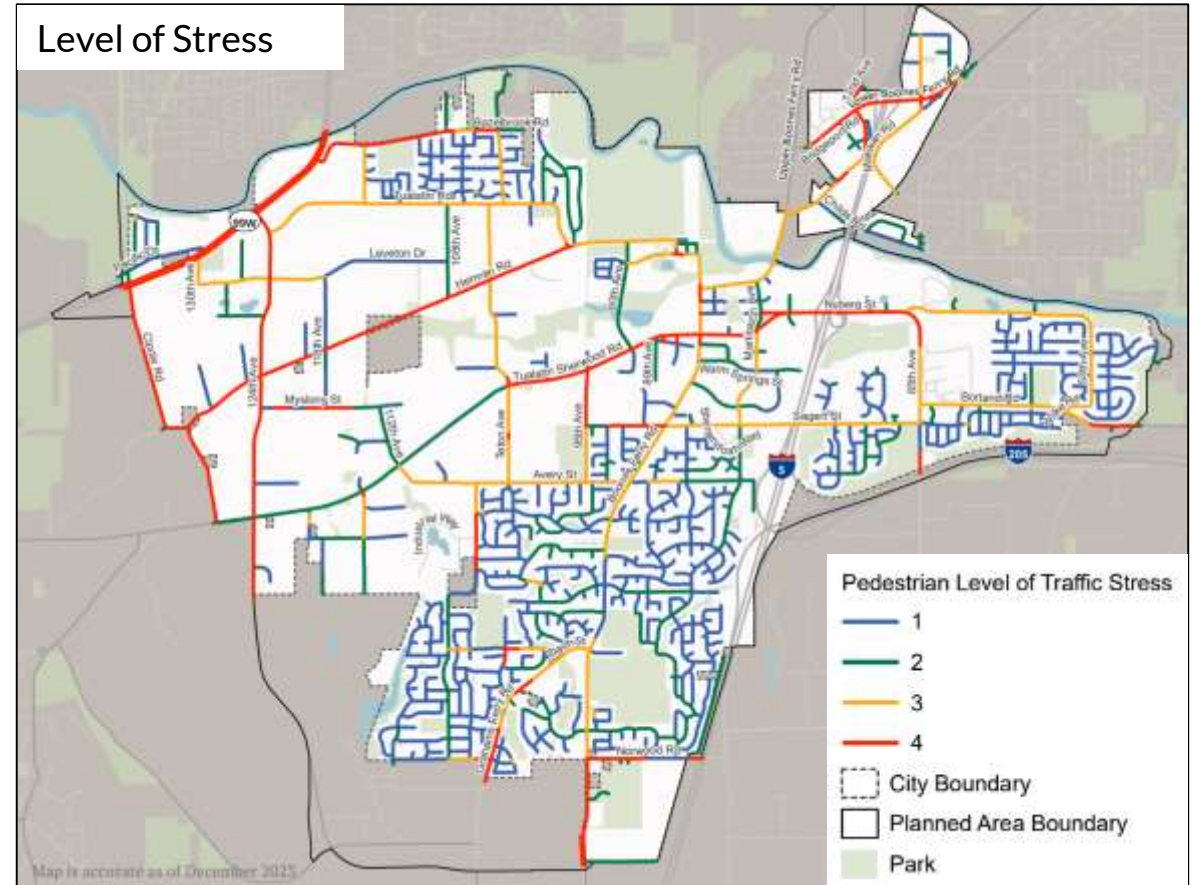
# TSP Summary

## Example inventory – Pedestrian Network

Existing Network



Level of Stress





## Planned Pedestrian Projects





# Supporting Amendments



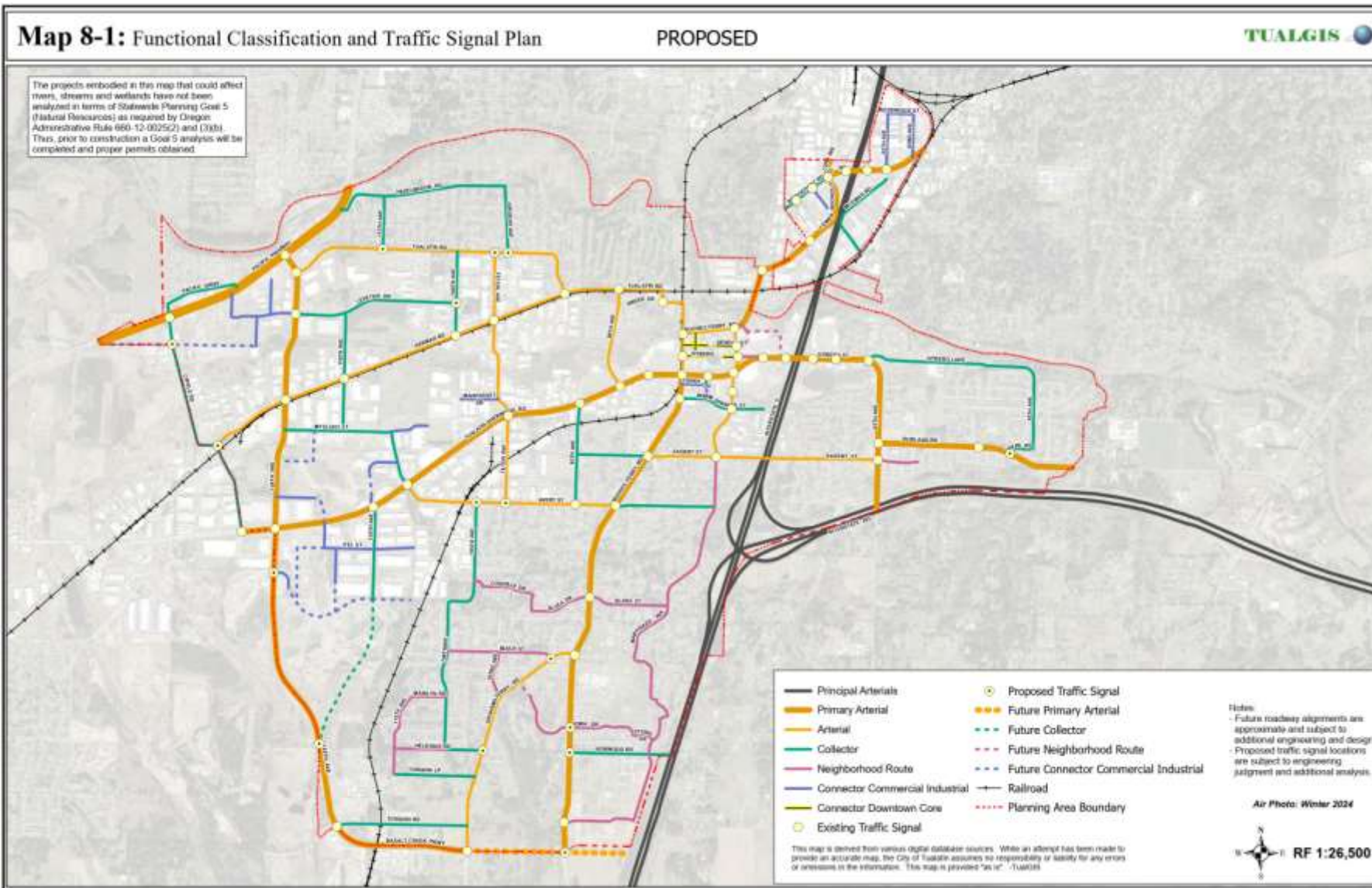
CHAPTER	TITLE	PROPOSED AMENDMENT
Comprehensive Plan		
8	Transportation	•Updates to transportation network goals and policies
Map 8-1	Functional Classification & Traffic Signals	•Updates street designations and proposed traffic signals
Map 8-4	Bicycle & Pedestrian Plan	•Updates to complete network
Map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

# Supporting Amendments



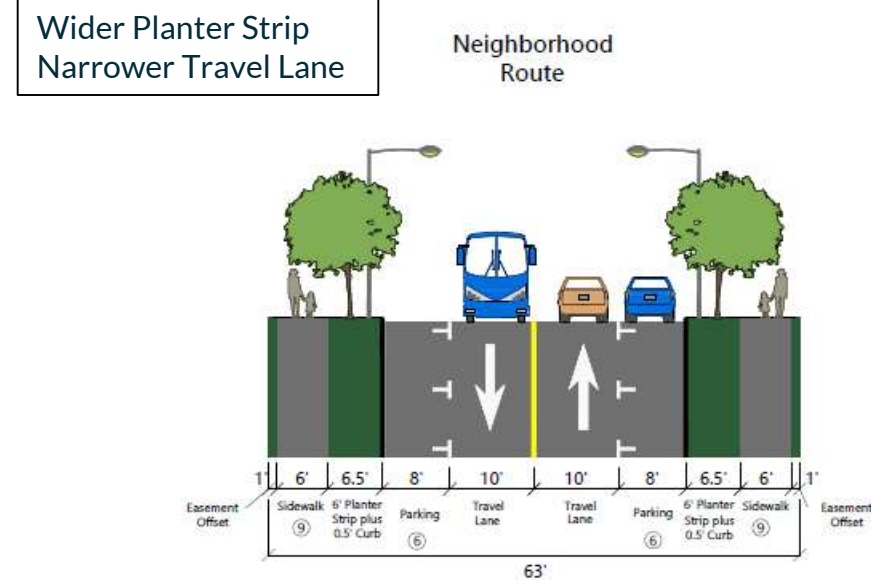
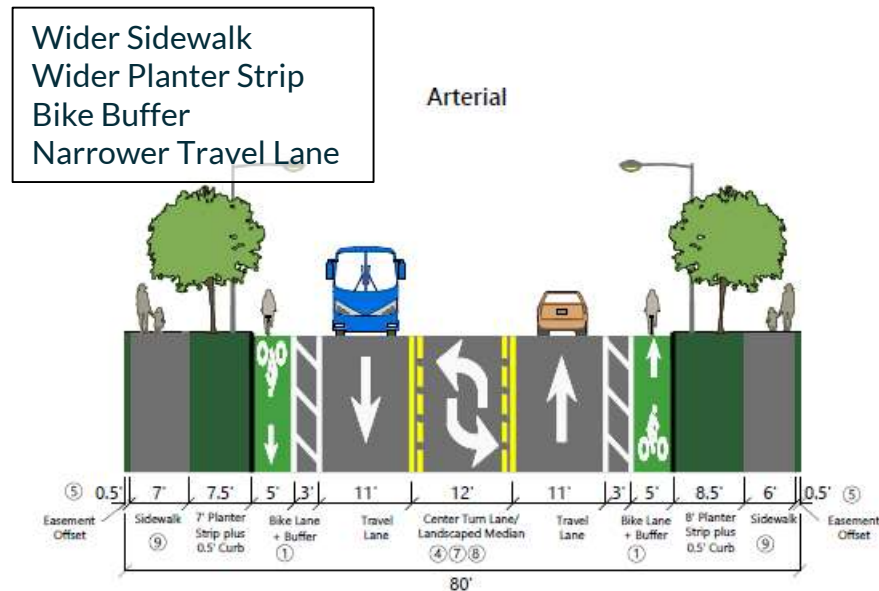
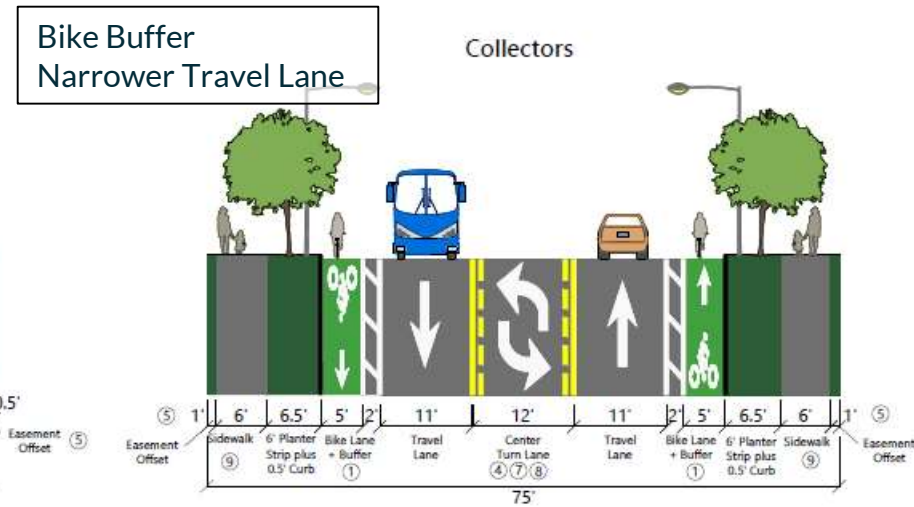
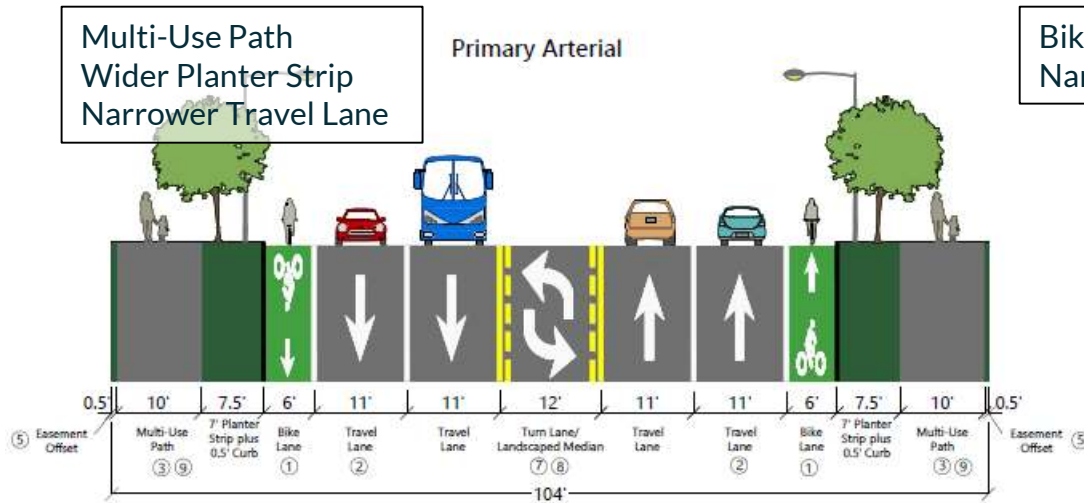
CHAPTER	TITLE	PROPOSED AMENDMENT
Tualatin Development Code		
36	Subdivisions	<ul style="list-style-type: none"><li>•Adds street plan as application requirement</li><li>•Updates clear and objective citations for Chapters 74 and 75</li><li>•Clarifies access requirements for double frontage lots</li></ul>
38, 39, 51, 73G	Various Chapters	<ul style="list-style-type: none"><li>•Minor updates to match street designations in TSP</li></ul>
73B	Landscape Standards	<ul style="list-style-type: none"><li>•Corrects figure error for Vision Clearance</li></ul>
74	Public & Private Transportation Facilities and Utilities	<ul style="list-style-type: none"><li>•Reorganized for readability</li><li>•Addresses updated functional street classifications</li><li>•Adds standards for private streets and public alleys</li></ul>
75	Access Management	<ul style="list-style-type: none"><li>•Reorganized for readability</li><li>•Addresses updated functional street classifications</li><li>•Removes dated references for access limitations</li></ul>
APP B	Figures	<ul style="list-style-type: none"><li>• Minor changes to figure references</li><li>• Updates to street design standards</li></ul>

# Supporting Amendments





# Supporting Amendments

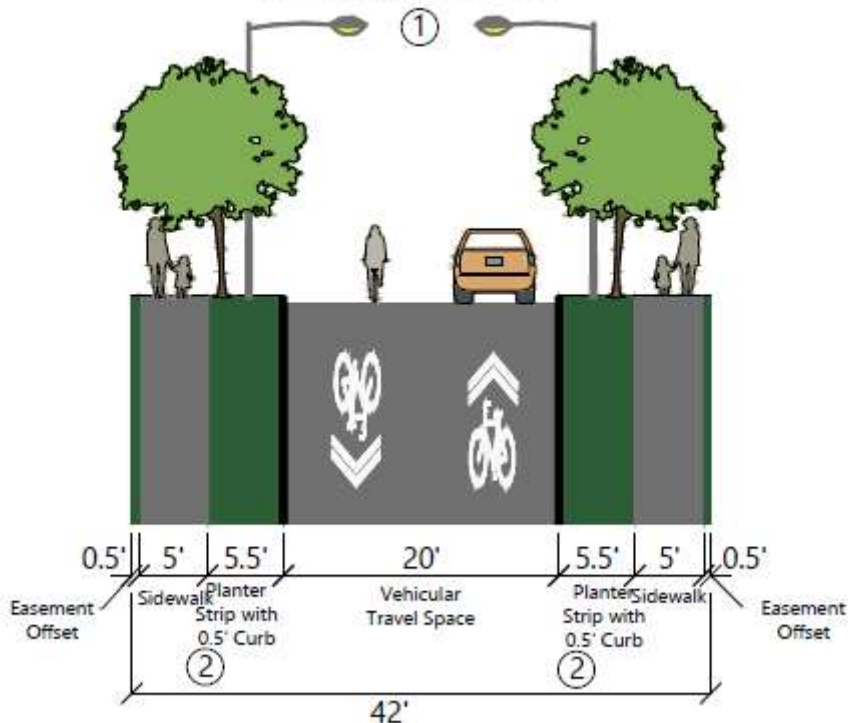


# Supporting Amendments

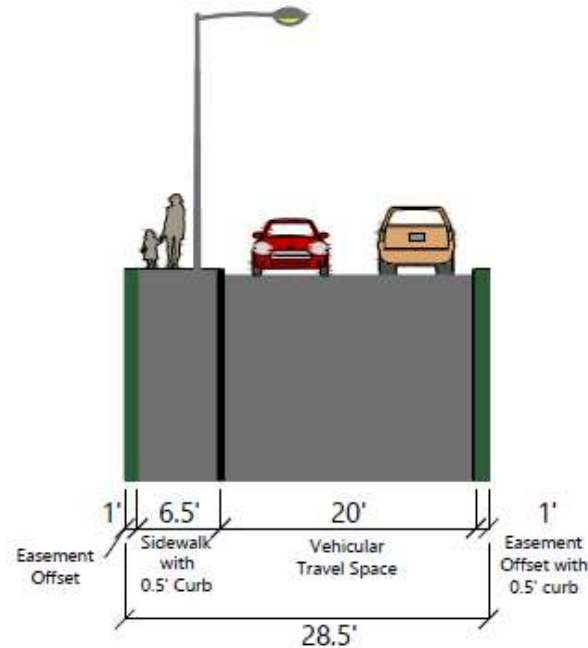


Local street standard is 32' curb-to-curb with parking on both sides and 5.5' planter strips, 5' sidewalks, and 0.5' outside space in 54-foot ROW. City engineer may approve a) 28' curb-to-curb with parking on one side in 50' ROW or b) 20' curb-to-curb with no parking in a 42-foot ROW (or parking in bays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

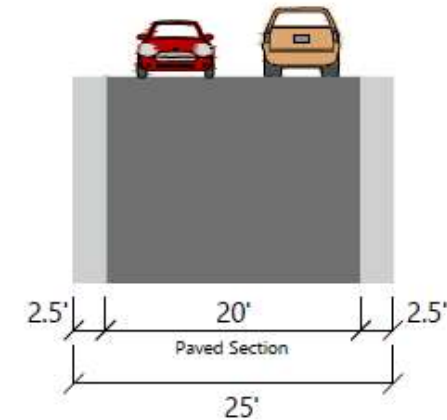
Residential Local



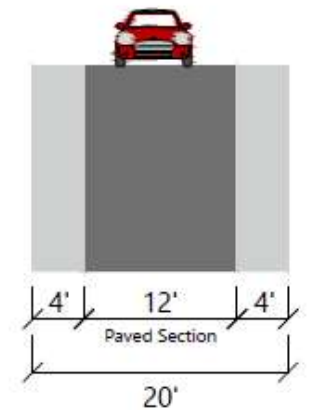
Private Street ③



Alley Way /  
Shared Access



Flag Lot  
Access



# Approval Criteria



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





# Findings

Findings are provided as Exhibit 4 that:

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



## ANALYSIS AND FINDINGS TRANSPORTATION SYSTEM PLAN

June 11, 2025

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

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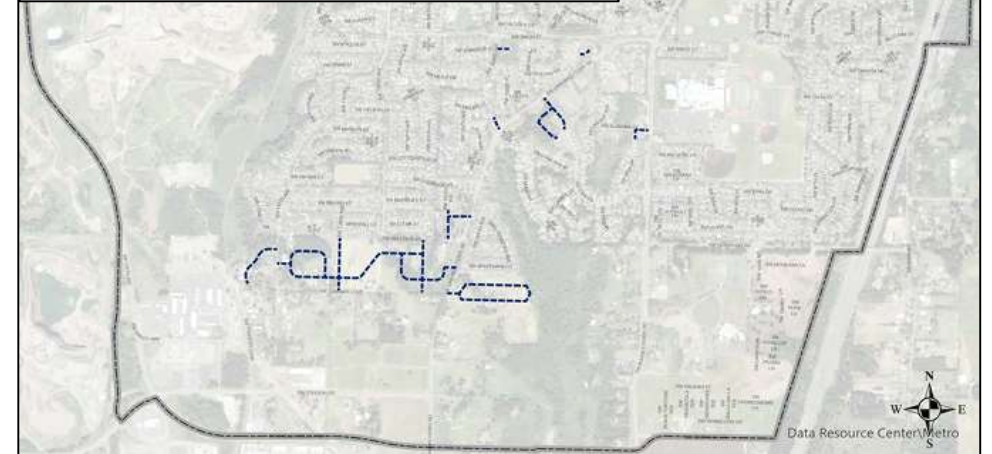
# Public Comments

## Comments provided the following concerns:

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

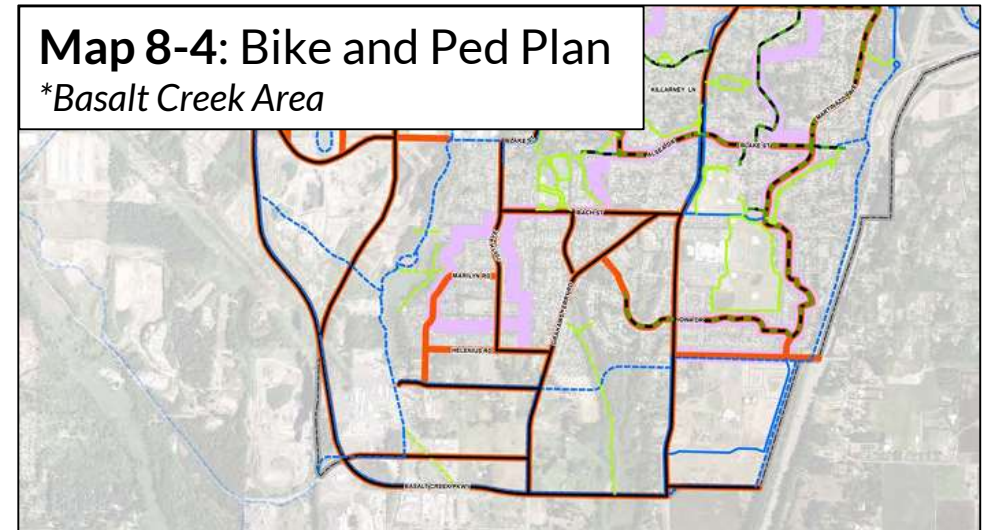
**Map 8-3: Local Street Plan**

*\*Basalt Creek Area*



**Map 8-4: Bike and Ped Plan**

*\*Basalt Creek Area*



## A decorative horizontal line with a repeating wavy pattern in a dark teal color.

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

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





# Public Comments



## Work Session Discussion:

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

## Considerations:

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



# Next Steps

## After Adoption of the TSP:

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



# Recommendation

## The Planning Commission recommended:

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







**CITY** *of*  
**TUALATIN**