CITY of TUALATIN

Tualatin TRANSPORTATION SYSTEM PLAN TSP

JUNE 2025

Tualatin TSP

CITY of TUALATIN

Acknowledgements

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Mike McCarthy
Steve Koper
Cody Field
Abby McFetridge
Erin Engman
Sherilyn Lombos
Megan George
Kim McMillan
Ross Hoover
Greg Pickering
Rachel Sykes
Ken Froescher
Rich Mueller
Bert Olheiser
Jackie Konen

COMMUNITY ADVISORY COMMITTEE

Andrew Evans
Becky Quinn
Claudia Sterling
Elena Arosteguy
Justin Lindley
Kassi Miller
Katie Gates
Marlow Hornberger
Nancy Krushaar
Robert Kellogg
Susan Noack
Victoria Fiske
Randy Hledik
Council President Valerie Pratt
Councilor Octavio Gonzalez

FEHR & PEERS

Briana Calhoun
Kendra Breiland
Ashley Avila

CITY COUNCIL

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Councilor Maria Reyes
Councilor Christen Sacco
Councilor Bridget Brooks
Councilor Cyndy Hillier
Councilor Octavio Gonzalez
Councilor Valerie Pratt

ALTA PLANNING + DESIGN

Katie Selin
Katie Mangle
Philip Longnecker

COMMUNITY ENGAGEMENT LIAISONS

Ping Khaw
Jay Tang
Josh Porter
Stevie Wilson
Pilar Montejo
Paul Riek

ECONORTHWEST

Morgan Shook

REPORT PREPARED BY

FEHR & PEERS
FEHRANDPEERS.COM

alta

CE3
Community Engagement Liaison Services

ECONorthwest
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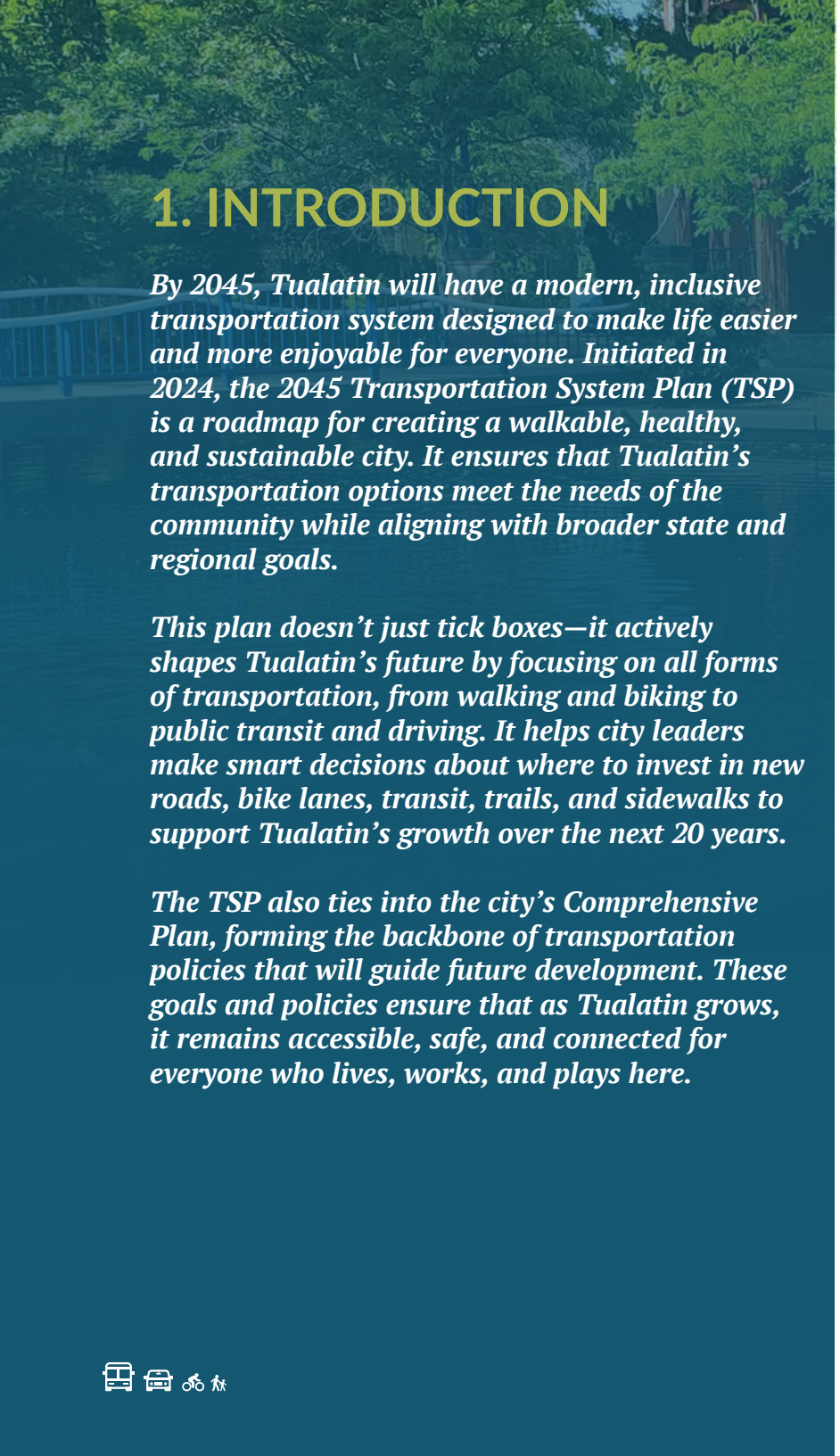


1. INTRODUCTION

By 2045, Tualatin will have a modern, inclusive transportation system designed to make life easier and more enjoyable for everyone. Initiated in 2024, the 2045 Transportation System Plan (TSP) is a roadmap for creating a walkable, healthy, and sustainable city. It ensures that Tualatin's transportation options meet the needs of the community while aligning with broader state and regional goals.

This plan doesn't just tick boxes—it actively shapes Tualatin's future by focusing on all forms of transportation, from walking and biking to public transit and driving. It helps city leaders make smart decisions about where to invest in new roads, bike lanes, transit, trails, and sidewalks to support Tualatin's growth over the next 20 years.

The TSP also ties into the city's Comprehensive Plan, forming the backbone of transportation policies that will guide future development. These goals and policies ensure that as Tualatin grows, it remains accessible, safe, and connected for everyone who lives, works, and plays here.

EVOLUTION FROM THE PREVIOUSLY ADOPTED TSP

The previous TSP was adopted in March 2014. Back then, the plan was shaped around seven key goals: access and mobility, safety, fostering a vibrant community, promoting equity, supporting the economy, improving health and the environment, and ensuring the plan could be realistically implemented. These goals were built on feedback from the community and advisory groups.

However, over the past decade, Tualatin and the areas around the City have grown and evolved. To keep pace with these changes, the goals have been revisited and refined through public input (for more details, see the section on Goals and Policies).

Several important projects from the 2014 TSP have already been completed, such as new bike lanes and sidewalks along Boones Ferry Rd, the Garden Corner Curves road reconstruction and new walking/biking path, the Martinazzi Avenue/Sagert Street traffic signal, and extended transit service through Route 97 connecting downtown Tualatin to Highway 99W. As the city continues to expand, especially in areas like Basalt Creek, this updated TSP will reassess project priorities and ensure that future investments meet the community's growing needs.

PLAN BACKGROUND AND REGULATORY CONTEXT

The development of the 2045 TSP was shaped by numerous state, regional, and city plans. State and regional plans provided the regulatory foundation, ensuring that the TSP meets broader requirements and aligns with larger transportation goals. Meanwhile, the City's plans offered crucial local insights, reflecting the City's unique needs.

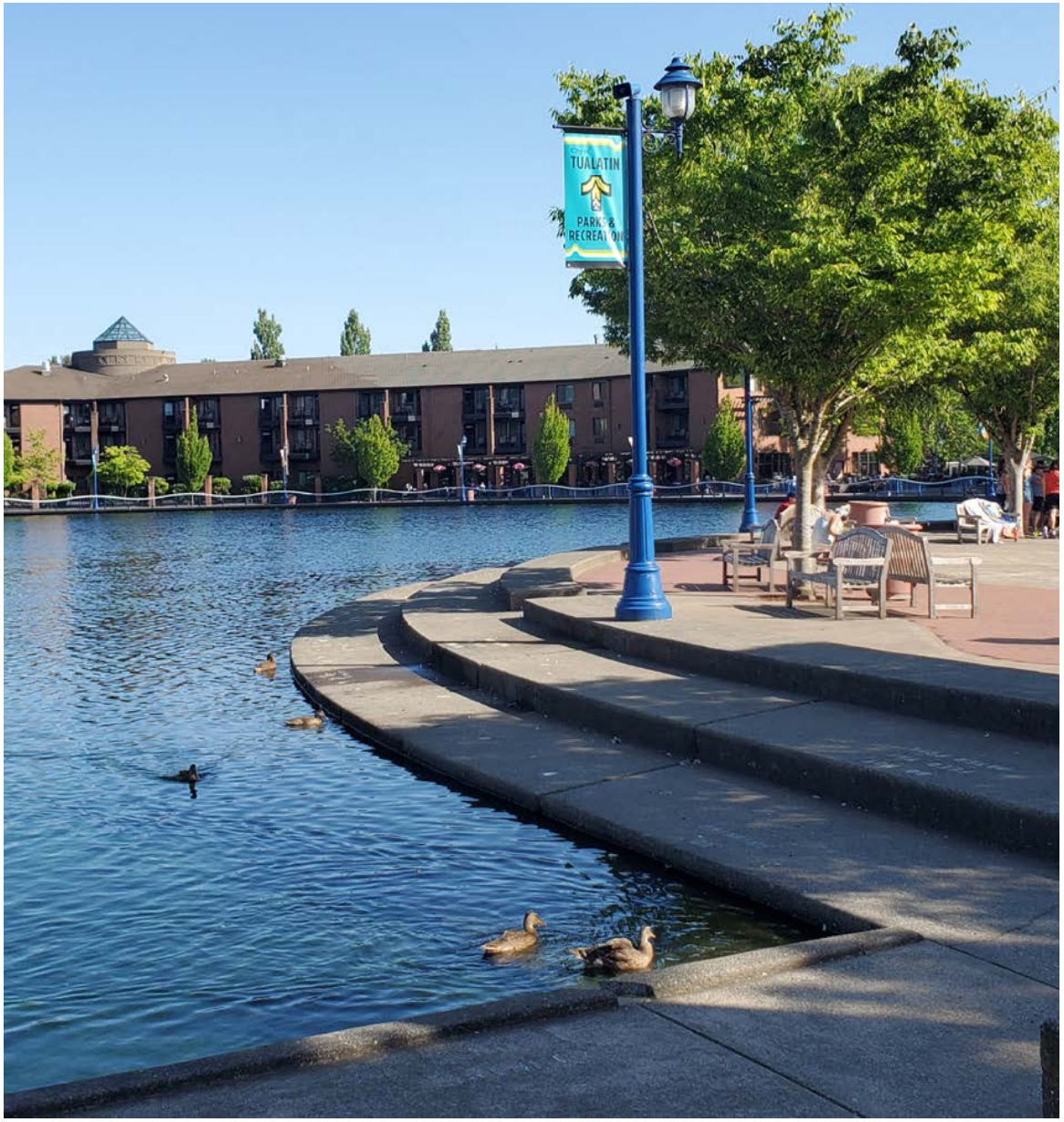
This updated TSP builds on the work already accomplished in Tualatin, while also adapting to the city's evolving conditions. It is designed to be consistent with past efforts and complementary to ongoing initiatives, ensuring that Tualatin's transportation future is in step with both local and regional progress.

STATE AND REGIONAL CONTEXT

Oregon law requires that the TSP be built around the city's current Comprehensive Plan, ensuring that it can support the expected growth in population and employment. This TSP was developed in alignment with Oregon Revised Statute (ORS) 197.712 and guided by the Transportation Planning Rule (TPR) OAR 660-012-000, a rule set by the Department of Land Conservation and Development (DLCD).

The TPR emphasizes the importance of considering all modes of transportation, not just cars. It requires the development of alternative travel options like walking, biking, and public transit, ensuring that the future transportation system is balanced and accessible for everyone. Additionally, the TPR requires cities to update land use and subdivision rules to protect transportation facilities and make sure there are safe, convenient connections between homes, businesses, and workplaces.

Finally, the plan mandates close coordination with county, regional, and state transportation plans, making sure that Tualatin's future transportation system integrates smoothly with the broader network. This approach ensures that the city is prepared to grow in a way that's thoughtful, sustainable, and connected.



LOCAL CONTEXT

The development of the 2045 TSP began with a thorough review of the local plans and policies that shape land use and transportation in Tualatin. Building on the foundation of the previous 2014 TSP, this updated plan integrates insights and goals from a number of key planning efforts, including:

- Tualatin 2040 Comprehensive Plan (2020)
- Tualatin Parks & Recreation Master Plan (2018)
- City of Tualatin Capital Improvement Plan (2023/24 – 2027/28)
- Tualatin Development Code
- The Core Opportunity Reinvestment Area Plan (2022)
- Southwest and Basalt Creek Development Area Plan (2021)
- Climate Action Plan (2024)

These existing plans and efforts provided valuable insights into both the current state and future needs of Tualatin. They helped shape the vision, goals, and policies of the 2045 TSP and served as a starting point for developing the list of transportation projects. For a full list of the plans and policies considered, please refer to the Technical Appendix.

By incorporating these diverse perspectives, the 2045 TSP is positioned to guide Tualatin's growth in a way that's both thoughtful and responsive to the community's evolving needs.

ORGANIZATION OF THE 2045 TSP

The 2045 TSP is organized into several key chapters, each designed to guide Tualatin's transportation future:

- CHAPTER 2: This chapter highlights the public involvement and stakeholder feedback gathered during the development of the TSP, ensuring the plan reflects the voices of the community.
- CHAPTER 3: This chapter includes the goals and policies crafted to guide the city's long-range transportation vision. It also details the process used to develop the 2045 TSP, including how transportation strategies and projects were evaluated and selected.
- CHAPTER 4: This chapter discusses the TSP's findings and recommendations for each transportation mode. It outlines current conditions and future needs for pedestrians, cyclists, transit users, drivers, and systems like transportation demand management (TDM) and transportation systems management and operations (TSMO).
- CHAPTER 5: This chapter covers the financial aspects of the TSP, outlining how the projects and improvements will be funded.
- CHAPTER 6: This chapter provides a recommended project list, detailing the specific transportation initiatives prioritized for the future.
- CHAPTER 7: This final chapter focuses on performance measures for tracking progress over time and highlights key considerations for continuing to enhance Tualatin's transportation mobility beyond 2045.

The Technical Appendix contains technical memos created during the TSP's development, providing additional insights and details. Together, these chapters create a comprehensive roadmap for improving Tualatin's transportation system over the coming decades.

2. OUR TRANSPORTATION FUTURE: COMMUNITY ENGAGEMENT

The City of Tualatin engaged over 2,000 residents, businesses, and visitors in different activities and events between August 2023 and August 2024. This breadth of engagement was essential to understand community needs, desires, and values and incorporate them into the TSP. Public involvement in the development and review of the 2045 Tualatin TSP included the following methods; Community members participated in the Community Advisory Committee (CAC) and in focus groups; agency representatives aided and reviewed through the Technical Advisory Group (TAG); in-person and virtual events and online surveys allowed for broader engagement with the wider community, and targeted outreach was conducted through both digital and printed advertisements, as well as through conversations with community liaisons.

Engagement was organized into four different phases:

1. RECRUIT: Build the project contact list (listserv) and awareness of the TSP.
2. LISTEN AND LEARN: Broad engagement to learn about transportation needs and challenges from as many people as possible: focus groups, community workshop, awareness campaign, and a survey.
3. REFLECT: Connect the dots. What did we hear? Shared draft project recommendations.
4. REFINE: Are we on track? What did we miss? Shared the draft plan and updated project recommendations.

TABLE 1. OUTREACH BY THE NUMBERS

Open Houses	2
In-Person Outreach Events	7
Focus Groups	6
Website Visitors	2,000
Interactive Map Contributions	987
Survey Responses	471

WHAT WE HEARD

The Tualatin TSP vision and recommendations were directly shaped by community perspectives and needs. Through this process, we heard that residents value a balanced transportation system that supports multiple modes of travel. Community members showed strong enthusiasm for active transportation options like walking and biking, while also prioritizing driving as an option and voicing concerns about increasing congestion, particularly related to new housing development. Specifically, Tualatin community members want to make walking, biking, and transit better while ensuring that people driving can get around in a timely manner. Many community members would like to bike, walk, and carpool more—and drive less.

- Investing in safe routes for students to walk and bike to school is a top priority.
- Of the Transportation System Plan goals, efficiency, safety, and economy are top priorities for community members.
- Community members want increased coverage and frequency of TriMet and

Tualatin Shuttle within Tualatin and to other communities such as Sherwood, Newberg, and Wilsonville.
- Community members mentioned concerns about the lack of lighting or a desire to improve street and trail lighting.

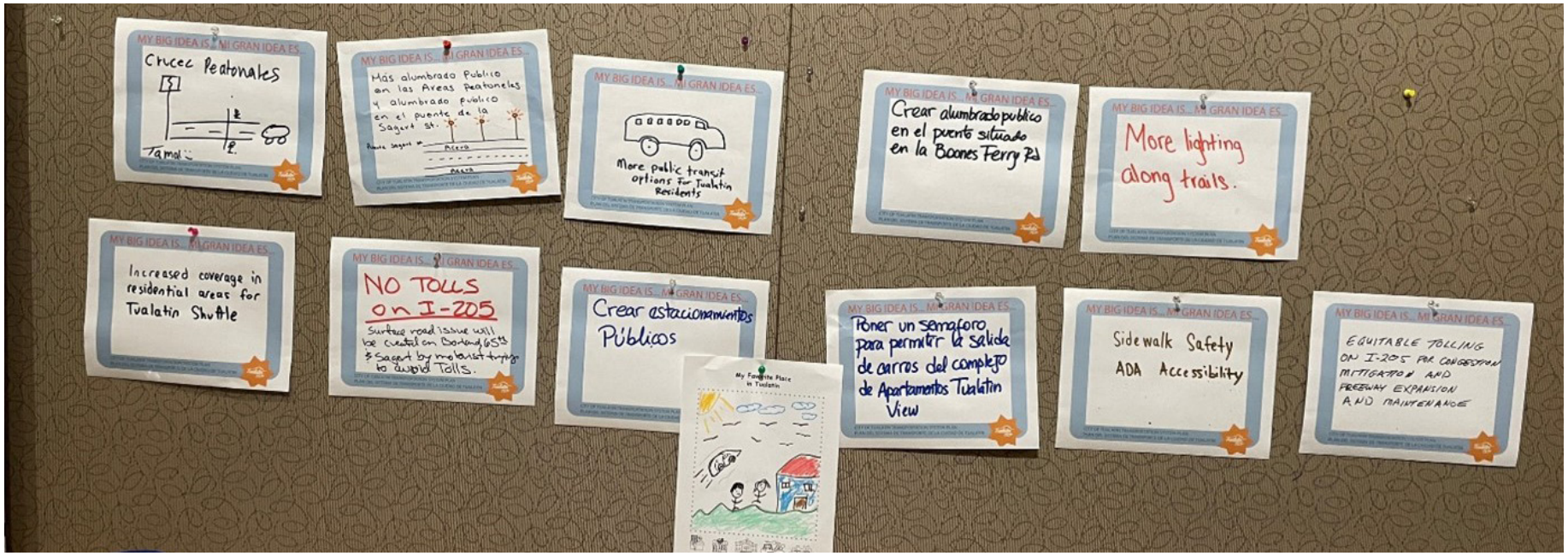
Feedback from the surveys, focus groups, Community Advisory Committee, and Open House was used to inform the project's draft recommendations.

Based on the results of Phase 3 engagement, community members generally felt that the draft recommendations and proposed projects supported the vision established during earlier phases, which emphasized a more balanced transportation system with improvements to walking, biking, and transit options, while maintaining driving as a viable option by addressing traffic and safety concerns, see Figure 1.

Some additional community priorities that the plan addresses:

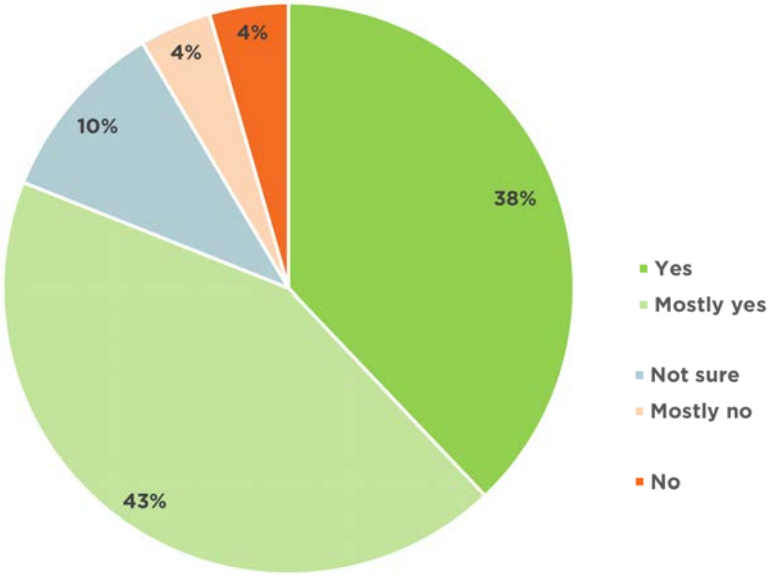
- Lighting at crossings, along trails, and in parks.
- Community members raised questions about how the new investments interact with future and ongoing maintenance.
- Some community members expressed concern about congestion and interest in adding more lanes to roads.
- There was interest in establishing wayfinding in Tualatin for pedestrians and have that wayfinding include accessibility for people with disabilities.
- There was a desire to improve signal timing and traffic flow in certain locations such as the intersection of Tualatin Sherwood Road and Boones Ferry Road and the intersection of Tualatin Sherwood Road and the entrance to the Fred Meyer parking lot.

Community Big Ideas for Transportation from Phase 1 Workshop



Additionally, community members continued to express strong support for projects that expanded transportation choices, particularly those focused on bicycling, walking, and transit. Eighty-one percent of survey respondents said they fully or mostly support this project list. As one resident said in their survey comment: these projects "create a more active, balanced city, with the future in mind as the city grows."

FIGURE 1 . RESPONSES TO SURVEY QUESTION "DO THESE PROJECTS HELP ACHIEVE THE PLAN'S VISION?"



"Cuídar el medio ambiente es una prioridad, para que la comunidad de Tualatin sean mas segura en áreas peatonales. Gracias por tomar en cuenta mis opiniones, que tengan muy buenas noches. "

"Taking care of the environment is a priority, so that the Tualatin community is safer in pedestrian areas. Thank you for taking my opinions into account and good night."

– Tualatin resident survey quote after reviewing the package of proposed projects

FREQUENTLY ASKED QUESTIONS

Through survey response and conversations at events, the project team heard and responded to several frequently asked questions and concerns:

WHERE DOES FUNDING COME FROM FOR THESE IMPROVEMENTS?

Tualatin funds improvements to its transportation network through a variety of revenue sources. The Road Utility Fee provides a consistent revenue stream to maintain the existing road network, typically through paving projects. The Transportation Development Tax (TDT) is derived from development fees and funds transportation infrastructure improvements required because of growth and new development. The City also collects revenue from the State Highway Fund, including fuel taxes, vehicle registration fees, and driver license fees; as well as Washington County's gas tax. The City leverages urban renewal funds, investment interest, and grants to fund improvements to the transportation network in specific urban renewal areas. More details on funding can be found in Chapter 5.

HOW DOES PLANNING FOR ONGOING MAINTENANCE FACTOR INTO THESE NEW PROJECTS?

Maintenance is a top priority for the City but is not directly addressed in the TSP projects. The Road Utility Fee is used for road maintenance, as is most of the 'Gas Tax' revenue from the State Highway Fund and County gas tax and fees. At current funding levels it is anticipated that in the coming years it would require all the funding from these sources to maintain our existing street system.

WHY ARE THERE SO MANY MORE SIDEWALK, BIKE LANE, AND TRANSIT IMPROVEMENTS THAN VEHICLE IMPROVEMENTS?

Tualatin's road network is mostly complete for vehicular travel, while many more needs remain for walking and cycling facilities. Vehicle projects are the majority of the City's transportation investment dollars, but each project is generally larger and more costly.

I'M CONCERNED ABOUT TRAFFIC CONGESTION. HOW WILL THIS PACKAGE OF IMPROVEMENTS HELP?

This package of improvements will reduce traffic congestion by creating more traffic capacity in key areas, such as intersection turn lanes where delay is high, as well as investing in a bike network and continued sidewalk and crossing improvements to make it increasingly possible for Tualatin residents, customers, and employees to walk and bike for short trips, instead of drive. Giving people options for how to get around is the key to reducing congestion.

WHY NOT JUST WIDEN THE ROADS TO REDUCE TRAFFIC CONGESTION?

Expanding our roadways enough to add additional lanes would require acquiring large swaths of land and impacting adjacent properties and would be very expensive. This would impact the existing parks, landscaping, and potentially homes and businesses that are all valued elements of the community. As many of the congestion problems affecting Tualatin stem from issues on Interstate 5 and other larger roadways outside Tualatin's jurisdiction, one would not be able to alleviate congestion by widening Tualatin roads. It is not fiscally responsible to build our way out of congestion with vehicle infrastructure. We need to work with our regional partners and provide transportation options.

OUTREACH ACTIVITIES

Below is a summary of the outreach activities grouped by project phases. The public had the opportunity to reach out to City staff to ask questions and share their thoughts on the project. The Technical Appendix includes all public comments and information collected throughout the TSP process.

RECRUIT

During this phase, the project team focused on publicizing the TSP and building a project contact list to gather feedback in future engagement phases and invite community members to upcoming events, as well as recruiting for the Project Community Advisory Committee, a 15 person committee of residents who volunteered to help shape the technical aspects of the project and review final recommendations. We launched the project website, which provided background information on the TSP process and offered an opportunity for community members to sign up for project updates. The project team prepared a list of contacts from the Tualatin Moving Forward Bond Program, the City of Tualatin volunteer contact list, and other city email lists. City staff began publicizing the planning process at existing events and on social media, directing people to the project website.

Outreach Activities

- 2 In-Person Outreach Events:
  - Viva Tualatin – Approx. 100 participants
  - National Night Out – Approx. 50 participants
- 1 Project Community Advisory Committee Meeting- 15 participants
- Social media advertisements
- Print advertisements

Yard signs were used to advertise the project website and increase project awareness

Project flyers were distributed in English and Spanish to advertise the project website and increase project awareness

LISTEN AND LEARN

During this phase, the project team aimed to raise overall awareness of the project and identify initial community concerns. We met with the Community Advisory Committee several times to share existing conditions info and work on goal setting activities.

Outreach Activities

Three focus groups were formed to ensure that the TSP had input from a variety of community members. These participants provided direct input throughout the plan on key topics such as the Goals, Projects, and Prioritization.

- Open House – 40 participants
- 2 Project Community Advisory Committee Meetings- 15 participants
- 1 In-Person Outreach Event:
  - Pumpkin Regatta – Approx. 300 participants
- 3 Focus Group Meetings:
  - BIPOC Focus Group – 7 participants
  - General Focus Group – 7 participants
  - Spanish Language Focus Group – 9 participants
- Survey – 202 Responses
- Interactive Map – 68 Contributions

Project Staff gather community feedback from community members at the Giant Pumpkin Regatta

REFLECT

During this phase, the project team focused on gathering feedback on whether the project team's draft recommendations and proposed projects support the community's vision for a balanced transportation system. The Community Advisory Committee reviewed the project list and prioritization criteria, lending their perspectives to the final outcomes of the plan.

Outreach Activities

- Community Workshop – 30 participants
- 3 Project Community Advisory Committee Meeting- 15 participants
- 4 In-Person Outreach Events:
  - Viva Tualatin – Approx. 200 participants
  - Ice Cream in the Park – Approx. 25 participants
  - Music in the Park – Approx. 100 participants
  - Youth Outreach Event
- 3 Focus Groups Meetings:
  - Bicyclist Focus Group – 10 participants
  - BIPOC/Transit Riders Focus Group – 8 participants
  - Spanish Language Focus Group – 14 participants
- Interactive Map – 919 Contributions
- Survey – 269 Responses

Project Staff gather community feedback from community members at Jurgen's Park

TSP workshop attendees view maps and provide feedback

Who we heard from

At the end of both the survey given during the "Listen and Learn" phase (Survey 1) and the survey given during the "Reflect" phase (Survey 2), respondents were given the chance to share information about their background, which included questions about education, income, and their race or ethnicity. These questions help shed light on who we heard from during this phase of engagement and whether they match the demographics of Tualatin as a whole.

Relationship with Tualatin

Survey 2 included a question in which respondents were asked to define their relationship with Tualatin. Analyzing the number of residents, business owners, students, and travelers who participated in the survey helps determine whether the respondents reflect those who use Tualatin's transportation network most frequently, an informative data point for this analysis. Respondents could select each relationship all that applied, options included:

- Resident: I live in Tualatin
- Resident and worker: I live and work in Tualatin
- Worker: I work in Tualatin
- Business Owner: I own a business in Tualatin
- Student: I attend school in Tualatin
- Seasonal Resident: I live in Tualatin
- Visitor: I visit/am visiting Tualatin

TABLE 2. RESPONSES TO "HOW WOULD YOU BEST DESCRIBE YOUR RELATIONSHIP WITH TUALATIN?"

	LIVE IN TUALATIN (RESIDENT, RESIDENT AND WORKER, AND/OR SEASONAL RESIDENT)	WORK OR GO TO SCHOOL IN TUALATIN (RESIDENT AND WORKER, WORKER, STUDENT, AND/OR BUSINESS OWNER)	VISIT(ING) TUALATIN (VISITOR)	LIVE, WORK, OR GO TO SCHOOL IN TUALATIN[1]
Yes	200 (80%)	86 (34%)	35 (14%)	221 (88%)
No	51 (20%)	165 (66%)	216 (86%)	30 (12%)
Total	251	251	251	251

[1]Combined count of all respondents who live, work, or go to school in Tualatin (excludes visitors)

TSP Community Workshop attendees review project materials

251 respondents answered this question. Of these respondents, 200 (80%) of them live in Tualatin, 86 (34%) of them work or go to school in Tualatin, and 221 (88%) of them live, work, or go to school in Tualatin, see Table 2.

Race or Ethnicity

Both surveys included a question in which respondents were also asked which race or ethnicity they identify with. Respondents could select each race or ethnicity that applied to them. This information helped to determine whether survey respondents are representative of Tualatin as a whole and help to ensure all residents are heard from.

190 respondents answered this question for Survey 1. Of these, 138 (62%) identified as (all or partially) White, 35 (18%) identified as (all or partially) Hispanic or Latino, 10 (5%) identified as (all or partially) Asian, 1 (less than 1%) identified as (all or partially) Black or African American, and 1 (less than 1%) identified as (all or partially) American Indian or Alaska Native.

235 respondents answered this question for Survey 2. Of these, 158 (67%) identified as (all or partially) White, 59 (25%) identified as (all or partially) Hispanic or Latino, 23 (10%) identified as (all or partially) Asian, 5 (2%) identified as (all or partially) American Indian or Alaska Native, and 3 (1%) identified as (all or partially) Black or African American.

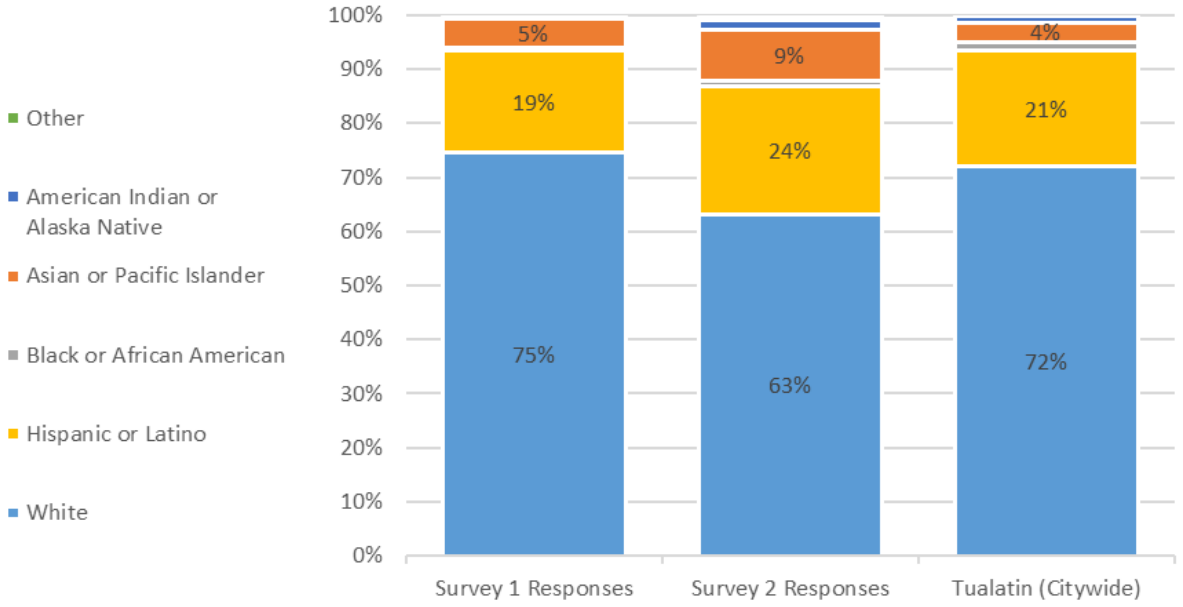
The makeup of survey respondents was generally consistent with the demographics of Tualatin as a whole, see Table 3 and Figure 8.

TABLE 3. RESPONSES TO "WHAT RACE OR ETHNICITY DO YOU IDENTIFY WITH?"

	AMERICAN INDIAN OR ALASKA NATIVE	ASIAN OR PACIFIC ISLANDER	BLACK OR AFRICAN AMERICAN	HISPANIC OR LATINO	WHITE	OTHER
Survey 1 Responses	1 (<1%)	10 (5%)	1 (<1%)	35 (18%)	138 (73%)	0 (0%)
Survey 2 Responses	5 (2%)	23 (10%)	3 (1%)	59 (25%)	158 (67%)	2 (<1%)
Tualatin (Citywide)[2]	367 (1%)	980 (4%)	414 (1%)	5,849 (21%)	19,636 (71%)	5,858 (21%)

[2]U.S. Census Bureau, "Hispanic or Latino Origin by Race," American Community Survey 5-Year Estimates Subject Tables, Table B030022, 2022, data.census.gov/table/ACSDT5Y2022.B03002?g=160XX00US4174950&y=2022, accessed on November 4, 2024.

FIGURE 2 . RESPONSES TO "WHAT RACE OR ETHNICITY DO YOU IDENTIFY WITH?"



Income

Both surveys included a question in which respondents were also asked what their approximate household income was last year. This analysis will help to determine whether survey respondents are representative of Tualatin as a whole and help to ensure all residents are heard from.

163 respondents answered the income question for Survey 1. Of these, 26 (13%) reported an income of less than $24,999, 20 (10%) reported an income between $25,000 and $49,999, 41 (20%) reported an income between $50,000 and $99,999, and 76 (38%) reported an income of more than $100,000.

198 respondents answered the income question for Survey 2. Of these, 14 (7%) reported an income of less than $24,999, 23 (12%) reported an income between $25,000 and $49,999, 58 (29%) reported an income between $50,000 and $99,999, and 103 (52%) reported an income of more than $100,000.

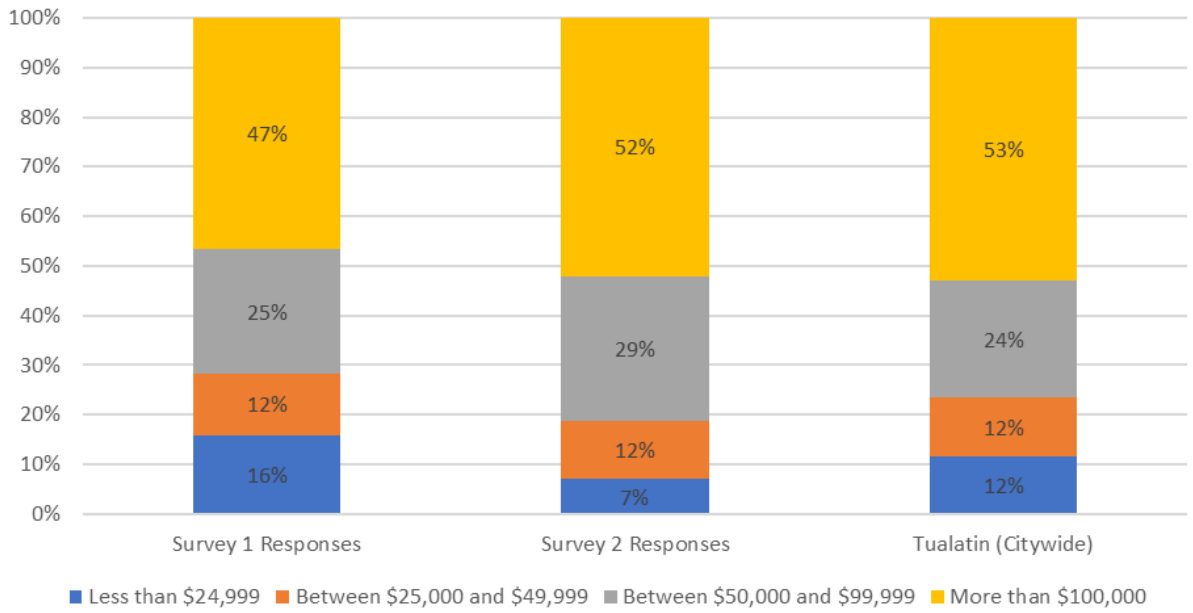
The makeup of survey respondents was generally consistent with the income distribution of Tualatin as a whole, see Table 4 and Figure 9.

TABLE 4. RESPONSES TO "WHAT WAS YOUR APPROXIMATE HOUSEHOLD INCOME LAST YEAR?"

	LESS THAN $24,999	BETWEEN $25,000 AND $49,999	BETWEEN $50,000 AND $99,999	MORE THAN $100,000	TOTAL
Survey 1 Responses	26 (13%)	20 (10%)	41 (20%)	76 (38%)	163
Survey 2 Responses	14 (7%)	23 (12%)	58 (29%)	103 (52%)	198
Tualatin (Citywide)[3]	1,266 (12%)	1,288 (12%)	2,579 (24%)	5,776 (53%)	10,909

[3]U.S. Census Bureau, "Income in the past 12 Months," American Community Survey 5-Year Estimates Subject Tables, Table S1901, 2022, data.census.gov/table/ACSST5Y2022.S1901?g=160XX00US4174950&y=2022, accessed on November 4, 2024.

FIGURE 3 . RESPONSES TO "WHAT WAS YOUR APPROXIMATE HOUSEHOLD INCOME LAST YEAR?"



Education

Survey 1 included a question in which respondents were given the option to share information on their educational background.

177 Survey 1 respondents answered the education level question. Of these, 8 (5%) had less than a high school education, 28 (16%) had a high school diploma, 89 (50%) had a bachelor's degree, and 52 (29%) had a master's degree or higher.

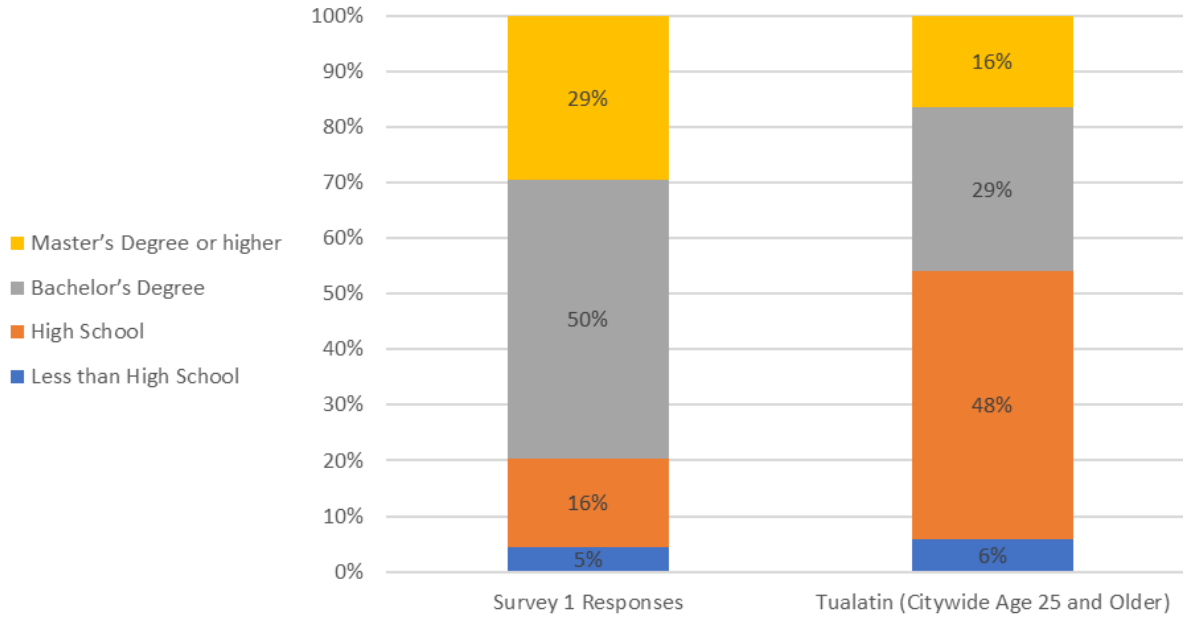
These results generally matched Tualatin as a whole but indicated survey respondents were more likely than the general population to have a Bachelor's degree.

TABLE 5. RESPONSES TO "WHAT IS YOUR HIGHEST LEVEL OF EDUCATION ACHIEVED?"

	LESS THAN HIGH SCHOOL	HIGH SCHOOL	BACHELOR'S DEGREE	MASTER'S DEGREE OR HIGHER
Survey 1 Responses	8	28	89	52
	(5%)	(16%)	(50%)	(29%)
Tualatin (Citywide Age 25 and Older)[4]	1,121	9,252	5,637	3,124
	(6%)	(48%)	(29%)	(16%)

[4]U.S. Census Bureau, "Educational Attainment," American Community Survey 5-Year Estimates Subject Tables, Table B030022, 2022, https://data.census.gov/table?t=Educational%20Attainment&g=160XX00US-4174950&y=2022 , accessed on November 24, 2024.

FIGURE 4 . RESPONSES TO "WHAT RACE OR ETHNICITY DO YOU IDENTIFY WITH?"



Disability Status

Survey 2 included a question in which respondents were also asked whether they live with a temporary or permanent condition or disability. This analysis will help to determine whether survey respondents represent people of all abilities help ensure all residents are heard from. Respondents could select "Yes", "No", or "Prefer not to answer".

242 Survey 2 respondents answered this question. Of the respondents who answered this question, 220 (91%) selected "No" and 22 (9%) selected "Yes". This matches Tualatin as a whole, see Table 6.

REFINE

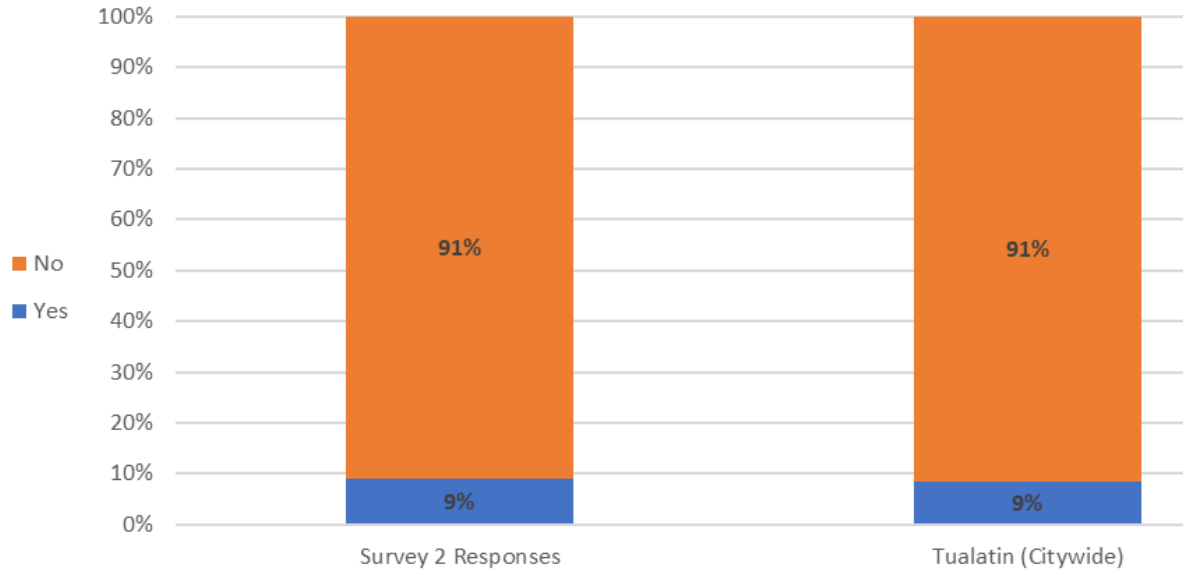
During this phase, the project team shared the draft Tualatin TSP with our broad project list for community for feedback and circulated through City social media and on the City website before being adopted by City Council.

TABLE 6. DO YOU LIVE WITH A TEMPORARY OR PERMANENT CONDITION OR DISABILITY?

	YES	NO
Survey 2 Responses	22 (9%)	220 (91%)
Tualatin (Citywide)[5]	2,357 (9%)	25,280 (91%)

[5]U.S. Census Bureau, "Sex by Age by Disability Status," American Community Survey 5-Year Estimates Subject Tables, Table S18101, 2022, data.census.gov/table/ACSDT5Y2022.B18101?g=160XX00US4174950&y=2022, accessed on November 4, 2024.

FIGURE 5 . DO YOU LIVE WITH A TEMPORARY OR PERMANENT CONDITION OR DISABILITY?



3. TSP DEVELOPMENT

The development of the 2045 TSP focused on two key components: first, establishing the goals and policies that would guide the entire process, and second, conducting a technical analysis to understand current and future conditions. This analysis helped identify the projects and programs necessary to meet Tualatin's transportation needs over the next 20 years. Together, these components ensure that the TSP is both visionary and grounded in practical insights, preparing the city for a connected and sustainable future.

GOALS AND POLICIES

The 2045 TSP goals were created at the beginning of the planning process to define the City's long-term vision for providing equitable mobility and to guide the overall development of the plan. These goals and policies were shaped by input from City staff, the Citizen Advisory Committee (CAC), the City Council, and community feedback. They build on the City's existing transportation goals and prior plans, while also incorporating regional and statewide planning rules.

A key focus is the requirement for a multi-modal, balanced approach to transportation, ensuring the needs of all travelers—whether walking, biking, driving, or using transit—are considered. Unlike the 2014 TSP, where policies were organized by transportation mode, the 2045 TSP reorganizes them under five overarching goals, updated to reflect the City's evolving priorities. This structure ensures a more integrated and cohesive approach to future transportation planning.

1. ADVANCE OUR LAND USE VISION

CREATE A TRANSPORTATION SYSTEM FOR ALL USERS THAT ENHANCES TUALATIN'S GROWING ECONOMY AND FUTURE LAND USE VISION.

1. Proactively manage a balanced transportation network that is comprised of different roadway design characteristics to provide mobility and accessibility for all roadway users.
2. Develop street standards that create safe and reliable multimodal streets.
3. Plan major transportation corridors, arterial routes, highway access, trails, and adjacent land uses in ways that support desired economic development activities and facilitate the efficient movement of people, goods, and services.
4. Encourage transit-oriented development with supportive concentrations of housing and jobs adjacent to frequent transit corridors.
5. Require new development to provide safe access for all modes to and from a publicly dedicated street.

6. Design and construct transportation facilities to meet the requirements of the Americans with Disabilities Act.
7. Develop strategies for access management to enhance safety and mobility.
8. Develop connectivity standards that improve access to destinations, by limiting block lengths, unconnected streets, cul-de-sacs, and other non-through connections.
9. Work cooperatively with railroads operating in Tualatin in facilitating and preserving safe rail freight service to existing and future businesses while mitigating noise impacts on adjacent neighbors.
10. Advocate for regional investments that support managed growth in Tualatin.

2. PROVIDE A HIGH QUALITY OF LIFE

SAFELY AND EFFICIENTLY MOVE PEOPLE AND GOODS TO PROVIDE A HIGH QUALITY OF LIFE FOR PEOPLE WHO LIVE, WORK, LEARN, AND PLAY IN TUALATIN.

1. Provide convenient and affordable travel options to jobs, schools, and essential services, particularly for historically marginalized and underserved communities.
2. Develop traffic calming strategies that can be applied to local streets that connect to neighborhood destinations.
3. Develop a safe crossing policy that reduces barriers to walking, rolling, and biking on streets and intersections.
4. Identify bicycle and pedestrian routes to schools, parks, public facilities, and commercial areas; and require appropriate facilities such as sidewalks, trails, and on-street bicycle lanes.
5. Develop a pedestrian-scale lighting policy to increase safety, visibility, and comfort.
6. Develop guidance and encouragement for community use of the right-of-way, including parklets, “streateries”, open streets events, and public art.
7. Encourage a resilient transportation network that supports emergency response and disaster recovery.
8. Coordinate with agency partners — including Metro, TriMet, ODOT, Washington and Clackamas County, as well as neighboring cities — to develop safe, reliable, and connected transportation projects which benefit the City of Tualatin and the region as a whole. Alternative routes should be considered to separate local traffic from regional throughways.

3. EXPAND OPPORTUNITIES FOR SAFE MULTI-MODAL TRANSPORTATION

EXPAND TRAVEL OPTIONS OF USERS OF ALL AGES, ABILITIES, AND BACKGROUNDS BY IMPROVING OPTIONS FOR WALKING, ROLLING, CYCLING, AND ACCESSING TRANSIT.

1. Develop and facilitate the construction of a citywide low-stress bicycle and micro-mobility network that prioritizes safety and comfort for people of all ages and abilities. This network should target a density of low-stress facilities at least every half-mile in residential and commercial areas.
2. Support "last mile" trips by identifying locations for micro-mobility parking at retail, transit, schools, and other destinations.
3. Require development adjacent to transit stops to provide direct pedestrian accessibility.
4. Prioritize and facilitate the construction of sidewalk and crosswalk gaps adjacent to transit stops, particularly along equity routes. This should include identifying first/last mile barriers to major transit stops.
5. Develop a pedestrian crossing policy that considers maximum spacing between crossings and crossing protection needed based on street characteristics and crossing design.
6. Support TriMet, Ride Connection, and other transit providers in enhancing transit services and amenities, especially along major street corridors and to/from low-income communities or communities of color.
7. Continue to work with TriMet, ODOT and other regional partners to support existing and planned future commuter rail, high capacity, and other transit service to, from, through and within Tualatin and seek opportunities for increased service frequency and passenger convenience.

4. ADVANCE CLIMATE AND HEALTH GOALS

REDUCE GREENHOUSE GAS EMISSIONS FROM THE TRANSPORTATION SYSTEM AND SUPPORT THE CITY'S CLIMATE AND HEALTH GOALS.

1. Support and facilitate emerging technologies to reduce climate impacts from transportation, such as traffic signal optimization, micromobility, mobility as a service, and vehicle electrification.
2. Support land use patterns that reduce vehicle fuel consumption and greenhouse gas emissions and preserve the function of the transportation system.
3. Design capital projects on Tualatin city streets to encourage transit, pedestrian, and bicycle travel along with safe and efficient vehicle travel.
4. Facilitate policies that support the Climate Action Plan goal of net-zero carbon emissions by 2050.
5. Strive to address transportation-related impacts and reverse historical inequity on low-income communities and communities of color in the design, location, and funding of transportation improvements.
6. Identify locations for implementation of mobility hubs – places where multiple forms of transportation are available (such as transit, micro-transit, bike share, and car share) – including placemaking, wayfinding, and information.
7. Support transportation demand management programs that reduce drive-alone trips, offer all travelers more mobility choices, encourage walking, rolling, biking, carpooling, and transit trips, and educate people about the benefits of multimodal transportation.

5. INVEST WISELY

MAXIMIZE TRANSPORTATION FUNDING BY EFFECTIVELY MAINTAINING THE TRANSPORTATION ASSETS WE HAVE, FINDING CREATIVE MAINTENANCE SOLUTIONS THAT CAN HELP IMPROVE THE TRANSPORTATION SYSTEM, AND LEVERAGING OUTSIDE FUNDING OPPORTUNITIES.

1. Prioritize transportation projects according to community benefit, including (but not limited to) safety, performance, efficiency and accessibility, as well as considering the associated costs and impacts.
2. Consider equity when making transportation investments, emphasizing projects and programs that serve

environmental justice communities and connect underserved areas.

3. Coordinate with regional partners to invest in capital projects that leverage other infrastructure investments or funding sources.

EVALUATION FRAMEWORK

The TSP goals served as the foundation for evaluating potential transportation projects. In collaboration with City staff, a set of evaluation criteria was developed to assess how effectively each project supports these goals. For each goal, four specific criteria were established, resulting in a total of 20 evaluation criteria considered for each project.

Individual project ideas from the TSP project list were then evaluated using these criteria, which are detailed in the Technical Appendix. This evaluation process helped prioritize projects based on how well they align with and advance the goals set forth in the 2045 TSP, ensuring that the city's future transportation investments are targeted and impactful.

TECHNICAL ANALYSIS

The technical analysis for the 2045 TSP built on previous planning efforts, incorporating both updated assessments of current conditions and forecasts for future needs. A multi-step evaluation of improvement options was then conducted to capture the city's evolving transportation demands within the updated plan. This section is organized into the following components:

- 2023 Baseline Conditions Analysis
- 2045 Forecast Analysis
- Identification of Needs
- Draft and Final Project List Creation

This structured approach ensures that the TSP is grounded in solid data, with a clear pathway for addressing both present and future transportation challenges.

2023 BASELINE ANALYSIS

An inventory of the existing transportation system was created to provide a comprehensive view of transportation-related facilities and services within the Tualatin Urban Planning Area. This inventory also considered key planning factors such as the location of natural resources and areas where sociodemographic groups with higher transportation needs reside. The data and analysis covered various aspects, including the roadway network, traffic conditions, safety performance, bicycle and pedestrian infrastructure, and transit services.

The results of this technical analysis are summarized in the Modal Plans section in Chapter 4, with additional details available in the Technical Appendix. This thorough inventory ensures that the TSP is built on a solid understanding of the current system, setting the stage for future improvements that meet the city's diverse transportation needs.

2045 FORECAST ANALYSIS

The horizon year for this plan is 2045, aligning with the Metro Regional Transportation Plan (RTP) adopted in 2023. Future forecasts were developed using the Washington County Travel Demand Model, which incorporates Metro's projections for regional land use growth through 2045, along with Metro's list of financially constrained transportation projects. The model's outputs provided insights into expected growth patterns across the city and informed the traffic growth analysis for future operations. Some roadways within Tualatin are projected to see an increase in traffic volume over the next twenty years as the region grows and as travelers divert around I-5 congestion to cut through the City. This plan evaluated projects to address this growth with targeted intersection treatments rather than wholescale road widening on local roads. The evaluation of future transportation conditions was based on these forecasts and planned improvements. A summary of the findings is presented in the Modal Plans section of Chapter 4, with more detailed information available in the Technical Appendix.

IDENTIFICATION OF NEEDS

Future multimodal transportation needs in Tualatin were identified by assessing current conditions, planned investments, and anticipated growth in both population and employment, both locally and regionally. This assessment was informed by input from City staff, public feedback, and issues highlighted in other plans and studies.

Many of the roadway policies and projects from the 2014 TSP have been carried over into this plan with updates, such as changes to road classifications or travel speeds. However, a major focus of the 2045 TSP is enhancing facilities for active transportation modes—like walking and bicycling—and improving connections to transit. The goal is to create a more complete, integrated transportation network across Tualatin.

To identify needs for the updated TSP, gaps in the current system were pinpointed for each travel mode, along with strategies to address those gaps. Beyond individual projects, several larger transportation challenges have been identified that will require additional in-depth study and are likely to involve collaboration between multiple agencies and regional investment. This approach ensures that Tualatin's transportation system is prepared to meet the needs of a growing and evolving community.

DRAFT PROJECT LIST

To create the initial, unconstrained project list for Tualatin, projects from various planning efforts were compiled. These sources included:

- 2014 Tualatin TSP
- Tualatin Capital Improvement Plan (CIP): 2025-2029
- Oregon Metro 2023 Regional Transportation Plan (RTP)
- Tualatin Parks and Recreation Master Plan (2019)
- The Core Opportunity Reinvestment Area Plan (2022)
- Basalt Creek Comprehensive Plan (2018)
- SMART Transit Master Plan (2023)
- TriMet Forward Together (2023)
- Washington County Major Streets Improvement Program (MSTIP) 2025-2030

New projects were added based on the future needs assessment, which highlighted capacity constraints at key intersections, the need for more robust transit service and amenities, and a greater focus on closing gaps in the bicycle and pedestrian systems.

This initial, unconstrained list was then refined by removing duplicate projects from multiple plans, eliminating completed projects, and excluding those no longer deemed feasible. Project descriptions and costs were updated as necessary to reflect the most current estimates, ensuring the list is as accurate and actionable as possible.

FINAL PROJECT LIST

After developing the draft project list, each project idea was evaluated using the framework outlined earlier. Input from the CAC, city staff, City Council, and the community played a key role in shaping which projects made it to the final list. The final selection was carefully balanced across different modes of transportation, costs, and geographic areas, providing the City with a diverse range of projects that can be implemented as funding becomes available. A detailed summary of this process can be found in the Technical Appendix, ensuring transparency and alignment with Tualatin's long-term transportation goals.

4. MODAL PLANS

Transportation planning in Tualatin is shaped by both opportunities and constraints. Projected growth over the next 20 years, both in Tualatin and throughout the region, will increase travel demand and associated congestion. However, focusing solely on increasing roadway capacity is unlikely to solve these problems.

Tualatin's goals emphasize developing a multimodal transportation system that supports the City's land use vision, provides a high quality of life, expands safe travel options, advances climate goals, and is effectively maintained and funded. To achieve these goals, the TSP update focuses on strengthening connections, access, and opportunities for all residents with a strong emphasis on equity, safety, economy, and multimodal accommodation, particularly for walking and bicycling modes. This guided the identification of priorities, projects, and programs for implementing this Transportation System Plan (TSP) over the next 20 years.

PLAN AREA

The City of Tualatin is located approximately 12 miles south of Portland and within both Clackamas and Washington Counties. Interstate 5 (I-5) runs north-south through the city and acts as a barrier to east-west travel. The city is also bounded by Interstate 205 (I-205) to the southeast, Oregon Route 99W to the northwest, and the Tualatin River to the north. Overall, the planning area for this TSP extends to the area within the Tualatin urban growth boundary (UGB), which goes beyond City Limits, but doesn't include surrounding cities or rural areas. The plan area extents are shown in Figure 13.

LAND USE

The western part of Tualatin is comprised of primarily manufacturing and industrial uses. The northeastern and central parts of the city are zoned for commercial and mixed-use with several pockets of zoning for multifamily residential. The southeastern part of the city and areas to the east of I-5 are primarily zoned for lower-density single-family residential with several areas that allow for commercial or multifamily uses. The Basalt Creek area is on the south end of the city in unincorporated Washington County, which will be annexed to Tualatin and developed with both housing and employment uses in the future.

Tualatin is home to four commercial centers. Downtown Tualatin is in the central part of the city and is home to the Tualatin Commons, a 19-acre park west of I-5 that features a three-acre human-made lake, known as Lake of the Commons. The Lake of the Commons is surrounded by a wide public promenade, plazas, a Veterans' memorial, and an interactive fountain. A small mixed-use commercial and residential development is oriented around the lake. The lake is the site of several events year-round, including Concerts on the Commons, the annual Pumpkin Regatta, and a summer reading program. Bridgeport Village is an upscale mixed-use commercial center in the northeast corner of the city. The center hosts a large movie theater, a variety of national, regional, and local restaurants and retail stores.

Nyberg Woods, a 250,000-foot open-air shopping center, is located just south of Bridgeport Village and at the conjunction of I-5 and Nyberg Street. Nyberg Woods is anchored by big-box retail, smaller retail uses, restaurants, and office spaces. The nearby Nyberg Rivers complex contains approximately 300,000 square feet of retail, restaurant, fitness and entertainment space.

KEY DESTINATIONS

When planning a transportation network, understanding where people are traveling is crucial to properly managing demand. Building a city with a mix of land uses makes it easier for residents to choose non-auto modes to get around. Within the city of Tualatin, there are schools, community centers, and emergency services that community members shared were important to them. This section highlights these destinations around the city and the surrounding transportation infrastructure.

There are 12 K-12 schools in the city of Tualatin. These schools are mostly located in residential areas with adequate walking and biking facilities. There is also the Northwest College – Tualatin Campus in downtown Tualatin, which specializes in cosmetology higher education, and is accessible by alternative transportation modes, including walking, biking and transit. Meanwhile, the United Association Local 290 Training center, which specializes in educating tradespeople, is in a more industrial part of the City and is also accessible by alternative transportation modes, although to a lesser degree than downtown. Due to the location of both specialized schools in busier, commercial areas of the City, their proximity to higher traffic roads such as Tualatin Sherwood Road can act as barriers towards using active forms of transportation more often. Regardless of their type, schools generate a large quantity of routine trips that must be accommodated in the updated transportation plan.

Community centers provide activities and important resources for community members of all ages and abilities. The Tualatin Public Library is situated in the center of the city and can be accessed by car, bike, or foot. Another center is the Tualatin Community Park which provides recreational activities such as a skateboard park, tennis courts, the Juanita Pohl Center, a boat ramp to access the Tualatin River, and access to the Tualatin River Greenway.

There are many pedestrian- and bike-friendly facilities in the area, and the park sits near the Tualatin South Park & Ride. At the far north end of the city is the Bridgeport Village commercial shopping complex that generates recreational and occupational trips. Bridgeport Village supports all modes, with sidewalks, bike lanes, bus routes, and parking lots available. However, if a shopper is arriving from Southern Tualatin, they would most likely take a car given the need to cross the Tualatin River on SW Boones Ferry Road or I-5.

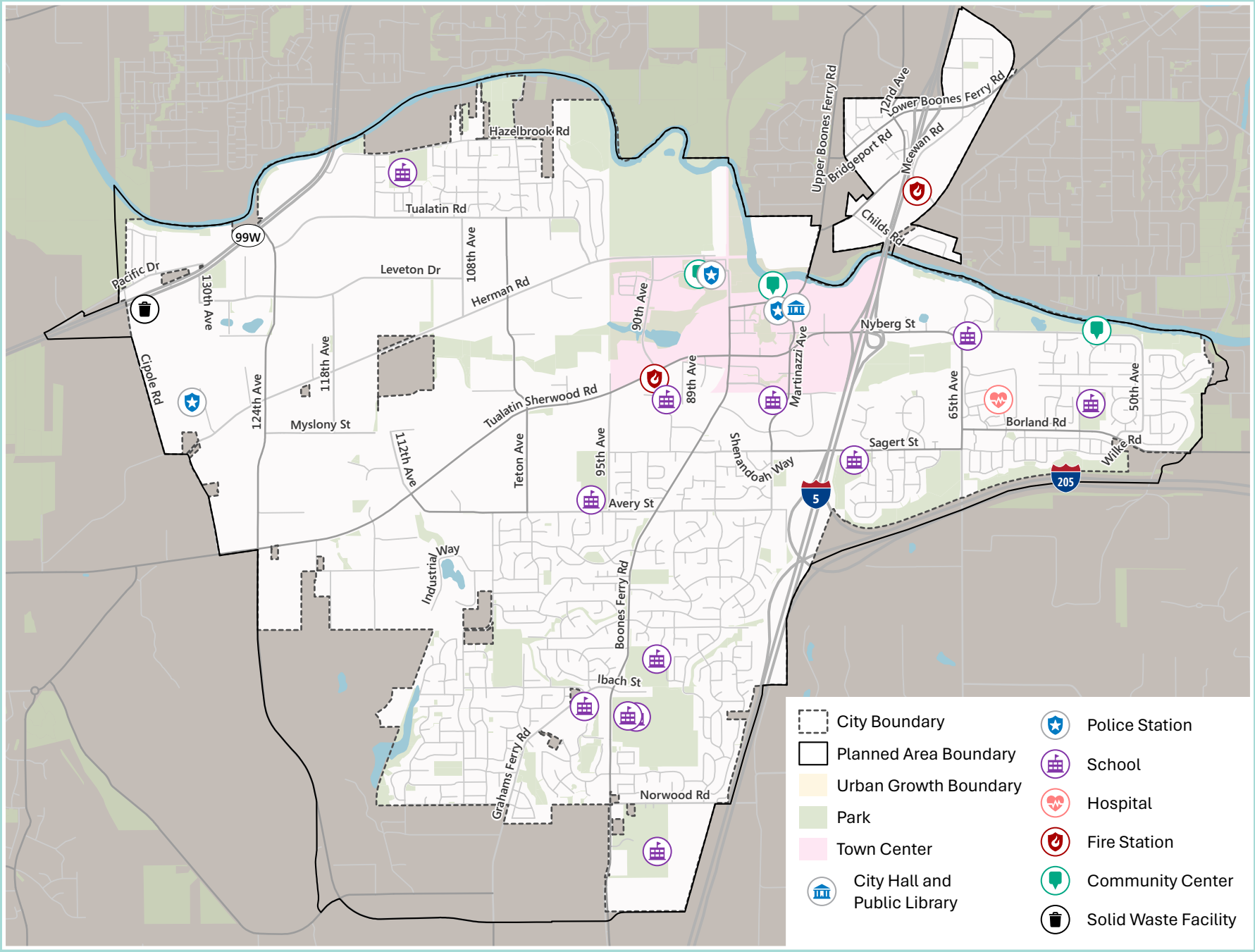
Emergency and life-saving services for the city of Tualatin include hospitals, fire stations, and police stations. The primary hospital in town is the Legacy Meridian Park Medical Center in Eastern Tualatin. This hospital is accessible by all modes of transportation with sidewalks, bike lanes, and high traffic roads. The Tualatin City Police Department is on the western edge of downtown Tualatin with prominent walking, biking, and transit connections. Figure 6 on the following page shows the plan area of this TSP and the locations of some of these key destinations.

DEMOGRAPHICS

As part of an environmental justice analysis for transportation needs, an evaluation of current socioeconomic conditions in Tualatin was conducted. Census data were used to evaluate census blocks with higher concentrations of the following populations:

- Minority groups: people who do not self-identify as white non-Hispanic
- Low-income residents: people who earn less than two times the federal poverty level
- Seniors: people 65 years of age or older
- Children: people under the age of 18

FIGURE 6 . PLAN AREA MAP



- Limited English-speaking individuals: people who self-identify as speaking limited English
- People with disabilities: people five years or older with any type of disability, including sensory, physical, and mental
- Residents who do not own a vehicle

Examining the location and distribution of these populations in the City offers a way of identifying areas that may have a higher need for transportation services and projects. Additionally, by understanding who lives in the City and where, more focused outreach can be provided to these various communities to help untangle their unique transportation needs and provide more equitable solutions.

Additional details on demographics and related maps are available in the Technical Appendix.

THE HISTORY OF PLANNING IN TUALATIN

While the following sections document the existing transportation facilities in Tualatin, we must acknowledge that historic land use, housing, and transportation policies and planning have harmed underserved communities. Statewide, historic restrictions on land use ownership, discriminatory zoning, racism in planning decisions, and siting of transportation facilities without involving the affected communities meant that many residents experience long-lasting disadvantages that are just now starting to be addressed. While specific examples of these discriminatory practices in Tualatin were not found in our research, we know that this was widespread and would have affected Tualatin residents. In this TSP, the project team identified areas of Tualatin that have higher concentrations of underserved communities and focused outreach on these communities to ensure that all residents and employees would have the opportunity to shape the TSP outcomes. The TSP goals were vetted by community members representing these harmed groups and their input on access, safety, and transportation gaps directly influenced the projects that were included in the TSP.

Climate change also impacts underserved communities more acutely, much of which is driven by land use and transportation decisions. The City recently adopted a Climate Action Plan (CAP) that sets a goal of net zero emissions by 2050. This work analyzed the current landscape of emissions and climate impacts in the city and set strategies and actions to help Tualatin reach its emissions goal. This TSP was intended to complement the work done in the CAP to address inequities in climate impacts on underserved communities.

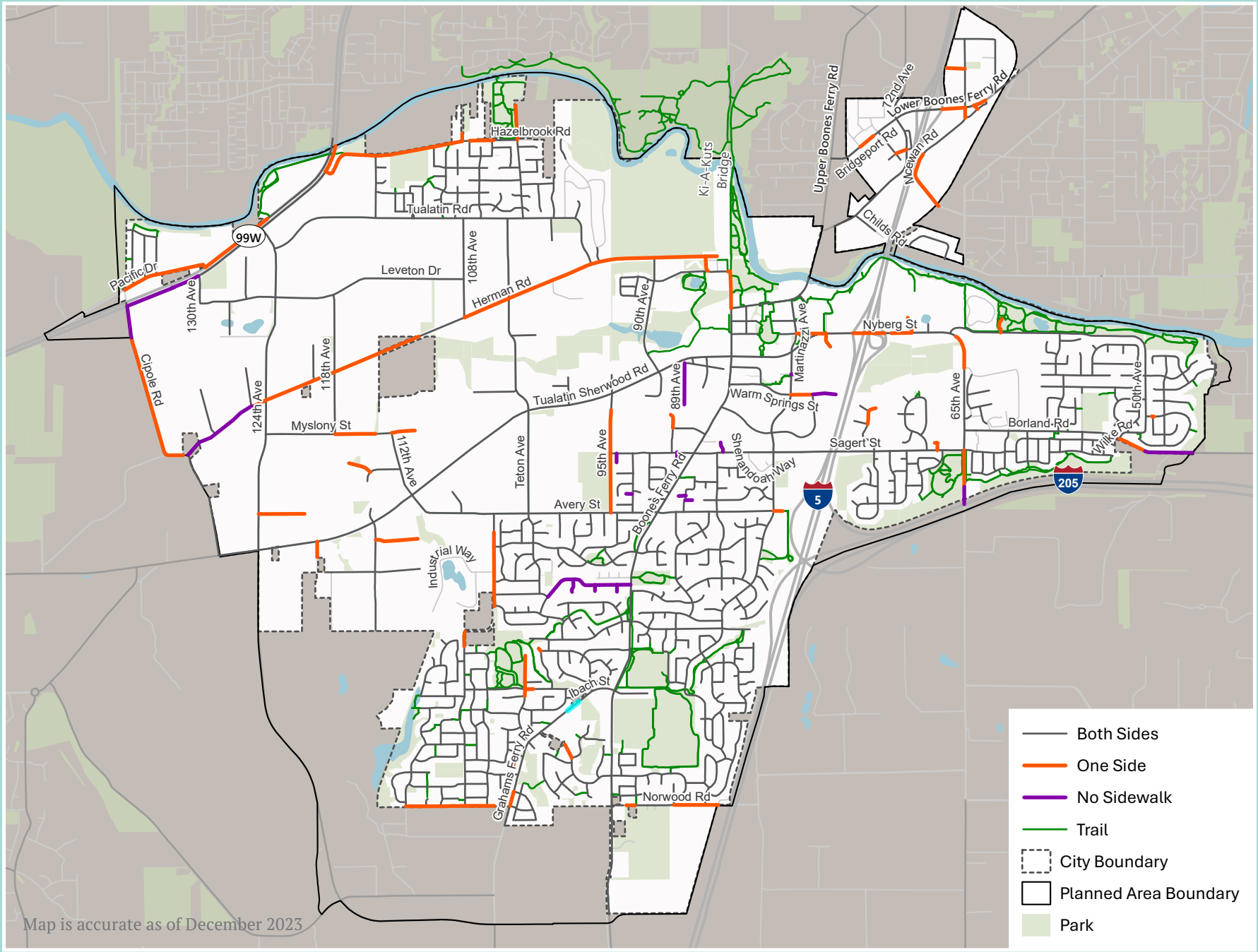
PEDESTRIAN PLAN

Pedestrian facilities enable people to walk and roll safely and efficiently for travel, exercise, and enjoyment. Tualatin's pedestrian network includes both on- and off-street walkways (sidewalks, multi-use trails, etc.) and safe crossings. Each of these infrastructure types play a role in creating a comprehensive pedestrian network that promotes both walking trips and multimodal trips (e.g., using a combination of walking and transit or walking and driving to complete a trip).

WHERE WE WALK AND ROLL TODAY: THE EXISTING PEDESTRIAN NETWORK

Tualatin's pedestrian network is well built out already, with sidewalks on both sides of residential streets in most neighborhoods. In fact, 87% of all streets in Tualatin have a sidewalk on both sides of the roadway (13% lack a sidewalk on one or both sides). Figure 7 illustrates the existing pedestrian network, with gaps flagged in red (missing on one side) and purple (missing on both sides).

FIGURE 7 . EXISTING PEDESTRIAN NETWORK



Tualatin's pedestrian network by the numbers:

Miles of sidewalks	150
Miles of trails and shared-use paths	19
Curb ramps	1,700
Crosswalks	273*

* 32 of which have pedestrian-activated flashing beacons

The Tualatin River Greenway trail system provides strong east-west connections, including under I-5, through the area north of Nyberg Street. While Tualatin's sidewalk network is robust when compared to other suburban communities, gaps remain in the network. For example, in neighborhoods near Highway 99W and in the Bridgeport area, some roadways have sidewalks only on one side. Other notable sidewalk gaps include streets that cross I-5, such as Nyberg Street and Sagert Street, hindering access to downtown for Tualatin's eastern neighborhoods.

MEASURING THE EXISTING PEDESTRIAN NETWORK

Just as the presence and absence of sidewalks can vary, the condition of sidewalks in Tualatin also differs based on pavement quality, compliance with the Americans with Disabilities Act (ADA), and obstructions that reduce their effective width. Variability in condition, width, and a clear route diminishes access for all people, but particularly those with mobility challenges. Recognizing these needs, Tualatin will require wider sidewalks (minimum eight feet) in adopted Climate-Friendly Areas (CFAs) such as downtown Tualatin, while meeting other minimum facility requirements described later in this chapter.

Pedestrian level of traffic stress (LTS), visualized in Figure 8, is a tool for evaluating how comfortable a person feels walking along a street. The tool classifies roadways from 1 (least stressful) to 4 (most stressful). The classification factors in whether a sidewalk exists or not, as well as additional information such as nearby traffic speed and volumes and type of separation from the roadway. It provides a useful indicator for identifying areas within the pedestrian network that may require additional investment. Based on analysis completed for the TSP, many collector and arterial roadways in Tualatin have a pedestrian LTS 3 or 4, indicating pedestrians may feel high levels of stress or discomfort when walking or rolling on these roadways. Many of the major roadways have higher traffic volume and speeds, making it stressful for people to walk from residential areas to commercial areas. Curb-tight sidewalks that lack a buffer from traffic lanes and signalized intersections with permissive right turns also contribute to higher pedestrian LTS throughout the city.

A high-quality pedestrian network requires the provision of safe and convenient crossings. When the distance between marked crossings is long, pedestrians may be more likely to cross at unsafe locations. The distance between marked crossings is shortest downtown and longest in the industrial areas.

Multiple arterial and collector roadways have crossing distances greater than a quarter mile, including 99W, Tualatin-Sherwood Road, Herman Road, Sagert Street, and Avery Street. In recent years, particularly through the Tualatin Moving Forward Bond Program, Tualatin has worked to improve existing crossings and shorten distances between them, installing enhancements such as mid-block crossings, pedestrian-activated flashing beacons, and refuge islands. The City intends to continue these efforts to improve safety and comfort for people walking through projects outlined in this plan.

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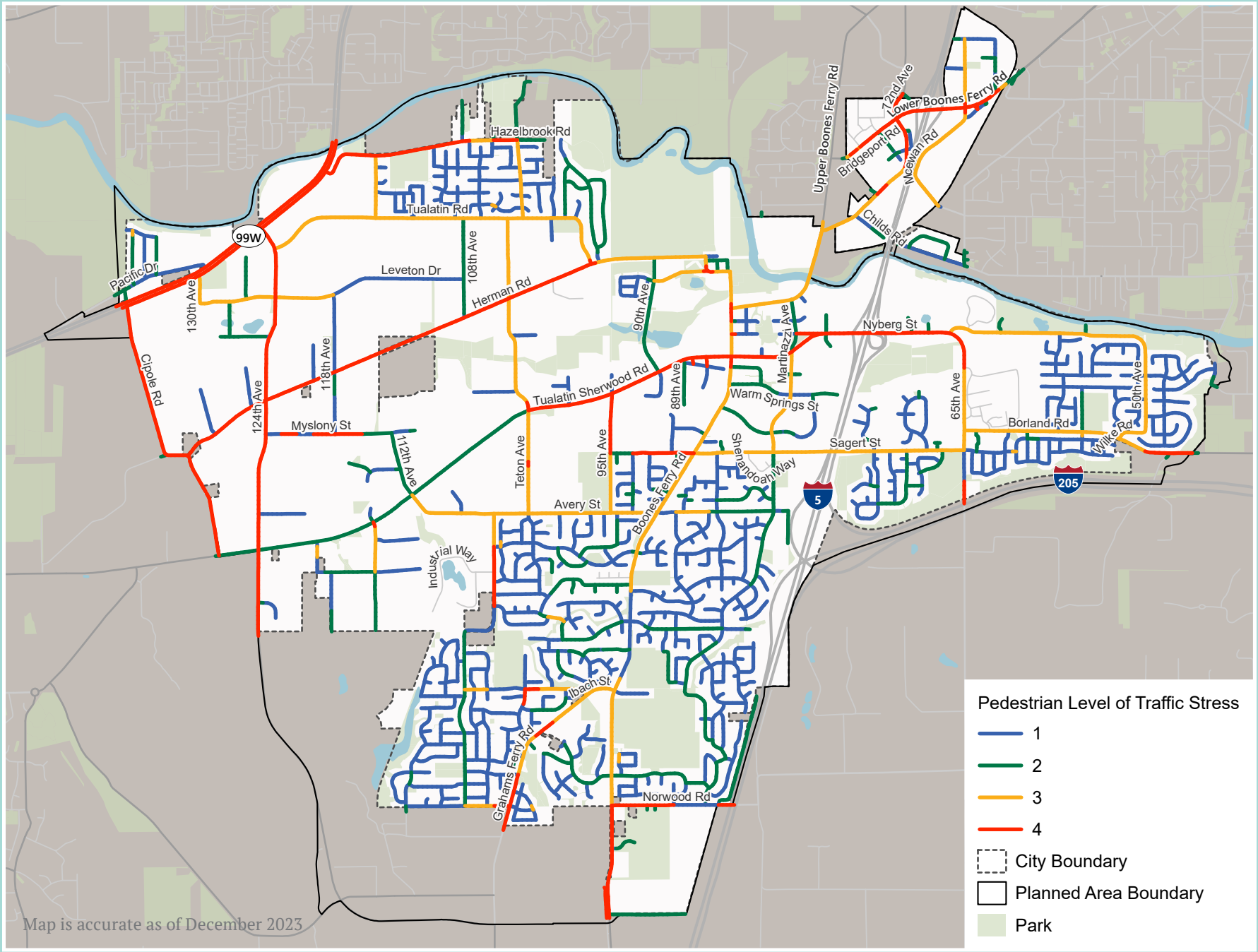
FIGURE 8 . PEDESTRIAN LEVEL OF TRAFFIC STRESS



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PLANNING FOR THE FUTURE OF WALKING AND ROLLING IN TUALATIN

This plan aims to build a connected network of pedestrian facilities that provide a safe, low-stress, direct, and comfortable experience for people of all ages and abilities to access transit and travel without a vehicle. As outlined in Chapter 2, many residents in Tualatin would like to be able to walk more frequently to reach places they need to go and for recreation in their neighborhoods. City plans and policies support improving conditions for walking in Tualatin, as outlined in Chapter 3. Currently, Tualatin's Comprehensive Plan policies support the implementation of pedestrian projects to provide access to transit and "essential destinations" for all mobility levels, through on- and off-street facilities. These policies also support the implementation of pedestrian projects to help the City meet its regional modal targets. Additionally, the policies highlight support for Safe Routes to Schools programs and emphasize enhanced sidewalks, pedestrian-scale lighting, and amenities, such as benches, in the downtown area and along paths, all of which were specifically highlighted as needs by the Tualatin community.

Planned Pedestrian Facilities

The City is adopting the following Pedestrian Level of Service standards for new pedestrian facilites:

- LTS 3 or better on Collectors and Neighborhood Routes
- LTS 2 or better on Local Roads

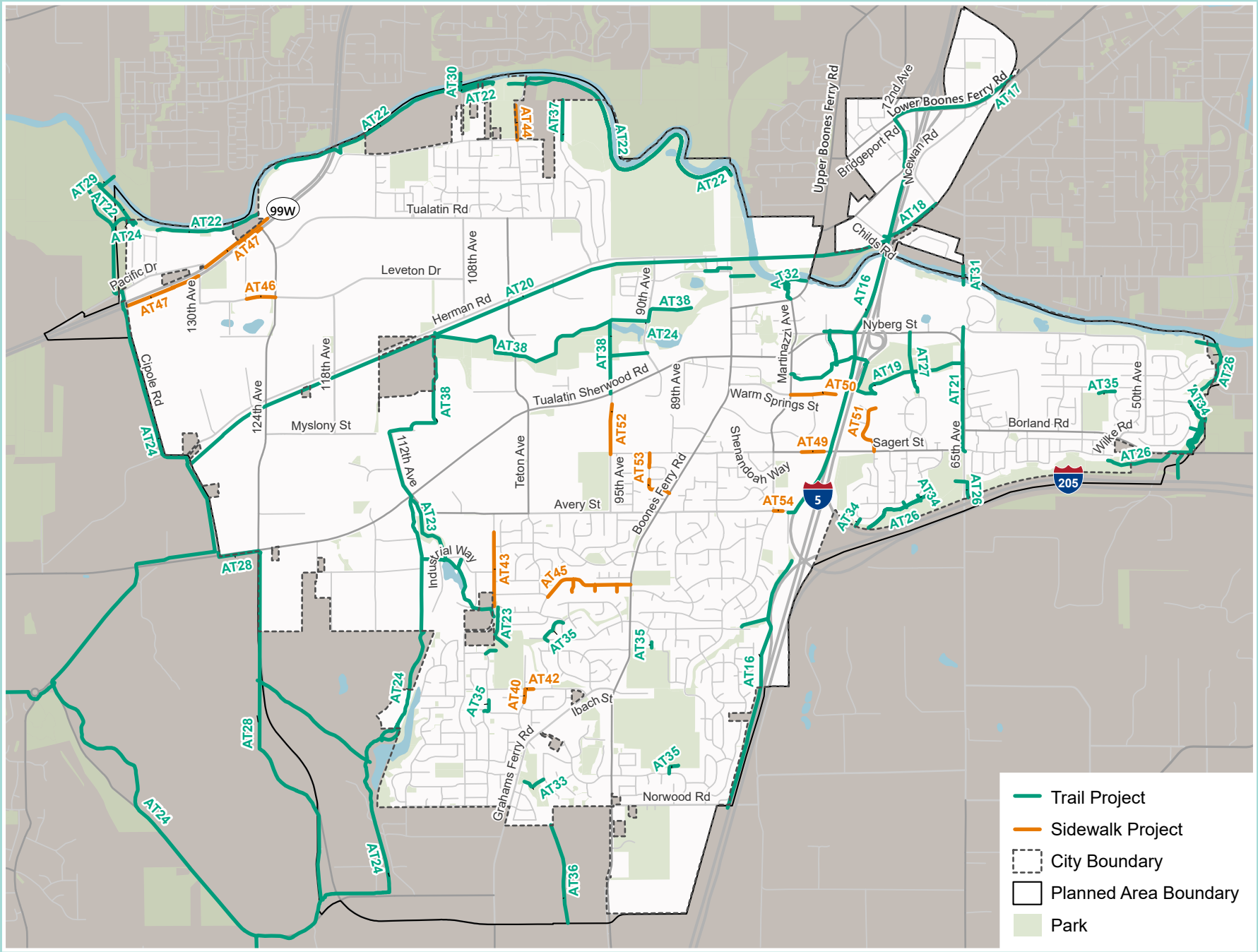
The projects on the project list address the gaps in the current system and aim to bring all facilities in the City up to this standard.

The future pedestrian system in Tualatin will offer an even more robust network of safe, low-stress, direct, and comfortable facilities for people of all ages and abilities to walk and roll to get where they need or want to go. This system will feature sidewalks, ADA-accessible curb ramps, trails, paths, crossings, pedestrian-scale lighting, and signals on all streets. Wider, enhanced sidewalks will be built in CFAs (such as downtown Tualatin), crossing opportunities will be frequent and more visible, and access to transit stops will be safe and illuminated. The projects tables in Chapter 6 (Tables 13-15) have been vetted by the project's Community Advisory Committee and the broader Tualatin community and are critical to building out Tualatin's pedestrian system.

The TSP aims to capture all types and scales of pedestrian projects, from those whose extents and costs are well-defined and predictable (many sidewalks fall into this category), to those that are more conceptual (many trails fall into this category). Projects whose funding has been identified are placed on the constrained project list— a list of prioritized projects that can realistically be funded based on anticipated revenues by 2045. By contrast, the unconstrained project list includes all planned and desired projects, regardless of funding availability, serving as a broader vision for the future network.

A map showing the constrained pedestrian projects is shown in Figure 9.

FIGURE 9 . PLANNED PEDESTRIAN PROJECTS



BICYCLE PLAN

Bicycle facilities are the elements of the transportation network that enable people to travel safely and efficiently by bicycle. These facilities include public infrastructure (bicycle lanes, multi-use trails, signage, and striping) as well as supportive facilities (secure parking, changing rooms, and showers at worksites). Each piece plays a role in developing a comprehensive bicycle network.

WHERE WE BIKE TODAY: THE EXISTING BICYCLE NETWORK

Tualatin's bicycle network by the numbers:

Miles of bike lanes	21
Miles of buffered bike lanes	8
Miles of trails	19*

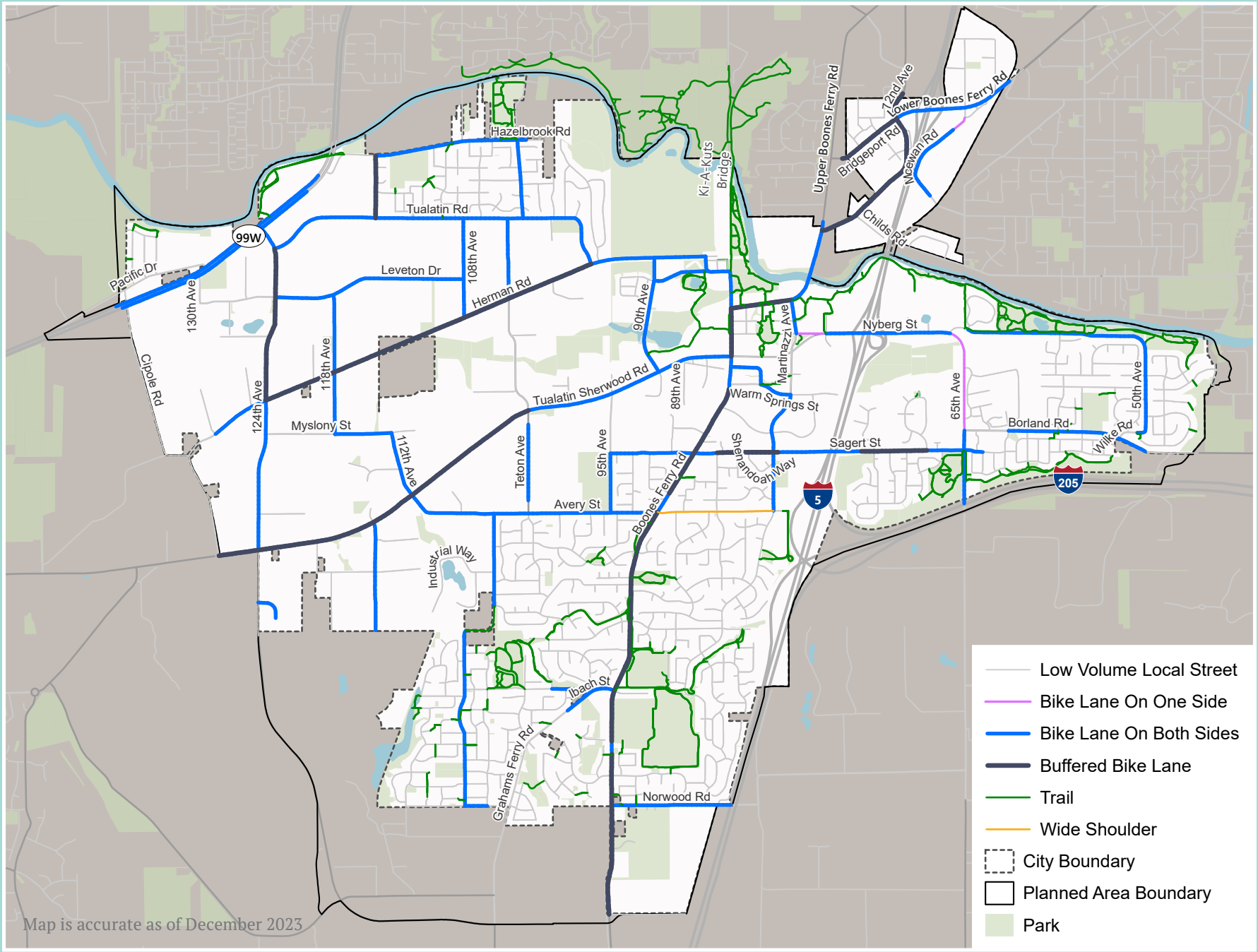
* 6.7 miles of which contribute to the regional trail system

Tualatin's current bicycle network is detailed in the Tualatin 2040 Comprehensive plan. The current bicycle network is comprised of striped bike lanes on arterial and collector roads, as shown in Figure 10. These on-street bike facilities tend to serve more commercial and industrial areas, whereas the residential neighborhoods are better connected to off-street bike facilities (trails and shared-use paths). The city's residential neighborhoods, where most schools and parks are located, are surrounded by low-traffic streets with many cul-de-sacs, which limit connectivity. There are some existing pedestrian cul-de-sac cut-throughs that could serve as safe and comfortable connections for people biking with some updates, but there is no formal bikeway system through these neighborhoods today. While there are many low-volume through streets that can be used by cyclists through neighborhoods, many potential cyclists don't know of or have trouble finding viable routes to their destinations. Additionally, residents are not able to ride on the trail system between neighborhoods and downtown, and across major barriers such as I-5.

Recent improvements, such as buffered bike lanes on Boones Ferry Road, have made some roadways more comfortable for people bicycling, but many crossings and key routes remain uncomfortable for less-confident riders. Today, crossing I-5, the railroads, the Tualatin River, and other barriers makes it much more difficult for potential cyclists to move around town. Additionally, biking between southern neighborhoods and downtown or the Tualatin River Greenway remains challenging for less confident riders, as the existing connections are often bike lanes on higher-traffic streets (especially those near Tualatin-Sherwood Road, which itself can be a barrier).

The bicycle facility inventory in Figure 10 shows all the designated on-street and off-street bicycle facilities in the city, including striped bike lanes, striped buffered bike lanes, low-traffic streets, and off-street trails and paths. Each of these facilities offers a different level of separation from traffic and is therefore more or less comfortable for riders of varying confidence and ability. In Tualatin, low-traffic streets (shown in gray) are streets where people ride in mixed traffic and are mostly located on residential streets. Bike lanes (shown in light blue) are found on most collectors and arterials in the city and are usually about six feet wide and defined by a wide painted stripe and bike symbol. Buffered bike lanes (shown in dark blue) increase the separation between people biking and vehicle traffic, typically with a second painted line to further delineate the space. It is sometimes possible to add a physical barrier in this buffer space—these bike lanes are called protected bike lanes (currently, there are no physically protected bike lanes in Tualatin, with the exception of multi-use pathways and trails). Finally, off-street trails offer the highest level of separation from vehicle traffic. Accounting for the location of all bike facilities helps identify where gaps remain in the bicycle network and establishes a baseline for future bikeway planning.

FIGURE 10 . EXISTING BICYCLE NETWORK



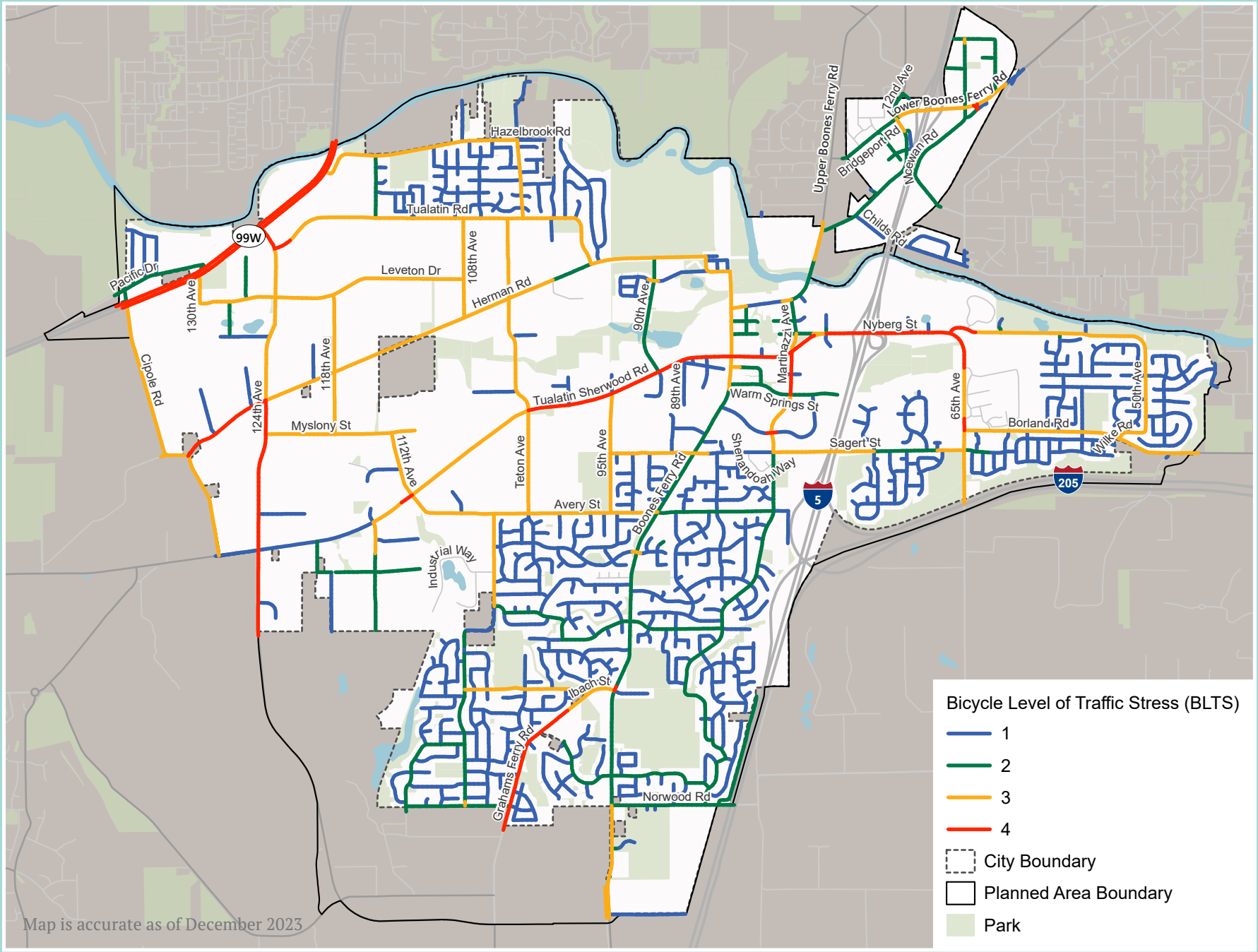
Measuring the Existing Bicycle Network

Similar to Pedestrian LTS (level of traffic stress), Bicycle LTS is a tool for evaluating how comfortable a person feels biking along a street. The tool classifies a roadway on a scale from 1 (least stressful) to 4 (most stressful). The classification, which factors information like roadway speeds, number of lanes, and the level of separation a bike lane offers, provides a useful indicator for identifying areas within the bicycle network that may require additional investment.

Locations with LTS 1 are typically low-speed residential streets or bike facilities that are physically separated from motor vehicle traffic (i.e. multi-use paths or protected bike lanes). LTS 4 represents the highest level of stress and will only be suitable for confident cyclists. These roads typically have high speeds and two or more traffic lanes in each direction.

Figure 11 shows Bicycle LTS across Tualatin, showcasing that while most collector and arterial streets in Tualatin include bike lanes of some kind, they remain stressful for most riders at Bicycle LTS between 3 and 4. This is especially true on roadways surrounding downtown Tualatin, such as Tualatin-Sherwood Road and Nyberg Street. These multilane streets with bicycle LTS scores of 3 and 4 are barriers between neighborhoods. Most neighborhood streets are rated LTS 1, illustrating that they are already comfortable for people of all ages and abilities to be able to bicycle. Boones Ferry Road, south of Tualatin-Sherwood Road is rated LTS 2, illustrating the safety and comfort benefits of the recent installment of buffered bikes lanes on this arterial roadway.

FIGURE 11 . BICYCLE LEVEL OF TRAFFIC STRESS



PLANNING FOR THE FUTURE OF BIKING IN TUALATIN

The TSP bike projects build on the existing bicycle network, which comprises primarily striped bike lanes on arterial and collector routes and some off-street trails with limited connectivity to major destinations. Today, streets in most residential areas offer low-traffic areas for riding, but are hemmed in by larger arterials, making neighborhoods such as those near Highway 99W and the Bridgeport Village area less bike-friendly. The full bicycle network will support bicyclists' safety, ease of access, and ability to reach destinations throughout Tualatin.

To create a network that is accessible for riders of all ages and abilities, safe crossings of major streets is a priority. Low-traffic neighborhood streets will be enhanced for people biking, by designating key routes as bicycle boulevards or neighborhood greenways. Finally, these projects fill the remaining gaps within the on-street bicycle network and identify places to provide more separation from traffic with protected bike lanes and two-stage turn boxes (reducing the need to merge across lanes to turn left).

City of Tualatin Bicycle Network Policies and Minimum Facilities

Responding to these needs, Tualatin's bicycle system is planned to provide safe and comfortable routes for people of all ages and riding abilities through the projects outlined in this TSP. The bicycle system is intended to serve people riding bicycles and other vehicles that operate at a similar speed and scale to people riding bicycles, such as electric bicycles, kick-style and electric scooters, and skateboards. Motorcycles, however, are not included.

A connected bicycle network provides safe and comfortable facilities so most people within the community can choose to travel by bicycle. As outlined in Chapter 2, many community members would like to be able to bicycle more easily and safely to get where they need to go and for recreation. One important element of the connected network is comfortable and convenient crossings of streets with high volumes of traffic or high-speed traffic. Tualatin's planned bicycle network features various interconnected bicycle facilities, such as separated and protected bicycle facilities, bicycle boulevards, multiuse paths, bicycle paths, and crossings that support direct routes to key destinations.

The continuous, direct bikeways that will serve Tualatin span multiple functional classifications and streets of varying widths. The specific project required to make each segment safe and comfortable for people of all ages and abilities will depend on the context. The planned Tualatin bike network includes three types of bikeways:

Cross-town connectors	Routes that provide direct access across the city, connecting a string of segments to allow people to bike between neighborhoods and to destinations. Strategic investments to unlock these routes will address barriers by adding wayfinding and providing separation from traffic.
Low-traffic streets	Routes within neighborhoods or quadrants of the city will provide local connectivity. Frequently these will require more minimal investments, such as wayfinding signage and enhanced crossings of roadways.
Trails	Also referred to as shared-use paths, trails are paved and typically 10 to 15 feet wide. The TSP includes recommendations to complete many planned trails to provide facilities for people walking, biking, and rolling.

MINIMUM BICYCLE FACILITIES

The City is adopting the following Bicycle Level of Service standards for new facilities:

- LTS 3 or better on Collectors and Neighborhood Routes
- LTS 2 or better on Local Roads

The projects on the project list address the gaps in the current system and aim to bring all facilities in the City up to this standard.

Planning and design for bicycle facilities considers the context of adjacent motor vehicle facilities and land uses. Facility design will provide higher levels of separation or protection along streets that have higher volumes or speeds of traffic, as outlined in Table 7. Enhanced crossings are planned at bikeway intersections with collectors and arterials.

TABLE 7. PREFERRED BIKEWAY DESIGN

POSTED MOTOR VEHICLE SPEED	CURRENT DAILY VEHICLE VOLUME	IN CLIMATE-FRIENDLY AREA, OR SCHOOL ZONE	ALL OTHER AREAS
< 25 mph	< 1,500	Bicycle boulevard, shared lane	Bicycle boulevard, shared lane
25-30 mph	< 3,000	Conventional bike lanes	Bicycle boulevard, shared lane
25-30 mph	< 3,000-6,000	Buffered bike lanes	Buffered bike lanes
> 30 mph	> 6,000	Separated bike lanes, multiuse path	Separated bike lanes, multiuse path

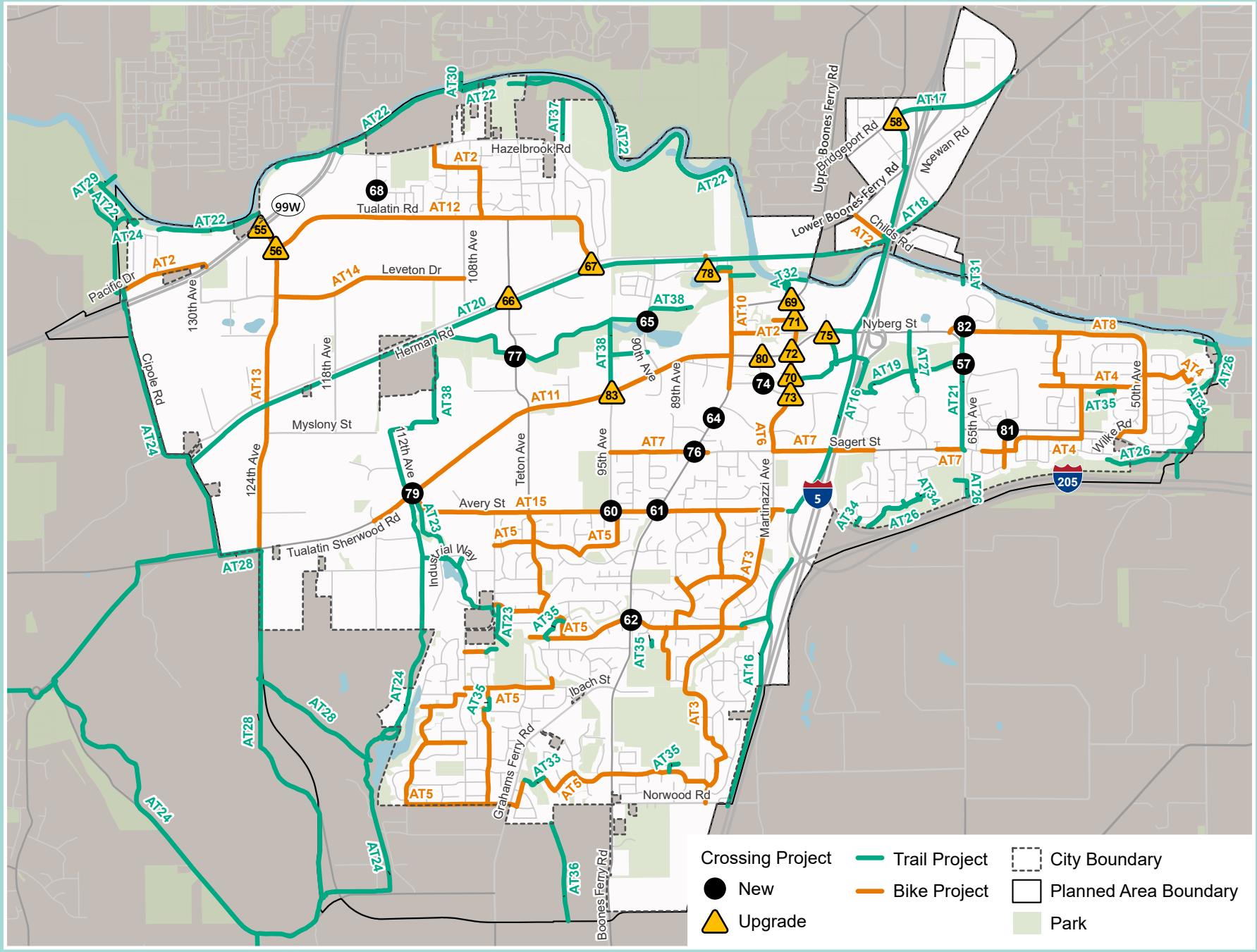
This table is adapted from the National Association of City Transportation Officials' Urban Bikeway Design Guide's Contextual Guidance for Selecting all Ages and Abilities Bikeways. The guide includes more nuanced information to use during project development. Tualatin's standards for bicycle system planning and facilities will result in a safe, low-stress, and comfortable experience for people of all ages and abilities, as outlined in the Urban Bikeway Design Guide and Oregon Department of Transportation's Blueprint for Urban Design.

PLANNED BICYCLE FACILITIES

The planned future bicycle system in Tualatin will be a connected network of safe, low-stress, direct, and comfortable facilities for people of all ages and abilities to bike to their destinations. This system covers the city and includes off-street trails and shared-use paths, low-traffic streets, and bike lanes. The projects outlined in Figure 12 and Table 12 in Chapter 6 are critical to building out Tualatin's bicycle system because they close gaps in the existing bicycle network, enhance existing bikeways, and create new connections to where people live, work, shop, and play. They have been vetted by the Community Advisory Committee and have the support of the broader Tualatin community as a part of a complete transportation system.

The TSP aims to capture all future bike projects, from those whose extents and costs are well-defined and known, to those that are still conceptual (many trails fall into this category). Projects whose funding has been identified are placed on the constrained project list. This list reflects the projects that are feasible with anticipated funding. By contrast, the unconstrained project list includes all desired projects, regardless of funding availability, serving as a broader vision for the future network.

FIGURE 12 . PLANNED BICYCLE PROJECTS (CONSTRAINED)



Some top priority bicycle projects, based on community feedback and the project prioritization process, include:

- DOWNTOWN BOONES FERRY ROAD BIKEWAY- Upgrade the existing bike facilities on Boones Ferry Rd and Tualatin Rd between Warm Springs St and Chinook St to facilities with more cyclist separation from traffic. Include intersection treatments.
- TUALATIN SHERWOOD ROAD BIKEWAY- Upgrade the existing bike facilities on Tualatin Sherwood Rd between Boones Ferry Rd and West of Teton Ave, connecting to the existing shared-use path on the south side of Tualatin Sherwood Rd to facilities with more cyclist separation from traffic.
- NEIGHBORHOOD LOW TRAFFIC BIKING STREETS- Designate mapped street(s) as Low Traffic Biking Streets with slower traffic speeds and elements facilitating cycling by neighborhood or quadrant of the City for implementation.
- NYBERG CREEK TRAIL EXTENSION- Construct a new shared-use path under I-5, connecting 65th Ave in the east to Martinazzi Ave in the west with a spur on the west side of I-5 connecting north to Nyberg St.

TRANSIT PLAN

Transit service is an important part of a balanced transportation system, providing an alternative to private automobile travel for distances too far to walk or bike. TriMet is the primary transit service provider in the City of Tualatin, providing service through Tualatin and connecting with the Metro region, although the City is also served by South Metro Area Regional Transit (SMART). Transit trips within Tualatin are also provided by Ride Connection. The City's partnerships with TriMet and Ride Connection are essential to developing a more comprehensive transit system. Tualatin can also play a direct role in improving transit service by providing facilities that support transit use, such as transit stop amenities, transit supportive roadway treatment such as queue jumps and dedicated transit-only lanes, and strong pedestrian connections. Additionally, the City may choose to seek alternative services to provide local and on demand micro-transit options for Tualatin residents.

Supporting an environment in which transit is a preferred travel option for the Tualatin community requires more than direct investments in transit service. Land use, connectivity, and streetscape features have a major influence on the effectiveness of transit service and will help the Tualatin community get more out of its available transit investments. For this reason, potential local strategies to improve transit service include planning for land uses that are transit supportive, in addition to providing appropriate facilities and connections to transit.

WHERE WE RIDE TODAY: THE EXISTING TRANSIT NETWORK

Regionally, Tualatin is served by TriMet, the state's largest transit agency that provides bus, light rail, and commuter rail service. TriMet has six bus routes – five of which are standard service while one is frequent service - and the WES commuter rail service that provides inner-city and intercity travel in and around portions of Tualatin. Frequent service is defined by TriMet as routes that run every 15 minutes or less most of the day, every day. There are also four TriMet Park & Ride locations in Tualatin. Another regional transit service is provided by SMART, which is operated by the City of Wilsonville and services Wilsonville with connections to the Bridgeport Park & Ride in Tualatin.

Ride Connection's dial-a-ride program serves people in Washington County with weekday door to door rides. Ride Connection operates two local shuttles in Tualatin that circulate on a regular schedule and that are free and open to everyone: the Red Line and Blue Line.

Within Tualatin, bus service is located primarily on roadways that connect users to retail and employment centers in the

City or to destinations outside Tualatin. WES (Westside Express Service), which is also operated by TriMet, is a commuter rail line serving Beaverton, Tigard, Tualatin and Wilsonville. The service operates on weekdays during commute hours with trains every 45 minutes and is intended to connect users to employment centers and MAX service in Beaverton.

In spring 2023, TriMet reports of on-boardings and alightings—that is, stops where people boarded and disembarked—showed that Tualatin had 682 on-boardings and 681 alightings on weekdays. In spring 2019, on-boardings and alightings for weekdays were 1,267 and 1,253, respectively, showing that today's ridership is approximately half of pre-pandemic levels.

TriMet has one frequent service line in Tualatin, Line 76. It runs between the Beaverton Transit Center and Legacy Meridian Park Hospital with connections at the Tigard Transit Center, Washington Square shopping mall, and Tualatin Park & Rides. Standard service lines run along Boones Ferry Road, Tualatin Sherwood Road, 99W, and Lower Boones Ferry Road. However, the City still retains several transit gaps for key destinations within City limits and surrounding communities. The existing transit system is shown in Figure 13.

PLANNING FOR THE FUTURE OF TRANSIT IN TUALATIN

When identifying transit needs for Tualatin's future, the improvements were categorized as:

- Increasing the frequency or the coverage of existing service,
- Improving the reliability of service,
- Maximizing rider comfort while waiting at a transit stop,
- Increasing access to transit stops and first/last mile considerations, and
- Implementing land use strategies to support Transit-Oriented Development (TOD)

These needs lead to the identification of key projects discussed in Chapter 6.

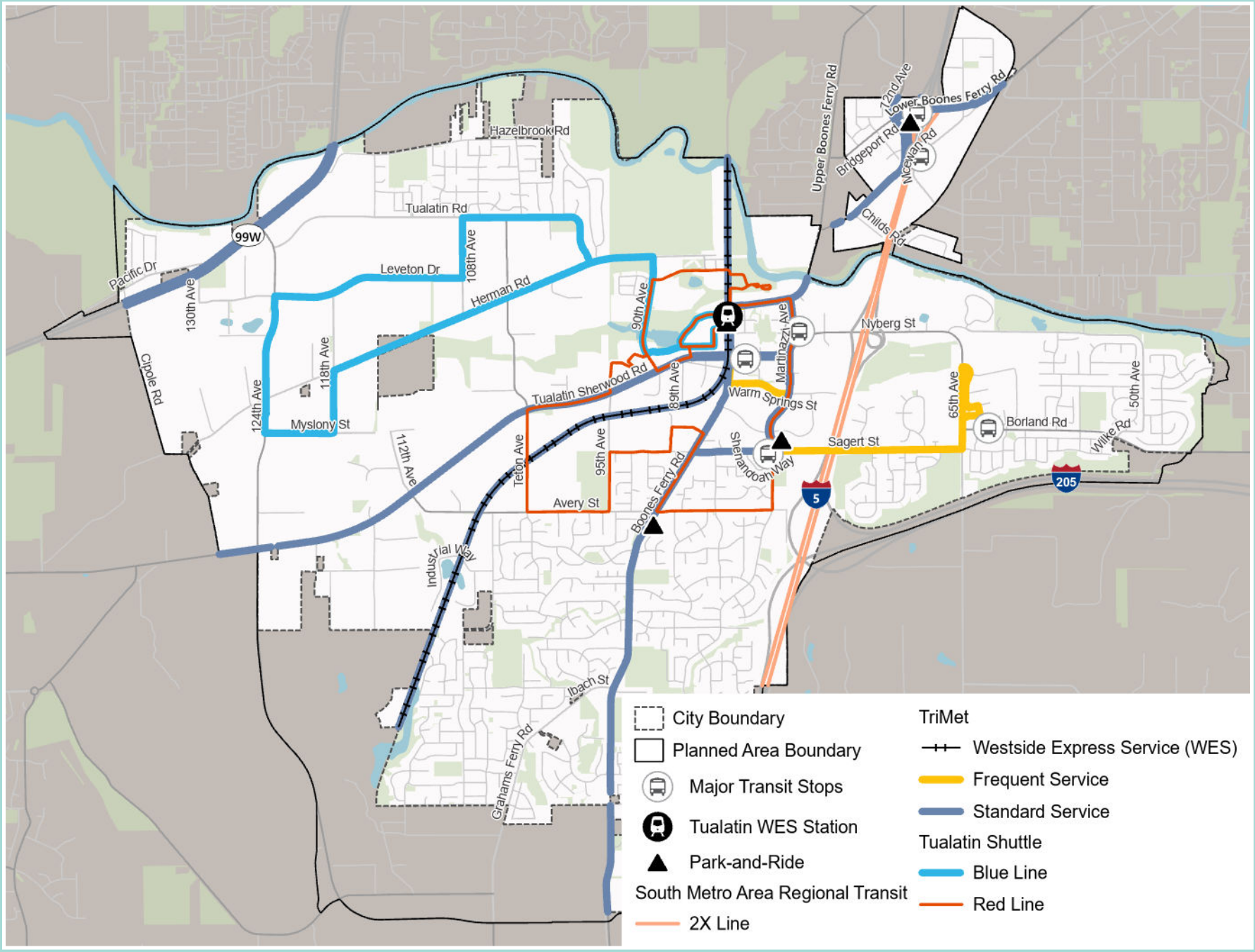
Changes to Transit Service

While Tualatin does not run the transit service, it can work with transit providers to identify areas of the city that may benefit from new or improved fixed route service. Some areas of Tualatin may not have the density or potential ridership needed to support a fixed route bus service. In these areas, alternative transit services such as on-demand service organized through an app or small circulator shuttles that pick up and drop off at key destinations can fill the gap in transit service. There may be opportunities to pilot new and expanded alternative transit services for the general population with providers such as Ride Connection.

Current service needs include:

- Currently, Boones Ferry Road is served by standard (less frequent) bus service. To encourage more transit ridership along this corridor and alleviate vehicle demand, this corridor would benefit from more frequent (at least every 15 minutes during peak times)service.
- Limited transit options to key destinations and employment centers in Tualatin, the surrounding areas, and communities across the northern Willamette Valley.
- Today, the two Ride Connection shuttles in the City operate in a one way loop, which forces some riders to ride the entire circuit to access the stop they need. To improve local shuttle service, shuttles should run in both directions.
- The northeastern portion is the most well served by transit, including Tualatin-Sherwood Road and Boones Ferry Road. However, the western and southern sides of the city, including the new Basalt Creek area, could use more transit service, especially with planned expansion of residential and employment areas.

FIGURE 13 . EXISTING TRANSIT SYSTEM



Transit Bottleneck Improvements

Roadway congestion and delay impact transit reliability and transit riders along with people traveling in personal vehicles. Currently, the corridors with the highest transit ridership are also some of the most congested roadways, which can impact overall ridership. These include Tualatin-Sherwood Road and Boones Ferry Road.

Tualatin owns and maintains many of the roadways in the City and could explore improvements such as transit signal priority or bus queue jumps to decrease those bottlenecks. For ODOT or county-owned roadways such as Highway 99W or Tualatin-Sherwood Road, Tualatin can partner with these agencies to promote congestion relief projects on transit routes. Projects were identified on the TSP project list that decrease delays and help to relieve congestion for all vehicles on priority transit corridors, which makes transit a more reliable and feasible travel option for potential riders.

Transit Amenities

Many of the transit stops in the City could benefit from new or improved amenities such as benches, shelters, real time arrival information, and lighting. Improving these amenities can increase rider comfort while waiting for the bus, potentially increasing ridership. Updating amenities is also an opportunity for Tualatin to partner with TriMet, as TriMet routes are usually located in the City's right-of-way and funding could be split between the agencies if appropriate.

Access to Transit and First/Last Mile Connections

Increasing access to transit involves building out the pedestrian and bicycle networks, including sidewalks, bike facilities, and crossings, to provide complete and safe infrastructure for all residents, regardless of age or ability, to get to transit stops. Often these access improvements are focused on the areas directly around transit stops to provide safe and comfortable connections from a traveler's starting point to their boarding transit stop, and from their alighting transit stop to their destination. These first/last mile connection improvements remove barriers that could prevent travelers from taking transit. Gaps and needs for these connections are discussed in the Pedestrian Plan.

Transit Oriented Development

Transit Oriented Development (TOD) is a set of land use strategies to support transit use and access, especially around major stations or transit centers. These strategies support planning and design decisions by TriMet, private development, and the City to create the conditions around each station that will allow TOD to thrive and enable the city to achieve its land use vision. Some example TOD strategies include encouraging more dense retail and residential development around a transit station, smaller block sizes, including provisions like density or height bonuses for affordable housing, and building infrastructure to encourage non-auto travel modes. Of course, Transit Oriented Development works best when transit service is frequent, efficient, and connects to desired destinations.

PLANNED TRANSIT NETWORK

While the City of Tualatin does not operate the fixed route transit system and thus cannot directly control the fixed route bus and rail operations, the City has the ability to support transit service on its streets and advocate for community transit needs with TriMet, SMART, Ride Connection, and other potential providers. Figure 14 shows the transit network proposed for the 2045 TSP. Key elements of this network include:

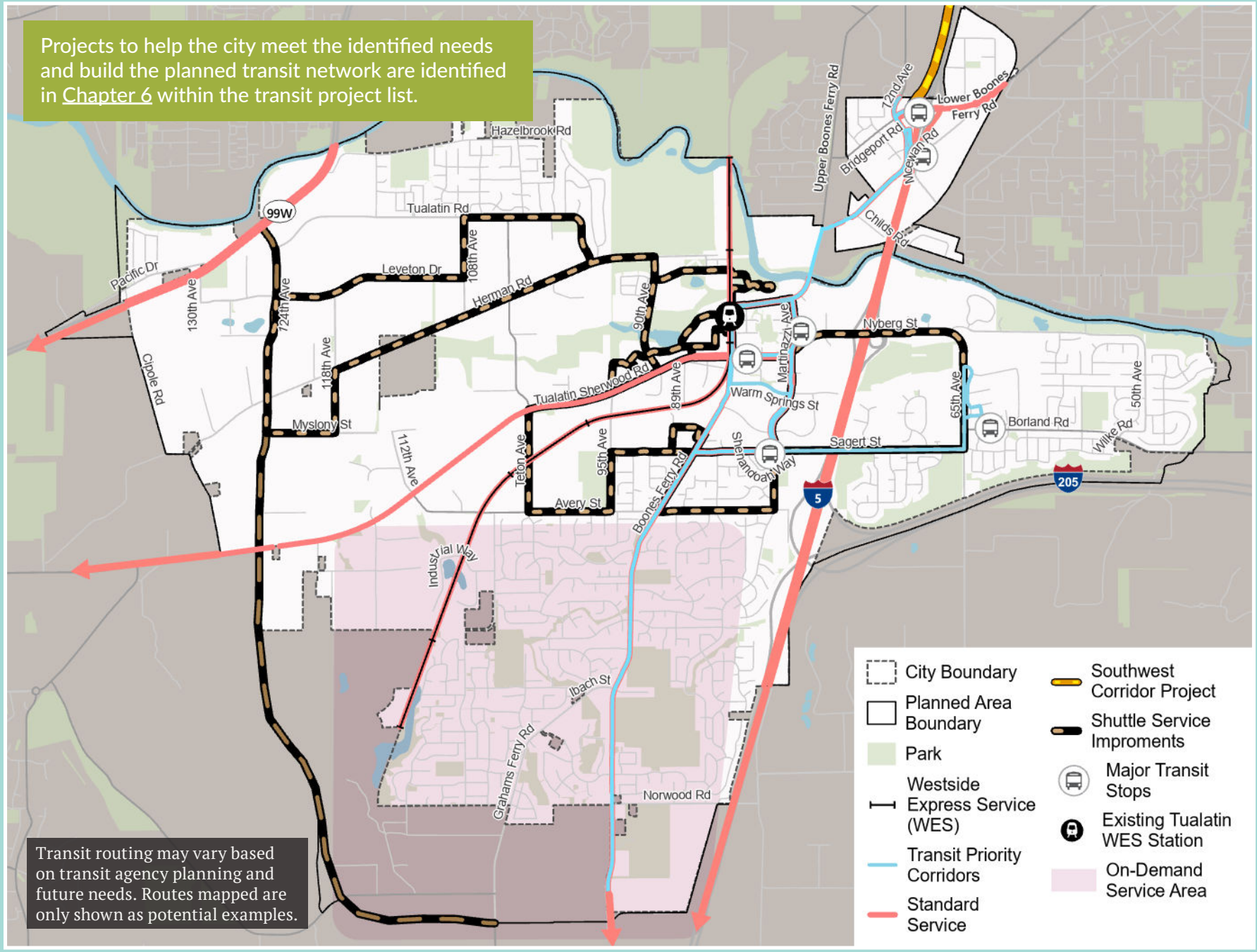
- TRANSIT PRIORITY CORRIDORS: These are routes that will accommodate high frequency transit, including both bus and rail.
- STANDARD TRANSIT SERVICE CORRIDORS: These are streets where the City would like to see transit offered throughout the day, but there may not be demand for frequent service. These may be existing or new fixed routes or shuttles.
- FLEXIBLE SERVICE AREAS: These are areas of the City that do not have the land use to support traditional fixed route service, but where provision of flexible services such as neighborhood shuttles would help community needs, particularly those with fewer mobility options.
- NEW/ENHANCED INTER-CITY TRANSIT SERVICE: These are directions from which Tualatin sees significant travel demand and thus opportunity to efficiently serve longer inter-city trips.

TABLE 8. PLANNED TRANSIT NETWORK STRATEGIES

POLICY	PERFORMANCE MEASURE	POTENTIAL PROJECTS/ACTIONS
TIER 1: TRANSIT PRIORITY CORRIDORS		
Support frequent and reliable service.	Strive for higher average travel speed along key transit routes.	▪ Speed and reliability treatments, such as transit signal priority and queue jumps ▪ Advocate for increased service/reduced headways
Maximize rider comfort.	Stop amenities	Investments in comfort/amenities at major stops; e.g., lighting; seating; comfortable shelters; real time transit information
Expand rider access.	Number of people that can access stops on a low stress network.	▪ Sidewalks/trails connecting to stops ▪ Enhanced street crossings ▪ Bike parking ▪ Curb space management considerations
TIER 2: STANDARD TRANSIT SERVICE		
Support regular service.	Strive for regular service, based on hours/day and days/week	Advocate for regular service and minimum headways
Maximize rider comfort.	Stop amenities	Shared investments in comfort/amenities at stops e.g., lighting; seating; comfortable shelters
Expand rider access.	Number of people that can access stops on a low stress network	▪ Sidewalks/trails connecting to stops ▪ Enhanced street crossings
TIER 3: FLEXIBLE SERVICE NEEDS		
Support flexible services	Percent of the city with access to flexible, on-demand, or shuttle service.	▪ Advocate for flexible service that meets community needs ▪ Support flexible service that is equitable (well publicized, accessible to people of all ages/all abilities) ▪ Partner to support affordable service

Strategies for Tualatin to improve reliability, amenities, and access for each of these components of the transit network are summarized in Table 8.

FIGURE 14 . FUTURE TRANSIT NETWORK



VEHICLE PLAN

The street network serves as the backbone of Tualatin's multi-modal transportation system. These facilities must accommodate many travel modes within their rights of way, with users' experience also shaped by the surrounding land use. Overall, the roadway network is intended to serve auto, freight, and transit needs, as well as people walking and riding bicycles.

WHERE WE DRIVE TODAY: THE EXISTING VEHICLE NETWORK

Streets in Tualatin are owned and maintained by ODOT, Washington County, Clackamas County, and the City. They are designed to fit their classification and purpose, from longer distance mobility to neighborhood circulation to direct access. Their characteristics, including functional class, speed, number of lanes, and intersection treatments, should match the intended use of the facility.

Functional Class

Functional classification is used to sort roadways into classes based on how a roadway is intended to function and who it is intended to serve. Arterials are generally intended to prioritize moving vehicles through an area and connecting them to regional destinations. Primary arterials in Tualatin include 99W, Tualatin-Sherwood Road, and Boones Ferry Road. Collectors are designed to connect users to local destinations, including retail and residential areas. Commercial Industrial connectors provide direct truck, public transit, and vehicular access to commercial and industrial land uses, while Downtown Core connectors are designed to enhance the pedestrian environment in the city's core.

Table 9 includes descriptions and images for each roadway functional classification.

TABLE 9. ROADWAY FUNCTIONAL CLASSIFICATIONS AND DESCRIPTIONS

TYPE	DESCRIPTION	EXAMPLE	PHOTO
Freeway	Freeways primarily serve long distance travel between cities and carry high volumes. They provide only limited access via grade separation and access ramps.	I-5, I-205	
Primary Arterial	Major Arterials are roadways that provide a high degree of vehicular mobility with limited driveway access and have regional significance as major vehicular and transit travel routes that connect between cities within a metropolitan area. They generally have sidewalks on both sides of the roadway, and some have dedicated bicycle facilities.	124th Avenue Tualatin-Sherwood Rd Boones Ferry Rd	
Arterial	Arterials are generally designed to provide a high degree of intra-community connections and are less significant from a perspective of regional mobility, but many also provide transit service. They generally have sidewalks on at least one side of the roadway, and some have dedicated bicycle facilities.	Teton Ave, Herman Rd	
Collector	Collectors assemble traffic from the interior of an area/community and deliver it to the network of Arterials. Collectors provide for both mobility and access to property and are designed to fulfill both functions. Some Collectors provide transit service, sidewalks, and bicycle facilities, but there are gaps.	108th Avenue, Ibach St, 50th Ave	
Neighborhood Route	Neighborhood Routes are typically roads providing access to residential neighborhoods, accommodate more traffic than a local road, and may have restricted or direct access to adjacent properties. They are typically designed with sidewalks for pedestrians, but assume cyclists would ride in the travel or parking lanes.	Siletz Dr, 57th Ave, Iowa St	
Local	Local roadways provide local access, accommodate short trips, and connect traffic to larger roadways for longer trips. They generally do not have transit service or bicycle facilities. Pedestrians are typically accommodated on sidewalks.	SW Iroquois St, Saum Cir, Kiowa Dr, Siuslaw Dr, Arapaho St, Makah Ct	

Roadway Design Standards

The design standards and preferred street and pedestrian elements included for each roadway classification are documented in the city's development code. As the city plans for future roadway projects, these standards clarify the details of the engineering design for the roadway, bike facilities, and sidewalks that match the function of the roadway and support the city's goals for a more safe and walkable environment.

Driveway Access Standards

The Oregon Transportation Planning Rule (TPR) defines "Access Management" as "…measures regulating access to streets, roads and highways from public roads and private driveways." A requirement of the TPR is that new connections to both arterials and state highways must follow designated access management categories. Typically, existing accesses can remain as long as the land use does not change.

In Tualatin, driveway access standards are based on use. In general, as the number of units or parking spaces increases, the number of and approach width for driveways increases. The city must weigh the trade-offs between increased access and slowing traffic due to vehicles turning into and out of a driveway when they set their standards. More information on driveway access standards are available in the Tualatin Development Code (TDC). ODOT and County roadways have their own driveway access standards.

Traffic Operations

The evaluation of existing traffic conditions focused on afternoon peak-hour operations at 21 intersections in the City. Outside of I-5 and Highway 99W, Boones Ferry Road, Nyberg Street, and Tualatin Sherwood Road carry the highest volumes in Tualatin. These and other similar high-volume streets are designated as arterials , indicating that they are built to accommodate the traffic volumes they carry.

One of the standard ways to categorize delay at an intersection is a Level of Service (LOS) analysis. For signalized and all-way stop controlled (AWSC) intersections, the LOS is based on the average delay for all approaches. For two-way stop controlled (TWSC) intersections, the movement with the highest delay is used. The traffic operations for 21 intersections in the City were analyzed using Synchro 11 software and SimTraffic in cases with higher likelihood of congested conditions. The City's current LOS threshold is D and E for signalized and unsignalized intersections respectively.

Of the 21 intersections studied, one study intersection has an LOS below the City's LOS threshold, indicating high amounts of delay. This intersection is at SW 65th Ave & SW Borland Rd and is currently undergoing planning to develop a project to reduce operational issues.

While LOS is the City's standard, it does not capture the entirety of roadway network traffic operations because of its narrow focus on measuring intersection delay. Congestion and long traffic queues are also frequently observed at other intersections, such as Boones Ferry Rd and Martinazzi Ave, but likely do not reflect in a reduced LOS due to Synchro's limitations in showing delay that results from nearby intersections. Long vehicle queues leading to the intersections of arterial corridors, such as Tualatin-Sherwood Road and Boones Ferry Road, can contribute to residents' feelings of congestion, lead to increased rear-end collisions, and increase cut-through traffic into local roads. This cut-through traffic effect is also observed along Boones Ferry Road, 65th Avenue, Borland Road, and other Tualatin roads that are used to get around congestion problems on Interstates 5 and 205, with detrimental safety, livability, and walkability impacts on the Tualatin community.

Freight

Tualatin's local freight network plays an important role in connecting trucks to industrial areas located in the west part of the city, supporting the local and regional economy. Within Tualatin arterials provide the primary connection for freight traffic from state highways to industrial areas. Understanding which routes are designated for freight travel will play an important role in improving travel for pedestrians and bicyclists within Tualatin, as roads with high volumes of large trucks can be some of the most stressful for these users. Figure 15 shows the City's designated freight network.

Safety

In evaluating the performance of Tualatin's street network, it is important to consider this performance from a safety perspective. Collision data for 2017-2021 was analyzed to understand geographic trends, crash risk factors, and the details of severe collisions and/or those involving a pedestrian. Around 80% of collisions in Tualatin occurred on arterials, with many of these collisions occurring on SW Tualatin-Sherwood Road. Of all collisions analyzed, 57% were rear-ends, 17% were due to turning movements, and 11% were due to overtaking. There were no fatal collisions in Tualatin in this timeframe. The most common cause of bicycle-involved collisions was from vehicles making turning movements. From 2017-2021, there were a total of 23 bicyclist involved collisions and 21 pedestrian-involved collisions (1.9% of total collisions). Comparatively in Washington County, there were 388 bicyclist involved collisions, 579 pedestrian-involved collisions, and 123 fatal collisions; in the state of Oregon, there were 3277 bicyclist involved collisions, 4624 pedestrian-involved collisions, and 2541 fatal collisions. More details about collisions in Tualatin can be found in the Technical Appendix.

PLANNING FOR THE FUTURE OF DRIVING IN TUALATIN

As Tualatin aims to upgrade its transportation system, key challenges on its roadway system were identified during the initial analysis of existing and future conditions. Tualatin's future roadway network will aim to improve connectivity, traffic flow, and safety for all users.

Overall, the City looks to maintain its level of service standardsof intersection LOS D or better for all signalized intersections, roundabouts, and all-way stop-controlled intersections, and LOS E or better for two-way stop-controlled intersections. For all unsignalized intersection types, the LOS movement approach standards have also been updated to ensure no movement approaches at unsignalized intersections reach LOS F.

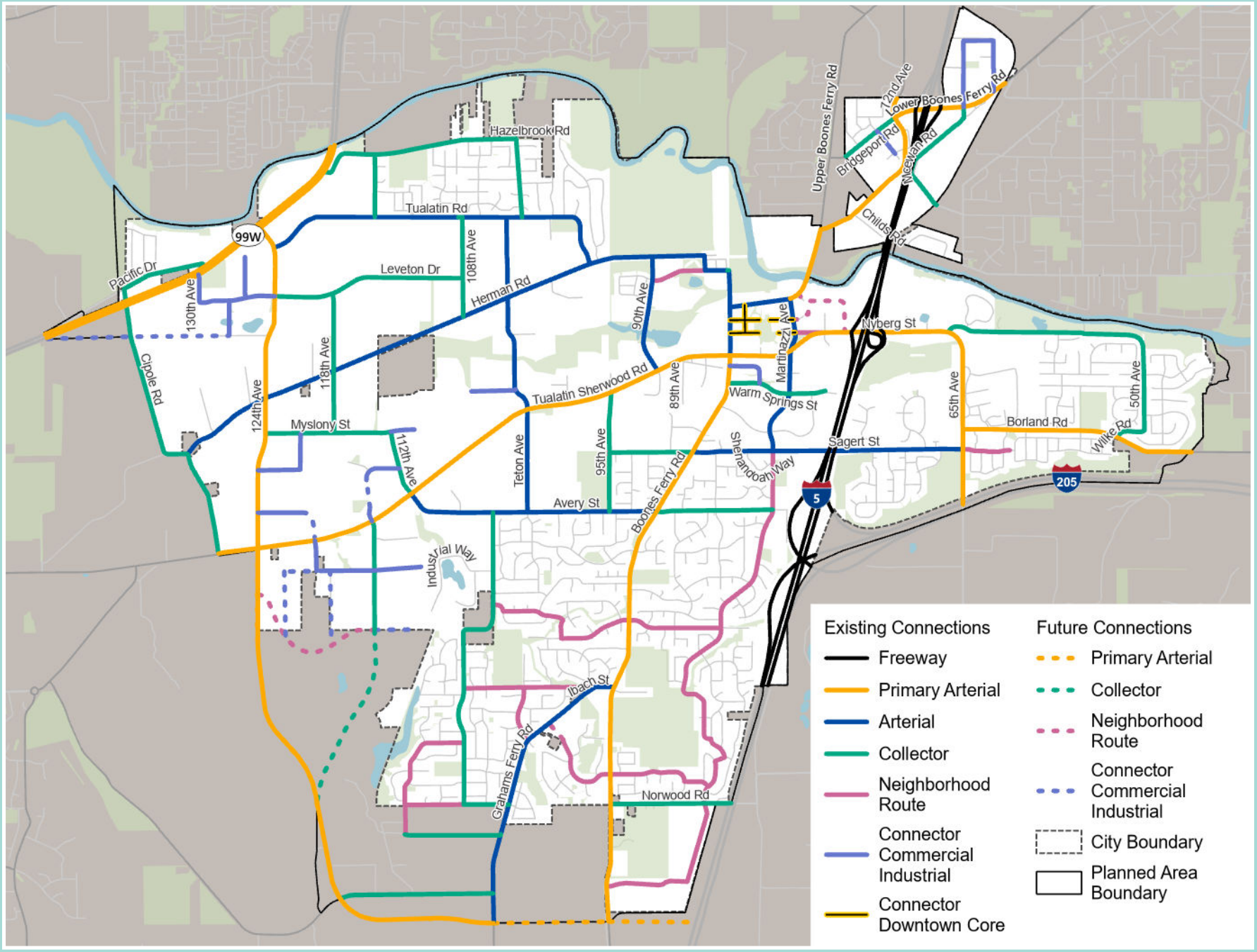
Future Traffic Operations

By 2045, it is expected that seven of the twenty-one study intersections will have an LOS that does not meet the City of Tualatin's standards.

- SW 90th Ave & SW Tualatin-Sherwood Rd
- SW Boones Ferry Rd & SW Tualatin-Sherwood Rd
- SW 65th Ave & SW Borland Rd
- SW 65th Ave & SW Sagert St
- SW Martinazzi Ave & SW Boones Ferry Rd
- SW Bridgeport Rd & SW Lower Boones Ferry Rd
- SW Tonquin Rd & SW Grahams Ferry Rd

These intersections were evaluated for potential mitigations to address the congestion at these locations. These projects are included on the TSP Complete Streets project list in Chapter 6. More details on the future network analysis can be found in the Technical Appendix. At some locations, capacity improvements were not programmed because they were judged to be too impactful to the surrounding area, such as SW Boones Ferry Rd at SW Martinazzi Ave in Downtown Tualatin, or because they would result in roadways larger than the community's vision for them, such as at the intersection of SW Bridgeport Road with SW Lower Boones Ferry Rd and SW 72nd Ave. Where there are known operational issues at other locations not included in the analysis due to ongoing construction – such as Tualatin-Sherwood Road and Teton Avenue - these are still areas of potential improvement.

FIGURE 15 . ROADWAY FUNCTIONAL CLASS AND PLANNED CONNECTIONS



Complete Streets and an Integrated Transportation Network

'Complete Streets' provide adequate facilities for all modes of travel – such as good sidewalks for pedestrians, bike lanes for cyclists, comfortable transit stops, and travel lanes with adequate capacity for vehicles, along with landscaping and other features to make them aesthetically pleasing. The development of a Complete Streets policy was a major action item identified as part of the City's Climate Action plan. As part of this 2045 TSP, a goal of the City is to create a more complete, integrated transportation network across Tualatin. Various gaps in the roadway network were identified as potential areas of improvement to achieve complete street goals. Collision crash risk factors were also used to identify potential improvements for the project list. Ultimately, designing roadways as complete streets ensures that they are able to offer safe and accessible travel to people of all ages and abilities. Within the constrained project list, several projects are categorized as "Complete Streets" projects which include projects that enhance existing roadways to consider multi-modal users, create new signals and roundabouts, improve intersections, update signal timings, and improve overall safety.

Functional Classifications, Roadway Policies and Upgrades

Analysis for the TSP identified potential upgrades to road classifications. Roadway functional classes were evaluated to determine if their current classification was still appropriate for the usage, traffic volumes, and traffic speeds of that roadway. After this evaluation, a new classification was created for neighborhood routes and several roadways received a functional class update. Figure 16 shows these updated functional classes within the planning area.

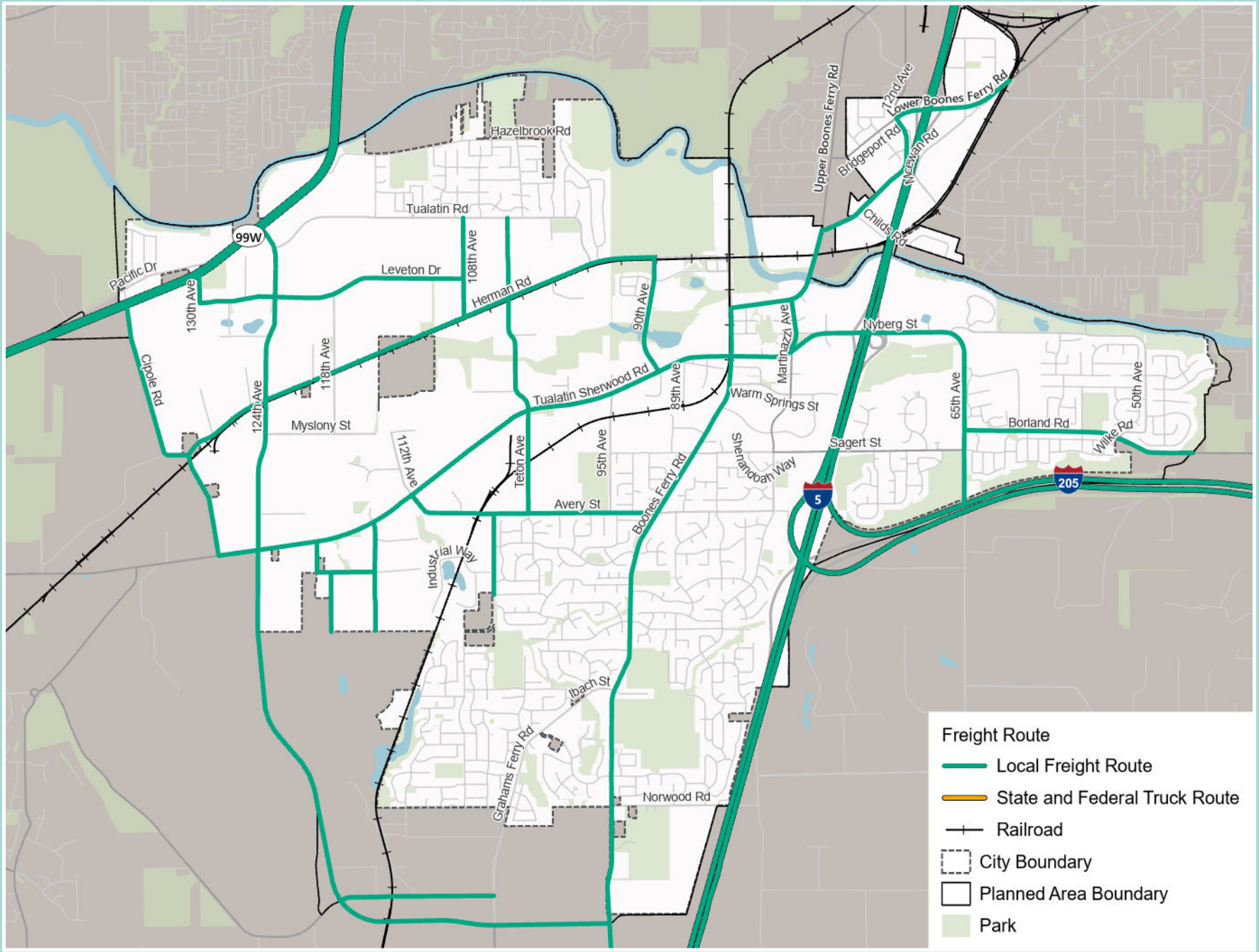
Local Street Connectivity Improvements

Ensuring local street connectivity provides transportation users with a well-connected network that helps reduce traffic volumes, delays, and improve safety and route options. The Oregon Transportation Planning Rules provide additional guidance to supplement the City's approach to local street connectivity improvements by requiring that cities set block length and block perimeter standards at distances that allow for pedestrian network connectivity. Proposed new street connections are shown in the functional class map in Figure 16.

Good connectivity in a street network enhances travel options. It is important that, as areas develop around the city, they include a street network that provides connectivity in multiple directions. In many locations existing streets have been built with a 'stub' connection – stopping at the edge of existing development – and to provide connectivity these streets need to be extended through new development when it occurs. This TSP includes several Complete Streets projects, which include intersection enhancements, roadway upgrades, and signalization improvements. While there is only one project on the constrained project list which specifically provides a new roadway connection – a new roadway crossing across I-5 near the Bridgeport Interchange – other projects are also positioned to improve local street connectivity, especially to the new Basalt Creek Development Area.

Two projects in the TSP constrained project list overlap with projects highlighted in the Basalt Creek Transportation Refinement Plan, which focused on providing transportation network recommendations across the Basalt Creek Area. These two projects are along Tonquin Road and Boones Ferry Road, respectively, and aim to improve connectivity through roadway upgrades, such as enhanced sidewalks, multimodal paths, and signalization improvements. These two projects are mapped as part of the TSP's planned Complete Streets projects in Figure 17.

FIGURE 16 . FREIGHT NETWORK



Freight Policies and Network Changes

Tualatin's freight network is intended to guide roadway planning and direct heavy vehicles along specific roadways in the City. For freight, this means ensuring major and minor arterials can act as the main backbone for trucks to move into, within, and out of the city. In reviewing the current freight network alongside future growth projections, the City updated the freight network to better meet its future needs, which is mapped in Figure 15.

PLANNED VEHICLE NETWORK

Upgrades to Tualatin's vehicle network will ensure the City's ability to meet Complete Streets goals and ensure a reliable and safe transportation network. Several projects on Tualatin's TSP Constrained Project list aim to make improvements to this network in various ways across the city. Figure 17 shows the complete streets network proposed for the 2045 TSP, including new street connections.

Improvements to the roadway network can be categorized across the following:

- Intersection Modifications
- Safety Improvements
- New signals/signal timings
- Upgrades
- Widening
- Adaptive Signal System Implementation

TRANSPORTATION OPTIONS PLAN

Transportation Demand Management (TDM) aims to reduce the usage of single-occupancy vehicles and promote shared and active modes of transportation. TDM projects are often employer-based and can include incentives, such as free transit passes, rewards for reducing single-vehicle occupancy use, employee education programs, or new infrastructure for bicycles. While TDM can often focus on employment and peak commute travel, a Transportation Options Plan looks to provide more transportation options throughout the day and in all communities.

In accordance with Oregon's Transportation Planning Rule (TPR) and Tualatin's Climate Action Plan, Tualatin is taking steps to reduce single-occupancy vehicle use. TDM measures can help to accomplish these goals. Metro recently completed a TDM Inventory that assessed the needs and opportunities for TDM programs throughout the Metro region.

There are currently several existing TDM and transportation programs that connect Tualatin to other cities within Washington County and the surrounding metropolitan area, and Tualatin supports and appreciates the work of these programs. Additionally, Tualatin is included within the Portland Air Quality Maintenance Area, meaning that the Department of Environmental Quality's Employee Commute Options rules apply to employers within Tualatin that have more than 100 employees at a single work site. These employers must provide commute options to employees to reduce the number of cars drive to work.

In Tualatin, there are around 4,000 employees that are eligible for the Department of Environmental Quality's Employee Commute Options (ECO) program . Currently, there are 109 incentives under the ECO program that commuting employees can use, including bike lockers, showers, subsidized TriMet passes, and more.

Westside Transportation Alliance program

The Westside Transportation Alliance program is a Transportation management Association that serves Washington County, including Tualatin, Tigard, Wilsonville, Beaverton, Hillsboro, Forest Grove, and more. They offer workplace services and programs to encourage employees to commute by transit, carpool, vanpool, bicycling, teleworking, and walking. Various programs they host across the county include the Active Transportation Challenge, the Transportation Incentives Program, carpool matching, and e-bike loans. They also frequently collaborate with Get There Oregon, TriMet, local businesses, and equity work groups. WTA currently has some of the major employers in Tualatin in their membership but also work with non-members to develop TDM strategies.

Transit Programs

The Ride Connection program provides community shuttles in rural Washington County, Forest Grove, Tualatin, King City, and North Hillsboro. These shuttles are open to the public and connect to grocery stores, community hubs, and transportation stations. Within Tualatin, this program operates the Tualatin shuttle, which includes two shuttle lines that provide transportation to and from the Tualatin Park and Ride and the Tualatin WES Commuter Rail Station.

Both TriMet and SMART Transit support transportation option goals by operating various park and rides, providing vanpool and carpool support, and operating the Emergency Ride Home program, which supports carpool and transit commuters by providing emergency rides home per year.

Metro's Regional Travel Options Program

METRO is the regional governmental agency that encompasses various cities, including Tualatin, within Clackamas, Multnomah, and Washington counties and surrounding areas. METRO provides a Regional Travel Options program, which offers funding and support for travel demand management across the region, including support for policy development, outreach, education, direct services and resources, collaboration, research, and evaluation.

Safe Routes to School Program

The Tigard-Tualatin School District is a participant in the Safe Routes to School Program, in conjunction with support from METRO and the Federal Transit Administration. The program offers incentives, funding, education, and infrastructure improvements to bring together teachers, school administrators, parents, and city officials to encourage active transportation options to and from schools throughout the district. All public schools within Tualatin have a Safe Routes to School program and dedicated regional coordinator.

The METRO Regional Safe Routes to School program provides additional resources, funding, and education to support Safe Routes to School programs and infrastructure. METRO also provides an interactive map tool showing school demographics, safety data, and status information on each school's Safe Routes to School program.

FUTURE TRANSPORTATION DEMAND MANAGEMENT NEEDS EXPAND PERFORMANCE TARGETS

The population within Tualatin and the surrounding regions continues to grow, which will put increasing pressure on the transportation system. Of the total population that live or work in Tualatin, only 5% both live and work in the City.

Most live outside of Tualatin and come into the city for work, many of whom commute from outside the Metro region. These employment trends showcase the importance of collaborations with regional TDM organizations like Metro and WTA, local TDM programs like SMART in Wilsonville, and the need for flexible commute options across various geographies.

A strong TDM strategy will need to consider the geography of Tualatin and its connections to the surrounding region to properly identify impactful transportation options resources, particularly for historically marginalized and underserved communities. Areas to keep in mind are:

- The areas around the I-5 interchanges, with a greater portion of Tualatin's population that identifies as Non-White and Hispanic or Latino and where the highway acts as a divider for east-west active transportation trips.
- The areas between 124th Ave and Cipole Road; between 65th Ave and the eastern Tualatin limits; and between the railroad track, Boones Ferry Road, and Avery Street, where the number of households with no vehicles in Tualatin is highest.
- A large percentage of people who work in Tualatin live outside the Metro area, sometimes commuting longer distances, and could benefit from transit service and/or carpooling, vanpooling, incentives, and other TDM measures to reduce their vehicle-miles traveled.

Currently, 4,000 employees are eligible for the Employee Commute Options (ECO) program within Tualatin. Continued encouragement for employers to participate in TDM programs, such as ECO, and an expansion of similar TDM programs provides mutual benefits to all members of the community. Potential programs can include an expansion of WTA's e-bike loan program into Tualatin, the creation of vanpool subsidies, and new commute incentives. Other actions the City can take include increasing transit options, exploring new park and ride locations, and educating commuters about current carpool and vanpool options.

Investment into TDM programs benefit all members of the community – from employers who can attract and retain employees to employees who can reduce their commute costs. Ultimately, the entire community can also reap the benefits of reduced congestion and improved air quality.

RAIL, WATER, AIR, AND PIPELINE PLAN

There are several other transportation modes that are present in and around Tualatin. The City has rail lines and pipelines that pass through it, access to waterways such as the Tualatin River, and an airport within driving distance.

Rail

Tualatin has two rail operators, one commuter and one freight line. The commuter line, WES, carries transit passengers while freight rail is operated by Portland & Western (PNWR). There are multiple at-grade crossings throughout Tualatin, including at the Tualatin-Sherwood Road and Boones Ferry Road intersection, a key intersection for vehicle travel in Tualatin. This was identified as a potential operational issue for vehicle movement at the intersection and addressed as part of the vehicle plan. Long trains or blockages of the at-grade crossings in Tualatin, particularly Tualatin-Sherwood Road, have significant impacts on travel in and around Tualatin and the Downtown Tualatin area.

During the TSP process the only rail need identified was the potential for an additional WES station in the Basalt Creek area of southwest Tualatin. This project was included on the Transit project list in Chapter 6. Conversion of at-grade crossings to grade-separated crossings could improve safety and reduce the effects of long trains and/or operational issues on the Tualatin community.

Water

Many companies in Tualatin produce goods that are transported by ship, or receive goods transported by ship. The viability of marine transport to and from the Portland area affects businesses in Tualatin. The closest major marine ports are the Port of Portland and Port of Vancouver, both approximately 22 miles north of Tualatin.

Within Tualatin, marine travel is limited to the Tualatin River which has recreational (non-motorized) boat ramps and launch platforms at the following parks:

- Jurgens Park
- Tualatin Community Park
- Browns Ferry Park

An additional non-motorized launch point in the downtown area has been identified through parks planning as a desirable amenity for the Downtown Tualatin area.

Air

While there are no airports in Tualatin, residents have access to five nearby airports. Portland International Airport (PDX) is the main international connection, located 16 miles north of Tualatin. The continued viability of air travel, with frequent and efficient routes to many destinations, is important to Tualatin residents.

Pipeline

There is a natural gas pipeline, operated by Northwest Natural Gas Company, which runs north to south from Bridgeport Village through Lower Boones Ferry Road and then through Boones Ferry Road. T he pipeline has terminals in Durham, Oregon, and Wilsonville, Oregon.

No planned changes or new issues with pipelines were identified in the TSP process.

5. TRANSPORTATION FUNDING

The TSP lays out a framework and project list to support the City's goals to improve multimodal safety, address traffic challenges, and maintain the existing roadway network over the next two decades. The constrained project list described in Chapter 6 primarily consists of projects under the jurisdiction of the City of Tualatin, but will require funding from a combination of sources, including state, regional, and local funds as well as contributions by private entities. This chapter summarizes how Tualatin's transportation system is funded today and outlines strategies for funding the priorities laid out in the TSP in the coming decades.

SUMMARY OF EXISTING TRANSPORTATION FUNDING PROGRAMS

Transportation expenses in Tualatin are distributed across several key funds to ensure effective management and financing of its transportation projects:

- Road Utility Fee Fund: Primarily supports Tualatin's ongoing pavement maintenance, sidewalk, and street tree programs through fees charged to property owners.
- Road Operating Fund: Covers daily operational costs, including maintenance, minor repairs, and administrative costs. A small portion is allocated to capital projects but has been decreasing as more funds are spent on increasing regular maintenance costs.
- Transportation Development Tax Fund: A restricted revenue source coming from development fees intended to fund transportation infrastructure improvements required due to growth and new developments in the City.

From 2013 to 2024, total transportation expenditures have significantly increased, reaching nearly $14 million in 2024 compared to around $2 million in 2013. The Road Utility Fee Fund has seen consistent growth, reflecting the increasing focus on road-maintenance and utility-based funding. Funding for major infrastructure projects has also increased over the last ten years, showing a growing focus on one-time major capital improvement projects within the transportation network, which may lead to more day-to-day operational costs and maintenance expenditures in the future.

SUMMARY OF EXISTING FUNDING SOURCES

Tualatin's transportation funding comes from various federal, state, and local sources, including:

- **State Highway Fund (SHF)**: A state funding program composed of State Motor Vehicle Registration and Title Fees, Driver License Fees, State Motor Vehicle Fuel Taxes, and Weight-Mile Tax. SHF funding is distributed among three jurisdictional levels: the State (50%), Counties (30%), and Cities (20%). Tualatin receives a share of the 20% City allocation.
- **Transportation Development Tax:** Collected when new developments, and occasionally redevelopments, occur within the City to fund growth-related improvements on the City's project list. Funding from this source includes both direct payments to the city as well as credits towards the charge issued by the City.
- **Road Utility Fee Revenue:** Generated from fees paid by residents and businesses for local road maintenance. In Tualatin, this fee is used exclusively for street maintenance, landscape enhancements along the right-of-way, street tree replacement, and street lighting.
- **Sidewalk/Tree Program:** Collects fees and other tax sources and directs revenue towards sidewalk repair/ replacement and managing urban trees.
- **Washington County Gas Tax:** Washington County has its own gas tax, which supplements the state gas tax collected for the State Highway Fund. This revenue supports transportation projects, such as maintenance and improvements.
- **Vehicle Registration Fee:** Washington and Clackamas counties both collect a vehicle registration fee when residents register or renew their vehicle licenses. Tualatin's portion of the fee supplements funding for local road improvements and supports the Pavement Maintenance Program.
- **Fee in Lieu:** Charged to developers opting out of direct transportation improvements in new developments. This is generally eligible for credit towards the TDT.
- **Urban Renewal:** Diverts property tax revenues for eligible capital projects within urban renewal areas (URA). Eligible projects for funding must be located within the URA or support other general improvements within the URA.
- **Interest on Investments:** Earnings generated from investing into transportation-related funds providing a small, but stable revenue source.
- **Grants:** The City of Tualatin applies for and can receive grant funding to support a transportation capital project. This type of funding is uncertain to predict.
- **Development Mitigation:** While not a direct funding source, development mitigation provides a way for the City to achieve transportation improvements by incentivizing developers to construct transportation infrastructure aligning with the city's goals and the development project. The City may incentivize this by offering developers credits against their Transportation Development Tax obligations.
- **Parks System Development Fees:** The funding plan also includes allocations from the city's Park System Development Charges as part of the capital funding mix, though their contribution is limited and gradually increases at a very slow rate over the forecast period. This reflects the targeted role of parks-related funding in supporting transportation infrastructure where park projects intersect with transportation needs such as regional trails facilities.

Over the period from 2013 to 2024, total revenues for transportation in Tualatin have steadily increased from $3 million per year to nearly $8 million. The largest revenue source throughout this time is the State Gas Tax, which has remained stable overall at approximately $2 million per year.

The Tualatin Moving Forward bond measure created a limited duration fund that funded the completion of 36 projects improving traffic flow, neighborhood safety, and access to schools and parks. While this funding source is not projected as part of future revenue, it serves as an example of a very successful mechanism to implement transportation projects throughout the city.

FUTURE TRANSPORTATION FUNDING

Oregon mandates that TSPs identify potential future funding sources to ensure long-term viability and support for their outlined transportation needs and project lists. This includes assessing existing revenue streams, like the existing funding sources summarized above, and exploring alternative funding sources. The City's most recent forecast includes an analysis of current and projected revenues from various sources, such as local taxes, state and federal funding, development fees, and other potential financial mechanisms.

Tualatin's financial forecast anticipates an increase in both capital and operations & maintenance funding from 2024 to 2045, projecting total funding to rise from approximately $8 million per year in 2025 to nearly $17 million by 2045. Table 10 shows projected capital and operation & maintenance funding for Tualatin's transportation system from 2024 to 2045.

The total projected funding over the entire period is $151.53 million for capital and $88.78 million for operations.

CAPITAL FUNDING FORECAST

Capital funding is expected to grow steadily with significant contributions from the Transportation System Development Tax and consistent revenue streams from the SHF Apportionment. Additional funding will come from Vehicle Registration Fees, County Fuel Tax, Park System Development Charges, House Bill (HB) 2017, Urban Renewal District contributions, and Parks Bond Proceeds. It is likely that Park System Development Charges contributions and Park Bonds Proceeds will remain limited, and future funding may not be available for transportation funding, depending on the level of new development and interaction between park projects and transportation needs.

The City should continue to actively pursue federal and state grants to diversify funding sources and increase financial flexibility.

TABLE 10. SUMMARY OF TRANSPORTATION FUNDING

TIMEFRAME	CAPITAL FUNDING	OPERATION & MAINTENANCE FUNDING
2024-2030	$35,410,000	$21,570,000
2031-2045	$116,110,000	$67,210,000
Total Funding	$151,530,000	$88,780,000
Average Annual Amount	$7,215,714.29	$4,227,619.05

Note: the summaries of local city funding do not include federal highway passthrough funding administered by the MPO.

While grant funding can provide an additional financial resource, grant funding is competitive and may not be guaranteed.

HB 2017 provides an increasing revenue source within Oregon as part of the Keep Oregon Moving legislation, which provides funding for road maintenance, highway improvements, public transit, pedestrian and bicycle infrastructure, and congestion relief projects. This bill will continue providing financial resources for local jurisdictions like Tualatin well into the future.

OPERATIONS AND MAINTENANCE FUNDING

As the City continues to grow and invest in new capital projects, maintenance and operations expenses will also continue to grow. Identifying potential funding sources is vital for the City to keep up with its future operations and maintenance needs. While projections indicate steady growth in key funding sources (including the State Highway Fund, County Fuel Tax, Vehicle Registration Fee, and Road Utility Fee) over the planning horizon, this growth may be insufficient to meet the rising demand from 2024 to 2045. Overall, the State Highway Fund Apportionment is expected to provide the largest share of operations and maintenance funding, with consistent growth year after year. Meanwhile, the Road Utility Fee acts as the city's largest local funding source with projected increasing revenue to match the increasing maintenance demands of the transportation network.

6. RECOMMENDED INVESTMENTS

Building upon the understanding of existing and future network gaps, feedback from the community, and the funding outlook for Tualatin over the next 20 years, the City created a financially constrained project list that would support their vision for the transportation network.

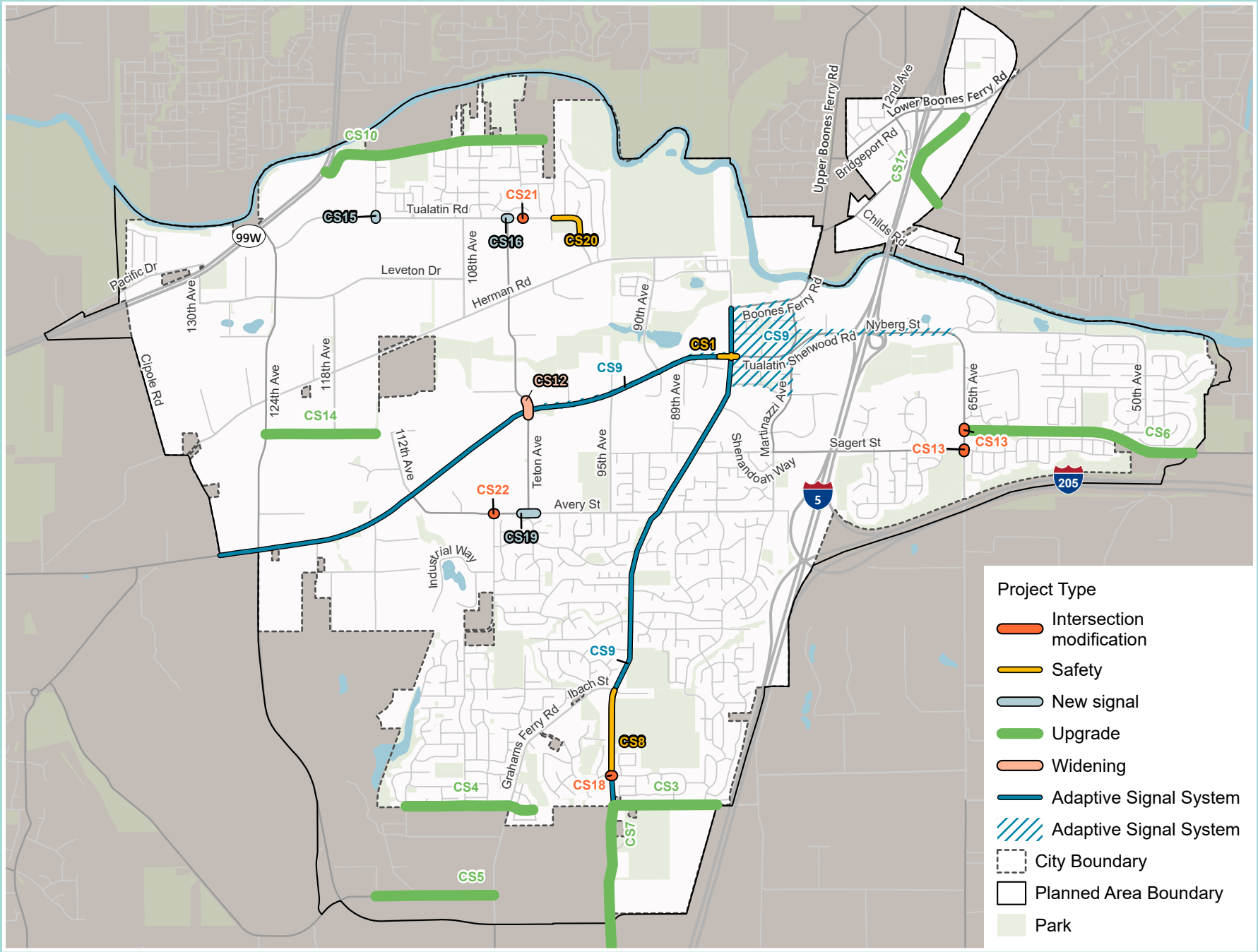
The City identified 114 projects that are grouped into three different categories:

- COMPLETE STREETS PROJECTS: projects that enhance intersections, build roadway capacity to address bottlenecks, address safety concerns, or bring roadways to city standards to improve the function and flow on streets within the City. These may incorporate bicycle and pedestrian improvements to address locations that accommodate all modes of travel.
- ACTIVE TRANSPORTATION PROJECTS: infrastructure such as sidewalks, bike facilities, crossings, and trails that will improve the environment for people walking and rolling.
- TRANSIT PROJECTS: transit supportive amenities and planned new or enhanced service to connect people within Tualatin to key destinations both within and outside of the City.

The TSP started with a large list of potential projects gathered from the analysis and public feedback. These were prioritized based on state TPR prioritization criteria and how well the project met the City's transportation goals. Per the TPR, the financially constrained project list can total up to 125% of projected revenues for transportation. With an estimated $151.53 million in estimated revenue over the planning horizon, the list can total no more than $189.41 million. The financially constrained project list contains $71.7 million in Complete Streets projects, $106.8 million in Active Transportation projects, and $500,000 in Transit projects for a total projected costs of $179 million. Cost estimates in the project tables are noted on a scale of $-$$$$$ to indicate relative cost, and detailed estimates are included in the Technical Appendix.

In addition to the financially constrained project list, the City has identified a number of regional projects that are not a part of the City's list but that Tualatin supports to enhance livability throughout the region. These projects would be funded and managed by various other agencies, such as Washington County, Clackamas County, ODOT, and other local and regional government organizations. Many of the ideas identified throughout this planning process were not only capital improvements but also maintenance, education, and programmatic opportunities to enhance the transportation system. These programs are identified for ongoing implementation.

FIGURE 17 . FUTURE COMPLETE STREETS PROJECTS



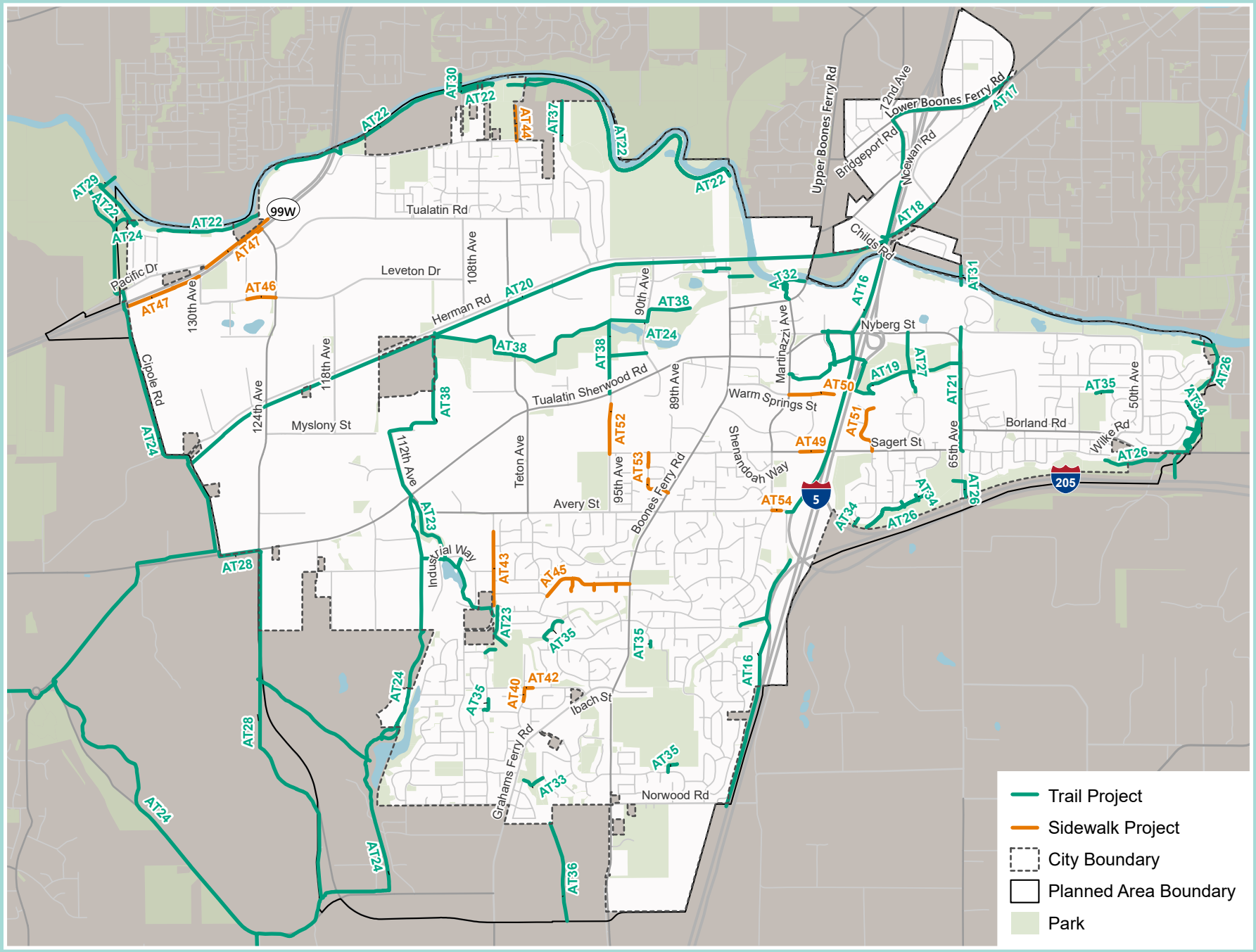
COMPLETE STREETS PROJECTS

TABLE 11. COMPLETE STREETS PROJECT LIST

PROJECT NUMBER	PROJECT TITLE	PROJECT DESCRIPTION	COST ESTIMATE	FUNDING SOURCE	CURRENT ROAD AUTHORITY
CS1	Tualatin-Sherwood Road and Boones Ferry Road and Portland & Western Railroad	[Bigger Project] Grade-Separate Tualatin-Sherwood Road from the railroad and/or Boones Ferry Road to eliminate the at-grade rail crossing and improve traffic flow, safety, and walking and cycling in this area. This would include one road and/or the railroad bridging over or tunneling under the other road and/or railroad. This could be revised to [Smaller Project] additional turn lanes and/or through lanes and improvements for walking and cycling to improve flow and safety at this intersection	$$$-$$$$$	State Highway Fund (SHF)	Tualatin, Washington County
CS2	New roadway connection across I-5 near the Bridgeport Interchange	Create a new two-lane (with sidewalks and bike lanes) bridge crossing Interstate 5 in the Bridgeport interchange area	$$$$$	SHF	ODOT
CS3	Norwood Rd	Upgrade SW Norwood Road to urban roadway standards, including multi-use path and/or sidewalk and bike lanes,enhanced crosswalks, and signal or roundabout at Norwood/Boones Ferry intersection	$$$$	SHF	Washington County
CS4	Helenius Rd	Upgrade SW Helenius Road to urban roadway standards, including sidewalk and bike facilities	$$$	SHF	Tualatin
CS5	Tonquin Rd	Upgrade SW Tonquin Road between SW Waldo Way and SW Grahams Ferry Road and add sidewalks and bike lanes. Includes signal or roundabout at Tonquin Rd/Grahams Ferry Rd	$$$	SHF	Tualatin
CS6	Borland Rd from 65th Ave to Tualatin city limits	Upgrade SW Borland Road to urban roadway standards, includes new pedestrian crossing at Saum Creek Greenway Trail, sidewalks, and upgrade existing bike facilities along these extents to facilities with more cyclist separation from traffic. No new vehicle lanes are anticipated.	$$$	SHF	Tualatin
CS7	Boones Ferry Rd Upgrade (Norwood to Future City Limits)	Upgrade to urban standards and add multi-use paths on both sides or sidewalks plus additional separation for cyclists. No new vehicle lanes are anticipated.	$$$	SHF	Tualatin
CS8	Boones-Ferry Road & Tualatin High School Area	Improvements for traffic safety and flow in the Boones Ferry Road / Tualatin High School area, including intersection treatments to facilitate pedestrian and bicycle crossings and turning movements	$$$	SHF	Tualatin
CS9	Adaptive Signal System Update and Possible Expansion	Update or replace the existing SCATS adaptive traffic signal control system in Tualatin. Includes costs for a consultant to develop new timing/coordination plans for each signal in the updated system. Possible expansion to additional signals along Boones Ferry or Elsewhere	$$$	SHF	Tualatin

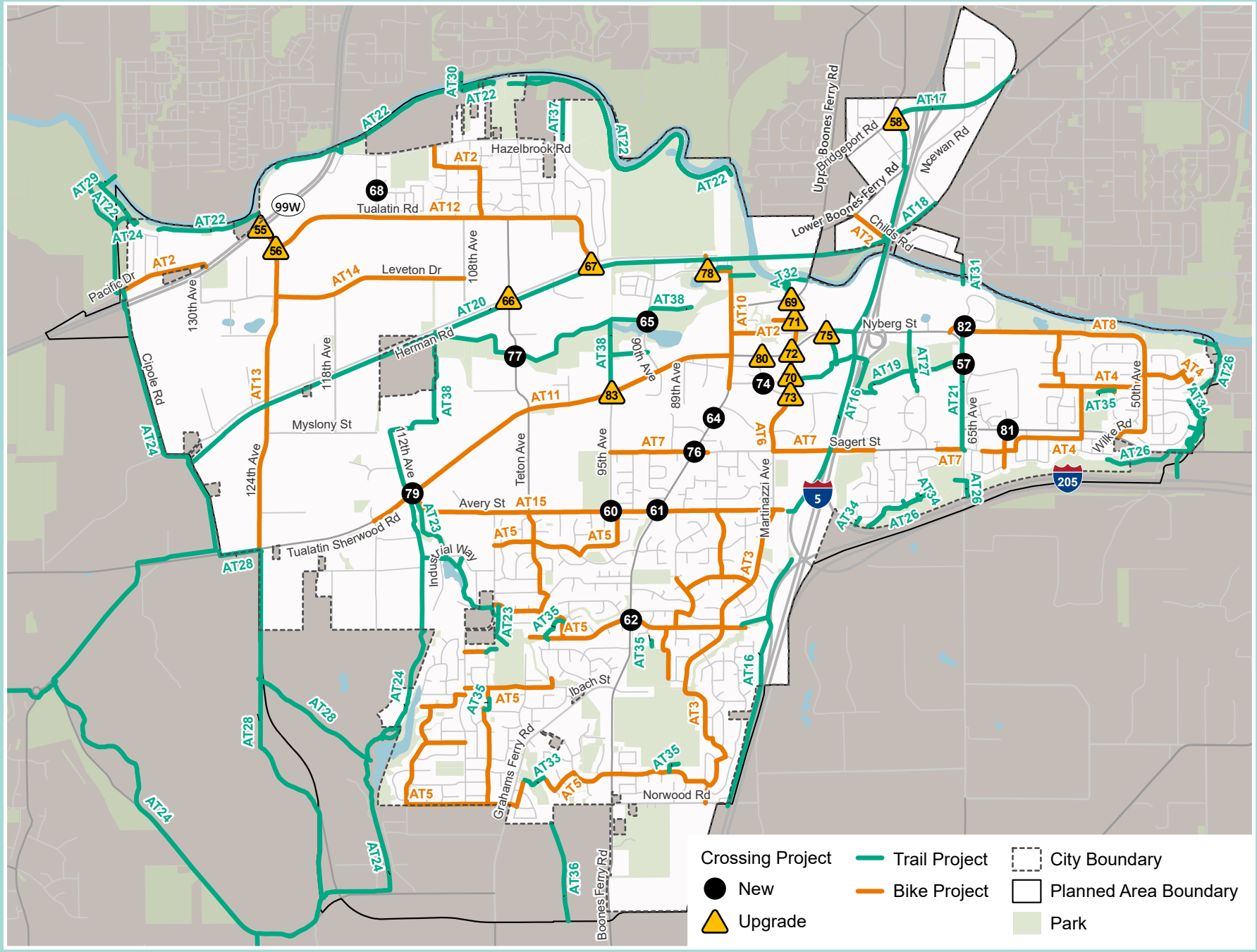
PROJECT NUMBER	PROJECT TITLE	PROJECT DESCRIPTION	COST ESTIMATE	FUNDING SOURCE	CURRENT ROAD AUTHORITY
CS10	Hazelbrook Rd	Upgrade SW Hazelbrook Road to urban roadway standards, includes a bike lane, sidewalk, and crossing improvements	$$$	SHF	Tualatin
CS11	IAMP	Develop Interchange Area Management Plans for Bridgeport and Nyberg interchanges establishing lists of improvements to be made to accommodate development and how proportional share contributions are collected from developers and used to make improvements	$$$	SHF	Tualatin, Washington County, and/or ODOT
CS12	Teton Ave and SW Tualatin-Sherwood Rd	Intersection improvements such as additional turn lanes (such as adding a right and second left turn lane for southbound traffic and a westbound right) and improvements for cyclists and pedestrians	$$$	SHF	Tualatin
CS13	65th and Sagert/65th and Borland	Implement the outcomes of the conceptual design which will likely include additional turn lanes and/or access changes to improve traffic flow and safety.	$$$	SHF	Tualatin
CS14	Myslony Street	Upgrade SW Myslony Street to roadway standards, including bike lane and sidewalks	$$$$	SHF	Tualatin
CS15	115th Signal	Add signal or roundabout at SW Tualatin Road and SW 115th Avenue	$$	SHF	Tualatin
CS16	Tualatin Rd and SW Teton Ave	Add signal or roundabout at SW Tualatin Road and SW Teton Avenue	$$	SHF	Tualatin
CS17	McEwan Road	Upgrade to urban standards, including walking and cycling improvements and intersection improvements (including bike/ped) at Lower Boones Ferry Road	$$$$	SHF	Tualatin
CS18	Boones Ferry Rd and Iowa Dr	Intersection Improvements, including a possible signal or roundabout and elements to facilitate bicycle and pedestrian crossings.	$$	SHF	Tualatin
CS19	Teton Ave and Avery St	Add a signal or roundabout at SW Avery Street and SW Teton Avenue.	$$	SHF	Tualatin
CS20	Tualatin Community Park entrance / Tualatin Road	Improve safety and access for all modes.	$$$	SHF	Tualatin
CS21	Tualatin Rd and SW Jurgens Ave	Add signal or roundabout at SW Tualatin Road and SW Jurgens Avenue	$$	SHF	Tualatin
CS22	Avery St and 105th Ave	Intersection improvements including a traffic signal or roundabout and treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	SHF	Tualatin

FIGURE 18 . FUTURE ACTIVE TRANSPORTATION PROJECTS - PEDESTRIAN



ACTIVE TRANSPORTATION PROJECTS

FIGURE 19 . FUTURE ACTIVE TRANSPORTATION PROJECTS - BICYCLE



ACTIVE TRANSPORTATION PROJECTS

TABLE 12. ACTIVE TRANSPORTATION PROJECT LIST

PROJECT NUMBER	PROJECT TITLE	PROJECT MODE	PROJECT DESCRIPTION	COST ESTIMATE	FUNDING SOURCE	CURRENT ROAD AUTHORITY
AT40	103rd Ave Sidewalk Project	Sidewalk	Install 6 ft sidewalks to infill 293 ft of sidewalk gaps along 103rd Ave between Ibach St and Taylors Dr.	$	Road Utility Fee, SHF	Tualatin
AT42	Ibach St Sidewalk Project	Sidewalk	Install 6 ft sidewalks to infill 190 ft of sidewalk gaps along Ibach St between 103rd St and Hedges Dr.	$	Road Utility Fee, SHF	Tualatin
AT43	105th Ave Sidewalk Project	Sidewalk	Install 6 ft sidewalks to infill 1660 ft of sidewalk gaps along 105th Ave between Siletz Dr and Paulina Dr.	$$	Road Utility Fee, SHF	Tualatin
AT44	Jurgens Ln Sidewalk Project	Sidewalk	Install 6 ft sidewalks along Jurgens Ln between Hazelbrook Rd and Jurgens Park.	$	Road Utility Fee, SHF	Tualatin
AT45	Killarney Ln Sidewalk Project	Sidewalk	Install 6 ft sidewalks along Killarney Ln between Moratoc Dr and Boones Ferry Rd.	$$$	Road Utility Fee, SHF	Tualatin
AT46	Leveton Dr Sidewalk Project	Sidewalk	Install 6 ft sidewalks to infill 654 ft of sidewalk gaps along Leveton Dr between 124th Ave and 126th Ave.	$	Road Utility Fee, SHF	Tualatin
AT47	Pacific Hwy Sidewalk Project	Sidewalk	Install 8 ft sidewalks along Pacific Hwy between Cipole Rd and Pacific Dr.	$$	Road Utility Fee, SHF	ODOT
AT49	Warm Springs St Sidewalk Project	Sidewalk	Install 8 ft sidewalks to infill sidewalk gaps along Warm Springs St between Martinazzi Ave and Mohawk St.	$$	Road Utility Fee, SHF	Tualatin
AT51	72nd Ave Sidewalk Project	Sidewalk	Install 6 ft sidewalks along 72nd Ave between Wasco Ct and Sagert St.	$$	Road Utility Fee, SHF	Tualatin
AT52	95th Ave Sidewalk Project	Sidewalk	Install 6 ft sidewalks to infill 1050 ft of sidewalk gaps and add bike facilities along 95th Ave between Tualatin-Sherwood Rd and Sagert St.	$$	Road Utility Fee, SHF	Tualatin
AT53	Apache Dr Sidewalk Project	Sidewalk	Install 6 ft sidewalks along Apache Dr between Sagert St and Boones Ferry Rd.	$	Road Utility Fee, SHF	Tualatin

PROJECT NUMBER	PROJECT TITLE	PROJECT MODE	PROJECT DESCRIPTION	COST ESTIMATE	FUNDING SOURCE	CURRENT ROAD AUTHORITY
AT54	Avery St Sidewalk Project	Sidewalk	Install 6 ft sidewalks along Avery St between Martinazzi Ave and the 80th Ave trail.	$	Road Utility Fee, SHF	Tualatin
AT55	124th Ave and Pacific Hwy	Crossing	Upgrade existing crossings with intersection treatments to facilitate bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT56	124th Ave and Tualatin Rd	Crossing	Upgrade existing crossings with intersection treatments to facilitate bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT57	65th Ave and Nyberg Creek Trail	Crossing	Install new crossing with intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Washington County, Clackamas County
AT58	72nd Ave and Lower Boones Ferry Rd	Crossing	Upgrade existing crossings with intersection treatments to facilitate bicycle crossings and turning movements.	$	Road Utility Fee	Washington County
AT60	Avery St and 95th Ave	Crossing	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT61	Avery St and Boones Ferry Rd	Crossing	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT62	Boones Ferry and Blake St / Alsea Dr	Crossing	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT64	Boones Ferry Rd between Mohawk St and Nasoma Ln	Crossing	Install new crossing and/or intersection treatments to facilitate pedestrian crossings and turning movements.	$	Road Utility Fee	Tualatin
AT65	Hedges Creek Trail and 90th Ave	Crossing	Install new crossing and/or treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT66	Herman Rd and Teton Ave	Crossing	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin

PROJECT NUMBER	PROJECT TITLE	PROJECT MODE	PROJECT DESCRIPTION	COST ESTIMATE	FUNDING SOURCE	CURRENT ROAD AUTHORITY
AT67	Herman Rd and Tualatin Rd	Crossing	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT68	Kalispell St and 115th Ave	Crossing	Install new crossing and/or intersection treatments to facilitate pedestrian crossings and turning movements.	$	Road Utility Fee	Tualatin
AT69	Martinazzi Ave and Boones Ferry Rd	Crossing	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT70	Martinazzi Ave and Nyberg Creek Trail	Crossing	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT71	Martinazzi Ave and Seneca St	Crossing	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT72	Martinazzi Ave and Tualatin Sherwood Rd	Crossing	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT73	Martinazzi Ave and Warm Springs St	Crossing	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT74	Nyberg Creek Trail and Warm Springs St	Crossing	Crossing and/or treatments to facilitate pedestrian crossings and turning movements.	$	Road Utility Fee	Tualatin
AT75	Nyberg St and Tualatin Sherwood Rd	Crossing	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT76	Sagert St and Boones Ferry Rd	Crossing	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT77	Teton Ave and Hedges Creek Trail	Crossing	Treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT78	Tualatin Rd and Sweek Dr	Crossing	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin

PROJECT NUMBER	PROJECT TITLE	PROJECT MODE	PROJECT DESCRIPTION	COST ESTIMATE	FUNDING SOURCE	CURRENT ROAD AUTHORITY
AT79	Tualatin Sherwood Rd and Avery St	Crossing	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Washington County
AT80	Tualatin Sherwood Rd at South Access to Lake at the Commons	Crossing	Treatments to facilitate pedestrian crossings and turning movements.	$	Road Utility Fee	Washington County
AT81	61st Ter and Borland Rd	Crossing	Treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT82	Nyberg Ln and 65th Ave Trail	Crossing	Install new crossing with treatments to facilitate pedestrian and bicycle crossings and turning movements.	$	Road Utility Fee	Tualatin
AT83	95th Ave and Tualatin Sherwood Rd	Crossing	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	$$	Road Utility Fee	Washington County
AT84	Sagert St Sidewalk Project 11	Sidewalk	Construct pedestrian cyclist bridge along existing bridge to infill 1626 ft of sidewalk gaps along Sagert St between Martinazzi Ave and 72nd Ave.	$$$	Road Utility Fee, SHF	Tualatin
AT85	Southwest Tualatin Low Traffic-Biking Streets	Sidewalk	Widen sidewalks into multi-use paths along SW Teton Avenue between Tualatin-Sherwood Road and Herman Rd	$$$	Road Utility Fee, SHF	Tualatin
AT2	North Tualatin Low Traffic Biking Streets	Bicycle	Designate mapped street(s) as a Low Traffic Biking Streets and provide elements facilitating cycling (extents shown on project map)	$	SHF	Tualatin
AT3	Southeast Tualatin Low Traffic Biking Streets	Bicycle	Designate mapped street(s) as a Low Traffic Biking Streets and provide elements facilitating cycling (extents shown on project map)	$	SHF	Tualatin
AT4	East Tualatin Low Traffic Biking Streets	Bicycle	Designate mapped street(s) as a Low Traffic Biking Streets and provide elements facilitating cycling (extents shown on project map)	$	SHF	Tualatin

PROJECT NUMBER	PROJECT TITLE	PROJECT MODE	PROJECT DESCRIPTION	COST ESTIMATE	FUNDING SOURCE	CURRENT ROAD AUTHORITY
AT5	Southwest Tualatin Low Traffic Biking Streets	Bicycle	Designate mapped street(s) as a Low Traffic Biking Streets and provide elements facilitating cycling (extents shown on project map)	$$	SHF	Tualatin
AT6	Martinazzi Bikeway	Bicycle	Construct continuous bike facilities with more separation from traffic along Martinazzi Ave from Sagert St to Nyberg St.	$$$	SHF	Tualatin
AT7	Sagert St Bikeway and Sidewalk	Bicycle	Upgrade the existing bike facilities on Sagert St between 95th Ave and 86th Ave. Install 6 ft sidewalks to infill 882 ft of sidewalk gaps, and improve crossing at 86th Ave for pedestrians and bicyclists	$$	SHF	Tualatin
AT8	Nyberg-50th Bikeway	Bicycle	Upgrade existing bike facilities along Nyberg Ln, 50th Ave, and Wilke Rd to facilities with more cyclist separation from traffic.	$$$	SHF	Tualatin
AT10	Downtown Boones Ferry Road Bikeway	Bicycle	Upgrade the existing bike facilities on Boones Ferry Rd and Tualatin Rd between Warm Springs St and Chinook St to facilities with more cyclist separation from traffic. Include intersection treatments.	$$$	SHF	Tualatin
AT11	Tualatin Sherwood Road Bikeway	Bicycle	Upgrade the existing bike facilities on Tualatin Sherwood Rd between Boones Ferry Rd and West of Teton Ave, connecting to the shared-use path being constructed along Tualatin Sherwood Rd, to facilities with more cyclist separation from traffic.	$$$	SHF	Washington County
AT12	Tualatin Road Bikeway	Bicycle	Upgrade the existing bike facilities on Tualatin Rd between 124th Ave and Herman Rd to facilities with more cyclist separation from traffic.	$$$	SHF	Tualatin
AT13	124th Ave Bikeway	Bicycle	Construct Multi-Use paths along both sides of 124th Ave between Pacific Hwy and the southern Tualatin City Limits	$$$	SHF	Tualatin
AT14	Leveton Bikeway	Bicycle	Upgrade the existing bike facilities on Leveton Dr between 124th Ave and 108th Ave to facilities with more cyclist separation from traffic.	$$	SHF	Tualatin
AT15	Avery St Bikeway	Bicycle	Upgrade the existing bike facilities on Avery St between Tualatin Sherwood Rd and Boones Ferry Road to facilities with more cyclist separation from traffic. Include crossing treatments at the intersection of Tualatin Sherwood Road and Avery Street to facilitate pedestrian and bicycle crossings and turning movements.	$$$	SHF	Tualatin
AT16	I-5 Trail	Trail	Construct a new shared-use path on the west side of I-5 from Norwood Rd to Lower Boones Ferry Rd at SW Hazel Fern Rd. Include connections to the Shaniko Greenway and SW 80th Ave, as well as a spur to connect to the Chieftan/Dakota Greenway Trailhead. Construct new roadway crossings for trail users at Norwood Rd, Sagert St, and Nyberg St. Ensure the path connects with the Nyberg Creek Trail (#3).	$$	Park SDCs and Park Bonds	Tualatin

PROJECT NUMBER	PROJECT TITLE	PROJECT MODE	PROJECT DESCRIPTION	COST ESTIMATE	FUNDING SOURCE	CURRENT ROAD AUTHORITY
AT17	Bridgeport to Milwaukie Trail	Trail	Construct a new shared-use path connecting the I-5 Trail to city limits following the Bridgeport to Milwaukie conceptual trail alignment via Lower Boones Ferry Rd.	$$	Park SDCs and Park Bonds	Tualatin
AT18	Dundee-Tualatin Regional Trail Extension	Trail	Construct a new shared-use path and bridge connecting McEwan Rd on the east side of I-5 to the Dundee - Tualatin Regional Trail and SW Childs Rd on the west side of I-5. Could be coordinated with the new I-5 crossing in the Bridgeport area.	$$$$	Park SDCs and Park Bonds	Tualatin
AT19	Nyberg Creek Trail	Trail	Construct a new shared-use path under I-5, connecting 65th Ave in the east to Martinazzi Ave in the west with a spur on the west side of I-5 connecting north to Nyberg St. Include a crossing at 65th Ave.	$$$$	Park SDCs and Park Bonds	Tualatin
AT20	Dundee - Tualatin Regional Trail	Trail	Construct a new shared-use path from I-5 to Cipole Rd following the Dundee - Tualatin Regional Trail alignment.	$$$$	Park SDCs and Park Bonds	Tualatin
AT21	65th Ave Trail	Trail	Construct a new shared-use path along the east side of 65th Ave from Nyberg Ln to I-205	$$$	Park SDCs and Park Bonds	Washington County, Clackamas County
AT22	Tualatin River Greenway Trail	Trail	Construct a new shared-use path along the south side of the Tualatin River through the north end of Jurgens Park, from the proposed West Side Trail bridge to the west to the Ki-A-Kuts Bicycle and Pedestrian Bridge to the east.	$$$$	Park SDCs and Park Bonds	Tualatin
AT23	Helenius Greenway - Hedges Creek Trail Extension	Trail	Construct a new shared-use path from Tualatin-Sherwood Rd to 105th Ave and to Ibach Park to the south. Include an east-west spur at Blake St over the railroad tracks connecting Blake St to the Hedges Creek Greenway Trail.	$$	Park SDCs and Park Bonds	Tualatin
AT24	Ice Age Tonquin Trail	Trail	Construct a new shared-use path from the Tualatin River Greenway to Tualatin Sherwood by way of Cipole Rd following the Ice Age Tonquin regional trail alignment.	$$$$	Park SDCs and Park Bonds	Tualatin
AT26	Saum Creek Greenway Trail	Trail	Construct a new shared-use path extension of the Saum Creek Greenway Trail from Atfalati Park to the I-205 Trail. Include a new crossing at 65th Ave. Construct a spur to the west connecting to the existing Saum Creek Greenway Trails.	$$$	Park SDCs and Park Bonds	Tualatin

PROJECT NUMBER	PROJECT TITLE	PROJECT MODE	PROJECT DESCRIPTION	COST ESTIMATE	FUNDING SOURCE	CURRENT ROAD AUTHORITY
AT27	Nyberg Creek Trail Extension	Trail	Construct a new shared-use path from Las Casitas Park northward to the Nyberg Creek Greenway and to Nyberg St.	$$	Park SDCs and Park Bonds	Tualatin
AT28	Southwest Plan Area Trails	Trail	Construct a new shared-use path in the Southwest Plan Area, connecting Tualatin-Sherwood Rd to the north to the Ice Age Tonquin Trail to the south. Include a spur to the east connecting to Johnnie and William Koller Wetland Park.	$$$	Park SDCs and Park Bonds	Tualatin
AT29	Westside Trail	Trail	Construct a new bicycle and pedestrian bridge across the Tualatin River as part of the Westside regional trail alignment, connecting to the Tualatin River Greenway on the north and south side of the river, and the Ice Age Tonquin Trail on the south side of the river.	$$$$	Park SDCs and Park Bonds	Tualatin
AT31	65th Ave Pedestrian and Bicycle Bridge	Trail	Construct a new bicycle and pedestrian bridge across the Tualatin River at 65th Ave, connecting the Tualatin River Greenway on both sides of the river. And connecting to 65th Ave and Childs Rd on the north side of the river.	$$$	Park SDCs and Park Bonds	Tualatin
AT30	108th Ave/ Jurgens Park Area Bridge	Trail	Construct a new bicycle and pedestrian bridge across the Tualatin River in the 108th Ave / Jurgens Park area, connecting the Tualatin River Greenway on the north and south sides of the river.	$$$	Park SDCs and Park Bonds	Tualatin
AT32	Tualatin River Greenway Trail to Hedges Creek Trail East-West Connection	Trail	Construct new shared-use path connections along the Tualatin River Trail alignment from the Tualatin River Trail across or under Martinazzi across existing and new park property to theTualatin River Trail north and west of the Juanita Pohl Center.	$$	Park SDCs and Park Bonds	Tualatin
AT33	Victoria Woods Trail	Trail	Upgrade the Victoria Woods Trail to a paved shared-use path connecting SW 104th Terrace to SW Miami Dr.	$	Park SDCs and Park Bonds	Tualatin
AT34	East Side Trail Connections	Bicycle or Trail	Construct new shared-use path connections between neighborhoods and the I-205 Path and Saum Creek Greenway at Delaware Cir, SW 69th St, SW Saum Way, and SW Chunut Ct.	$$	Park SDCs and Park Bonds, Road Utility Fee, SHF	Tualatin

PROJECT NUMBER	PROJECT TITLE	PROJECT MODE	PROJECT DESCRIPTION	COST ESTIMATE	FUNDING SOURCE	CURRENT ROAD AUTHORITY
AT35	Upgrade to Trail Connections	Trail	Upgrade the following locations to shared-use bicycle and pedestrian path connections by ensuring curb access is provided on both ends of the connection, widening the connection to a minimum of 10ft (if possible, though in most cases the ROW is too narrow) and adding signage to encourage slower riding speeds (<5mph) or dismounting in the narrow through way: Ibach Park Trail,106th - Meier Connector, Tualatin High School Trail, Bridgeport Elementary School Trail, Bryon Elementary School Trail, Indian Meadows Greenway Trail	$$	Park SDCs and Park Bonds	Tualatin
AT36	Basalt Creek Trail	Trail	Construct a new shared-use path connection in conjunction with Basalt Creek residential development.	$	Park SDCs and Park Bonds	Tualatin
AT37	Cheyenne Way-Tualatin River Greenway Trail	Trail	Construct a new shared-use path connection between Cheyenne Way and the Jurgens Ln-Tualatin River Greenway spur (45).	$	Park SDCs and Park Bonds	Tualatin
AT38	Hedges Creek Trail	Trail	Construct a new shared-use path from Sweek Dr to the Ice-Age Tonquin Trail following the planned Hedges Creek regional trail alignment. Includes crossings of 90th Ave and Teton Ave. Include an eastward spur connecting to 90th Ave. Include a spur connecting to Herman Rd where the trail alignment is closest to Herman Road.	$$$$	Park SDCs and Park Bonds	Tualatin

FIGURE 20 . FUTURE TRANSIT PROJECTS

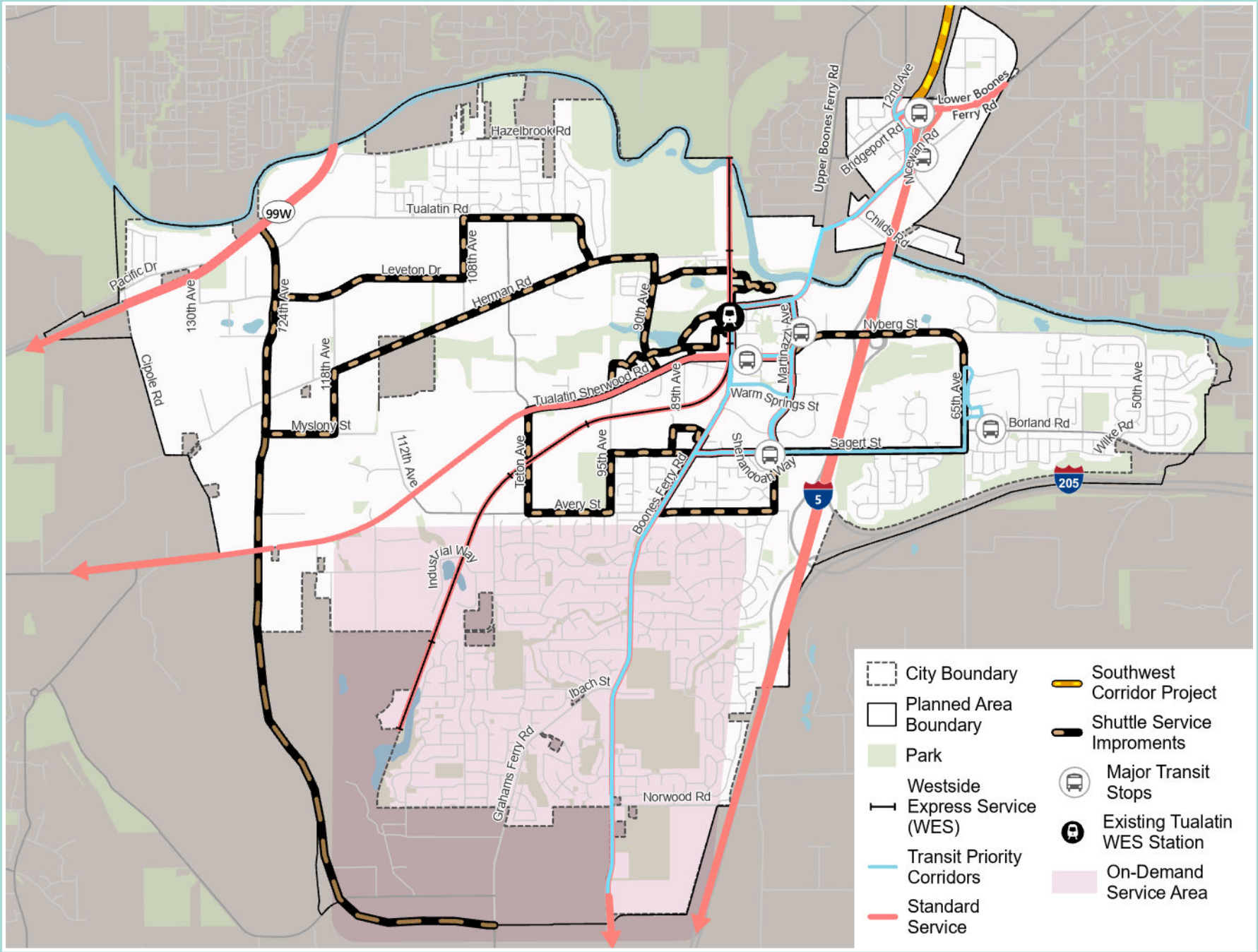


TABLE 13. TRANSIT PROJECT LIST

PROJECT NUMBER	PROJECT TITLE	PROJECT DESCRIPTION	COST ESTIMATE	FUNDING SOURCE	CURRENT TRANSIT AUTHORITY
T1	WES Station	Add a new WES station in the Basalt Creek area	-	TriMet, ODOT, STIF	TriMet
T2	Boones Ferry Rd	Increase service on Boones Ferry to frequent service	-	TriMet, STIF	TriMet
T3	Bridgeport Park and Ride	Coordinate with TriMet regarding SW corridor planning around Bridgeport Park and Ride	-	TriMet, STIF	TriMet
T4	Basalt Creek	Identify transit service to connect Basalt Creek new development to nearby frequent transit routes	-	TriMet, STIF	TriMet
T5	High-use bus stops	Identify high-use bus stops and provide additional amenities, such as benches, shelters, and improved lighting at them	-	TriMet, STIF	TriMet
T6	Two-way service on shuttles	Work with Ride Connection to provide a two-way service on the shuttles and/or adjust routes to improve frequency and travel efficiency	-	RideConnection, STIF	RideConnection
T7	HCT: Southwest Corridor Engineering, ROW, and Project Development	Support Project Development, Engineering, and Right of Way for High Capacity Transit project between Portland and Tualatin.	-	TriMet, STIF, FTA	TriMet
T8	New Transit Service to Hillsboro	Transit service from Tualatin via Sherwood then express to Hillsboro	-	TriMet, STIF	TriMet
T9	New Transit service to Yamhill County	Transit Service from Tualatin via Sherwood to Newberg, Dundee, Lafayette, McMinnville, and surrounding areas	-	Yamhill County Transit, STIF	Yamhill County Transit
T10	Leveton Expansion Area	Expand transit to the Leveton employer area	-	TriMet, RideConnection, STIF	TriMet, RideConnection
T11	Increased Transit Service to Wilsonville	Increased transit service routes to Wilsonville from central locations in Tualatin and via Wilsonville to other communities	-	STIF, SMART	SMART

PROJECT NUMBER	PROJECT TITLE	PROJECT DESCRIPTION	COST ESTIMATE	FUNDING SOURCE	CURRENT TRANSIT AUTHORITY
T12	Southwest Tualatin	Identify local transit connections in SW Tualatin to connect people to more frequent service on Tualatin-Sherwood Rd and Boones Ferry	-	TriMet, RideConnection, STIF	TriMet, RideConnection
T13	Tualatin – King City – Aloha - Hillsboro	New Transit service from southern Tualatin (or Wilsonville) via a route such as Boones Ferry – Avery – Teton – Herman – Leveton then through King City and Aloha to Hillsboro	-	TriMet, STIF	TriMet
T14	New Transit service to Salem region	Transit Service from Tualatin to Woodburn, Keizer, Salem, and surrounding areas	-	SAMTD, STIF	SAMTD
T15	New Transit service to Canby region	Transit Service from Tualatin to Canby, Molalla, and surrounding areas	-	Canby Area Transit, STIF	Canby Area Transit
T16	124th Avenue	Add on-demand service line to Basalt Creek area	-	RideConnection, STIF	RideConnection

REGIONAL PROJECTS

Tualatin does not own or manage all of the streets within its City boundary, and projects outside of the City can still provide key connections to Tualatin residents, employees, and visitors. The following projects are not a part of the City's project list but are important improvements that the City would like to see implemented by its regional partners. These would require additional review, and some may need enhanced analysis to determine their feasibility. This list is not a commitment for any other agency to implement or fund the following project ideas, only a statement of support by Tualatin.

TABLE 14. REGIONAL PROJECTS SUPPORTED BY TUALATIN

PROJECT TITLE	PROJECT DESCRIPTION	CURRENT ROAD AUTHORITY
Grahams Ferry Rd	Upgrade Grahams Ferry Road to urban roadway standards, assumes new signals at Grahams Ferry intersections with Helenius and Tonquin, bike lanes, new crossing at Luster Ct, enhanced sidewalks, planter strip/street trees and lighting/landscaping	Washington County
Borland Rd: Tualatin to Stafford Rd	Add paved shoulders and turn lanes at major intersections. The project or a portion of the project is outside the designated urban growth boundary	Clackamas County
SW Cipole Rd	Upgrade SW Cipole Road to urban roadway standards, include filling sidewalk gaps	Washington County
Basalt Creek Parkway Extension (Grahams Ferry to Boones Ferry)	Right-of-way,final design, and construction of new 5-lane roadway, with multi-use paths and/or bike lanes and sidewalks.	Washington County
Nyberg St and I-5 interchange E-W bicycle and ped ramp and intersection crossings	Intersection treatments to facilitate bicycle crossings and turning movements, particularly along North side of Nyberg St.	ODOT
Lower Boones Ferry Rd Sidewalk Project	Install 8 ft sidewalks to infill 616 ft of sidewalk gaps along Lower Boones Ferry Rd between 65th Ave and Railroad Crossing at City Limits	Clackamas County
Boones Ferry Rd between Tualatin River and Lower Boones Ferry Rd	Install new crossing and/or intersection treatments to facilitate pedestrian crossings and turning movements.	ODOT

PROJECT TITLE	PROJECT DESCRIPTION	CURRENT ROAD AUTHORITY
Pacific Hwy Bridge over Tualatin River	Construct a new shared-use pedestrian and bicycle facility across the Tualatin River at the Pacific Highway Bridge, connecting the Tualatin River Greenway on the south side of the river to the Tualatin River Greenway on the north side of the river.	ODOT
Pacific Dr Sidewalk Project	Install 6 ft sidewalks to infill 1952 ft of sidewalk gaps along Pacific Dr between Cipole Rd and Hwy 99.	Washington County
I-205 Trail / Nyberg Creek Greenway (South)	Construct a new shared-use path on the north side of I-205 from the Nyberg Creek Greenway to Stafford Rd following the conceptual I-205 regional trail alignment.	Clackamas County
Cipole Rd and Pacific Hwy	Treatments to facilitate bicycle crossings and turning movements.	ODOT, Washington County
Nyberg St Bikeway	Upgrade the existing bike facilities along Nyberg St between the 65th Ave Trail and Martinazzi to facilities with more cyclist separation from traffic.	ODOT
Lower Boones Ferry Rd and I-5 Interchange	Treatments to facilitate pedestrian and bicycle crossings and turning movements.	ODOT
Upper Boones Ferry Rd and Lower Boones Ferry Rd	Intersection treatments to facilitate pedestrian and bicycle crossings and turning movements.	Washington County
Johnnie and William Koller Wetland Park Trails	New trail connection from SW Gram St and/or SW 111th Ave across the railroad to the Ice Age Tonquin Trail	Tualatin Parks Department
Upper Boones Ferry Rd Bikeway across Tualatin River	Upgrade the existing bike facilities on Boones Ferry Rd from the south side of the Tualatin River Bridge to Lower Boones Ferry Rd to facilities with more cyclist separation from traffic.	ODOT
ODOT I-5 NB /I-205 braided ramps	Reconfiguring the ramps from I-205 westbound to I-5 northbound to increase efficiency and reduce congestion.	ODOT
ODOT I-5 NB auxiliary lane extensions	Extend the auxiliary lanes on I-5 NB north of the Nyberg Street interchange to reduce freeway merging and congestion that causes traffic diversion onto City Streets.	ODOT
ODOT I-5 SB auxiliary lane extension	Study the need to extend the auxiliary lanes on I-5 SB South of the I-205 merge to the Boone Bridge to reduce freeway merging and congestion that causes traffic diversion onto City Streets.	ODOT

PROJECT TITLE	PROJECT DESCRIPTION	CURRENT ROAD AUTHORITY
I-5 Elligsen Road/Boones Ferry Road interchange	Improvements to address traffic congestion and safety	ODOT
Basalt Creek I-5 overpass	Extend Basalt Creek parkway across I-5.	ODOT
I-5 SB off ramp at Nyberg Interchange	Safety Improvements	ODOT
I-5 NB on ramp at Nyberg Interchange	Northbound I-5 on-ramp: reduce pedestrian island, add an additional lane	ODOT
ODOT I-5 Boone Bridge Replacement	This project will provide congestion relief along southbound I-5 by providing an auxiliary lane between the Wilsonville Road exit (Exist 283) and the Canby-Hubbard exit (Exit 282A), addressing many of the congestion issues raised by Tualatin through inclusion of the ODOT I-5 Southbound Auxiliary Lane Extension project.	ODOT

CITYWIDE PROGRAMS

While a large portion of the TSP provides guidance on citywide infrastructure and capital improvement projects, there are various other programs and investments the City uses to complement these projects and provide additional improvements for residents, businesses, and visitors. These programs provide a variety of opportunities for Tualatin to complement its transportation network and increase quality of life, expand transportation opportunities, and advance safety, climate, and health goals.

WAYFINDING ELEMENT UPGRADES

The City hosts several trails, multi-use paths, and roadways which provide access to various landmarks and districts. With new multimodal paths and updates to existing paths on the City's upcoming project list, it is important for the City to update wayfinding elements. Wayfinding provides people with a way to orient themselves, navigate to new areas, and connect to the history and themes of an area.

The Tualatin River Greenway, for example, currently offers several strong wayfinding elements including clear signage at various entrances to the trail with maps and other information signs. Additionally, the trail has various elements that provide a narrative thread for visitors to follow that represent the Tualatin River through different eras, such as the start of the ice age floods.

In addition to updating existing wayfinding elements and making sure to incorporate wayfinding at new trail/path projects, the City should invest in larger scale wayfinding programs to set up informational and navigational signage throughout Tualatin pointing to key districts, routes, and attractions, and prepare and distribute maps of trails and other facilities and destinations.

STREET LIGHTING CONSTRUCTION PROGRAM

Lighting is a fundamental part of a street's design, and can influence safety, comfort, and visibility. While the City of Tualatin is completing work on its LED Streetlight Conversion Program to upgrade the City's streetlights to more energy-efficient, dark sky friendly lights, the City should consider a new program to construct new streetlights across Tualatin. Areas of focus for this program can include locations where there are higher rates of collisions, safety concerns, or a general lack of lighting and visibility.

DOWNTOWN PLACEMAKING INITIATIVES

The Tualatin Commons functions as a core element of Tualatin's Downtown area – providing recreation, commerce, public space, residences, retail, and other professional services to Tualatin residents and visitors. The City should consider coordinating the various amenities within Downtown Tualatin and the existing community events under a strong Placemaking Initiative to help boost public awareness about the strength and character of Downtown Tualatin. Actions under a placemaking initiative could include updating the Tualatin website, coordinating new marketing with the Tualatin Chamber of Commerce to generate profiles and guides to Downtown Tualatin, and promoting existing community events,art, and other attractions. Highlighting Downtown Tualatin as a unique district within Tualatin would help increase clarity on the area, and what it offers.

Several existing amenities in Downtown Tualatin can be leveraged to highlight existing placemaking. Current events held at the Tualatin Commons include Concerts on the Commons, the West Coast Giant Pumpkin Regatta , and a summer splash pad. Meanwhile, existing attractions such as the Tualatin Art Walk and the Tualatin Ice Age trail, which both feature various sites across Downtown Tualatin, can be promoted, and potentially extended.

TRAVEL DEMAND MANAGEMENT FOR EMPLOYERS

The Westside Transportation Alliance (WTA) program is a Transportation management Association that serves Washington County. They offer workplace services and programs to encourage employees to commute by transit, carpool, vanpool, bicycling, teleworking, and walking. Additional collaborations with the Westside Transportation Alliance, such as a new commuter program, could benefit City residents and workers. A Tualatin-specific commuter incentive program could also be developed via funding opportunities provided by Metro.

SAFETY COMMUNICATIONS CAMPAIGN

The City could create a new safety communications campaign to accompany new multimodal routes. This campaign can include discussions about transportation safety with the public, such as watching for pedestrians while driving, proper use of bike lanes, and where to use electric scooters. Communication to the public can include a brief series of public meetings, as well as new signage, guides, and website materials.

SAFE ROUTES TO SCHOOL PROGRAM

While Tualatin has an existing Safe Routes to School (SRTS) program within the Tigard-Tualatin School District, the City could further expand the program. One potential area of improvement for the SRTS program within Tualatin can include the creation of "Safe Walking and Biking Routes" maps for the City's elementary and middle schools.

NEIGHBORHOOD TRANSPORTATION SAFETY PROGRAM

The City currently has a Neighborhood Transportation Safety program implementing small scale infrastructure investments based on suggestions received from the community. This program targets smaller scale projects that may not be on the City's constrained project list. This project could leverage larger scale funding provided at the regional level, and invites project suggestions from students, staff, and parents. It is recommended that this program continue at its current or increased funding level.

TRANSIT PROMOTION AND EDUCATION

Public transit provides a transportation option that connects areas of the community, eases traffic congestion, and reduces air pollution – ultimately improving quality of life within Tualatin. Tualatin is currently served by three TriMet bus lines, the WES commuter rail line, and the Tualatin shuttle. Many Tualatin residents and workers are not aware of the transit options in Tualatin or how transit could be viable for them.

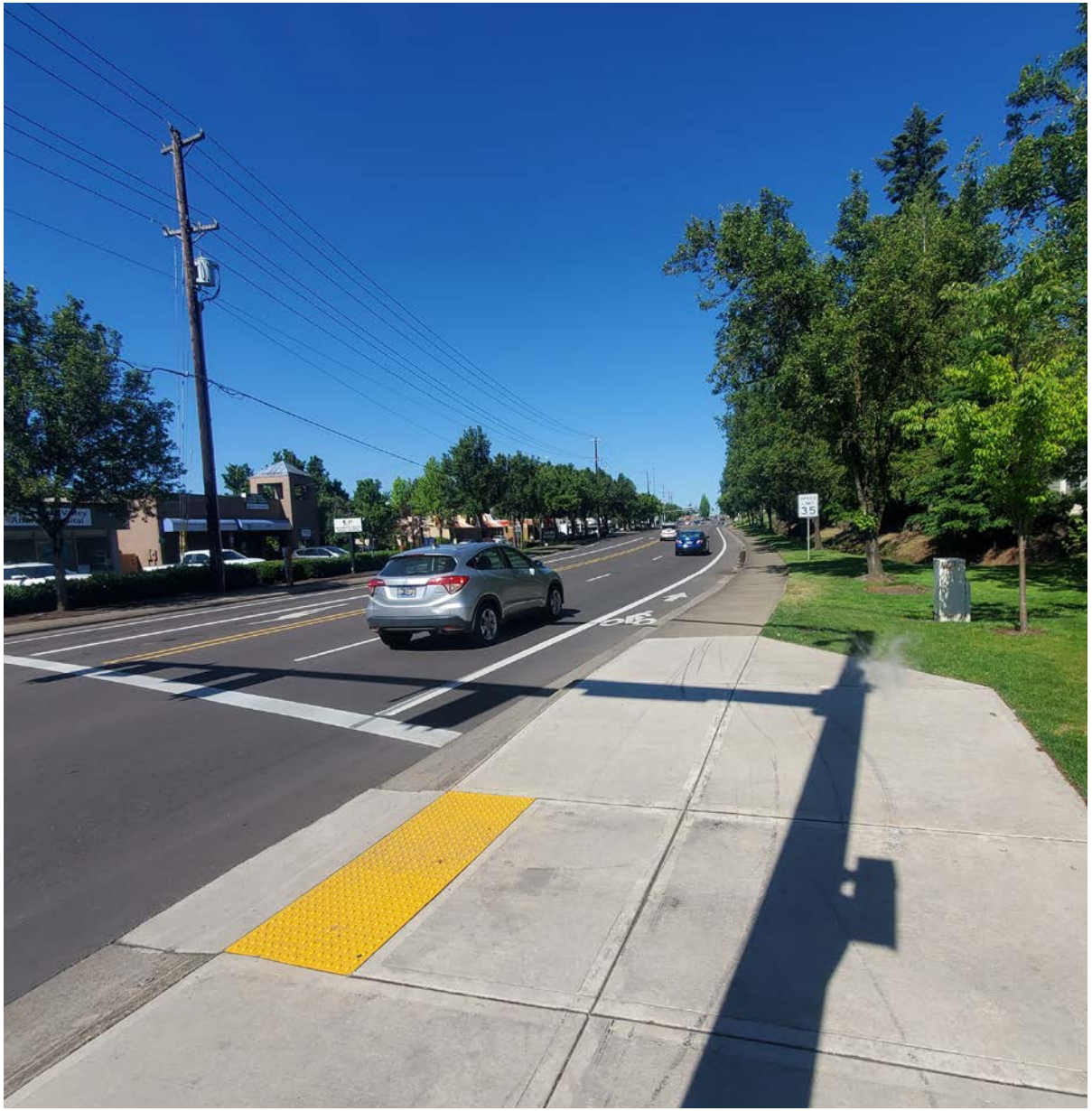
An approach to improve promotion and general education about the transit services offered by the City could be conducting a new marketing program focused on target populations at events and locations across Tualatin to promote transit options. This can be done through the City, or through collaborations with the WTA and TriMet. The City can consider creating their own Tualatin Transportation Management Association, which would be an entity that could specifically focus on addressing transportation problems and can collaborate with WTA. With the potential to update the City's transportation options and travel demand programs, the City can unroll specific programming to provide education and updates to commuters on their transit options.

ADA PLAN EVALUATION AND UPDATES

The City of Tualatin adopted its ADA Transition Plan in 2018, which identifies barriers to access in the City's facilities, programs, and services. This plan acted as a 15-year strategy for removing barriers at City facilities and the public right-of-way, with inclusions for flexibility in the process. The City has addressed many of the identified issues through the Tualatin Moving Forward Program, Parks and Trails Bond Program, ADA Ramp retrofits with its Pavement Management Program, and City facilities updates. This work is anticipated to continue and will need continued funding.

PAVEMENT MANAGEMENT PROGRAM

The City currently has an ongoing Pavement Maintenance program which supports the maintenance of its roads through overlay, slurry seal, or crack seal treatment during the summer months. This is primarily funded by Tualatin's Road Utility Fund. Tualatin can potentially expand this program by setting aside additional dedicated pockets of funding for pavement maintenance.



7. IMPLEMENTATION PLAN

Tualatin's 2045 TSP provides a roadmap for the City to pursue a more walkable, healthy, and sustainable future. To support regionwide sustainability goals in the transportation sector, Tualatin has identified metrics to track over time to evaluate progress in meeting its five transportation goals with the additional impact of also supporting other statewide and regional goals.

Ultimately, this implementation plan supports the City in achieving Oregon's Transportation Planning Rule (TPR) Goal 12 to "promote the development of safe, convenient and economic transportation systems."

PERFORMANCE MEASURES

The Metro Climate Smart Strategy, adopted in 2014, provides the Portland region with a set of goals related to reducing per capita greenhouse gas emissions from cars and light trucks. Each goal has its own set of related performance measures and performance monitoring targets. The Climate Smart Strategy provides a baseline for the year 2010 and a monitoring target for the year (2035) within the Metro region. Metro's Regional Transportation Plan (2023 RTP) also provides similar reporting for its base year, 2020, and for its RTP23 + State Transportation Strategy Scenario which forecasts out to 2045.

The 2023 RTP aligns with the Climate Smart Strategy to achieve a 2045 greenhouse gas (GHG) emissions target of a 30% reduction in GHG emissions relative to a 2005 base year based on per capita emissions, in compliance with Oregon Administrative Rule (OAR) 660-044-0020.

While Metro provides a larger set of metrics, under OAR 660-012-0910 Metro is required to set local performance measures that include methods, baseline current data, target goals, and a brief equity analysis. Metro does the reporting for all communities in the region, including Tualatin. By following these strategies and meeting performance metric goals, Tualatin can support the Metro region's goals to reduce long-term greenhouse gas emissions, while also benefitting from the other positive externalities from this shift, such as cleaner air, healthier and more equitable communities, and continued economic growth. Performance metrics to showcase existing conditions and future conditions under the project list for the City of Tualatin and Equity Focused Areas within the City are available in Table 5. More details on methods for aggregating data for metrics shown in Table 15 are available in the Technical Appendix.

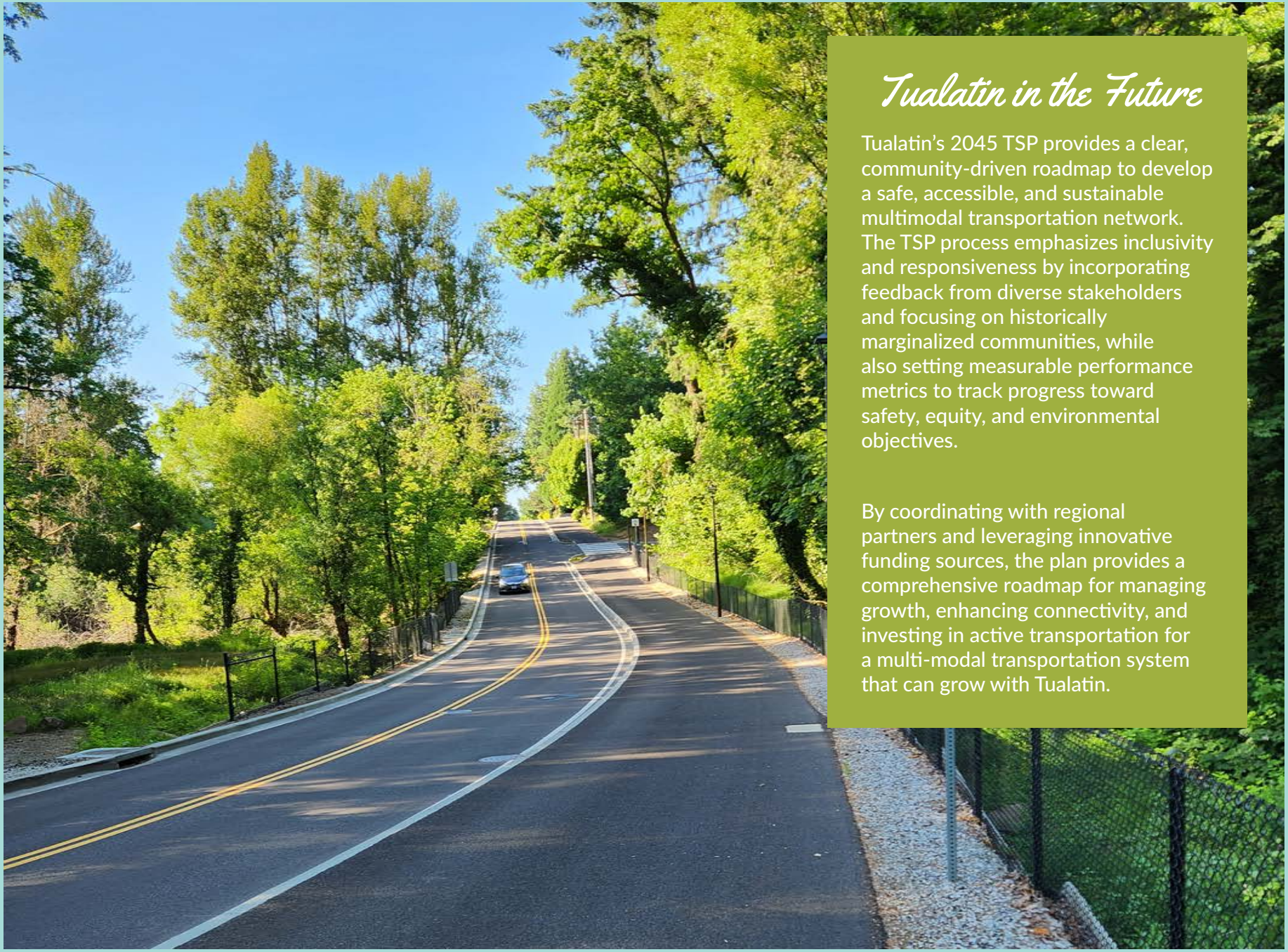
TABLE 15. TUALATIN'S IMPLEMENTATION AND PERFORMANCE MONITORING

CLIMATE SMART STRATEGY GOAL	PERFORMANCE METRIC	TUALATIN BASE YEAR (2023)	TUALATIN EQUITY FOCUS AREAS BASE YEAR (2023)	TUALATIN CONSTRAINED PROJECT LIST (2045) + BASE YEAR	TUALATIN CONSTRAINED PROJECT LIST (2045) IN EQUITY FOCUS AREAS	TUALATIN 2045 TARGET
1. Implement the 2040 Growth Concept and local adopted land use and transportation plans	New residential units built on vacant land in the UGB	73%	N/A	N/A	N/A	25%
2. Make transit convenient, frequent, accessible and affordable	Daily transit service revenue hours	57	N/A	142	N/A	76
3. Make biking and walking safe and convenient	Miles of bikeways	29	17	51.5	21.7	35.1
	Miles of sidewalks	150	19.4	155.9	20.1	155.9
	Miles of regional trails	6.7[I]	11.2[II]	39.7[III]	20.9[III]	8.9
4. Make streets and highways safe and reliable	Fatal and severe injury crashes - motor vehicles	22	13	No forecast data	No forecast data	0
	Fatal and severe injuries – pedestrians	1	1	No forecast data	No forecast data	0
	Fatal and severe injuries - bicyclists	1	0	No forecast data	No forecast data	0
5. Use technology to actively manage the transportation system	Share of regional transportation system covered with system management/TSMO	11%	28%	27%	41%	23%
6. Provide information and incentives to expand the use of travel options	Workforce participating in commuter programs	4,013	N/A	No forecast data	N/A	N/A

[I]Regional trails only
[II]All types of trails within Tualatin
[III]Existing (regional) trails added to all proposed trail types within the constrained project list

CLIMATE SMART STRATEGY GOAL	PERFORMANCE METRIC	TUALATIN BASE YEAR (2023)	TUALATIN EQUITY FOCUS AREAS BASE YEAR (2023)	TUALATIN CONSTRAINED PROJECT LIST (2045) + BASE YEAR	TUALATIN CONSTRAINED PROJECT LIST (2045) IN EQUITY FOCUS AREAS	TUALATIN 2045 TARGET
7. Manage parking to make efficient use of vehicle parking and land dedicated to parking	Share of work trips occurring in areas with actively managed parking	0%	0%	0%	0%	0%
	Share of non-work trips occurring in areas with actively managed parking	0%	0%	0%	0%	0%
8. Support transition to cleaner low carbon fuels, efficient fuels and pay-as-you-go insurance	Share of registered passenger cars that are electric or plug-in hybrid electric	1.98%[IV]	N/A	No forecast data	N/A	35%
9. Secure adequate funding for transportation investments	Address local, regional, and state transportation funding gap	N/A	N/A	N/A	N/A	Not evaluated
10. Demonstrate leadership on climate change	Region-wide annual tons per capita greenhouse gas emissions (MTCO2e) from household light-duty vehicles within the Target Rule area	2.2	N/A	1.52[V]	N/A	1.52
11. New metrics	Current / new lane miles	105.8	42.9	106.3	43.4	121
	% of workers who telework	15%	N/A	Not forecasted	N/A	15%

[IV] EVs registered in 2023 within Washington County divided by total vehicle registrations in Washington County. Total EVs registered in Tualatin zip code, 2023: 765
[V] Greenhouse has emissions are listed annually, thus this number is the project annual tons per capita GHG emissions for 2045 and is not added to the base year



Tualatin in the Future

Tualatin's 2045 TSP provides a clear, community-driven roadmap to develop a safe, accessible, and sustainable multimodal transportation network. The TSP process emphasizes inclusivity and responsiveness by incorporating feedback from diverse stakeholders and focusing on historically marginalized communities, while also setting measurable performance metrics to track progress toward safety, equity, and environmental objectives.

By coordinating with regional partners and leveraging innovative funding sources, the plan provides a comprehensive roadmap for managing growth, enhancing connectivity, and investing in active transportation for a multi-modal transportation system that can grow with Tualatin.

CITY of TUALATIN

Tualatin TRANSPORTATION SYSTEM PLAN TSP

JUNE 2025