

DRAFT

- 1. Advance Our Land Use Vision:** Create a transportation system for all users that enhances Tualatin's growing economy and future land use vision.
 - 1.1** Proactively manage a balanced transportation network that is comprised of different roadway functional classes to provide mobility and accessibility for all roadway users.
 - 1.2** Develop street standards that create safe and reliable multimodal streets. Use AASHTO, MUTCD, and NACTO standards as primary guidance and integrate current best practices from other agencies as appropriate.
 - 1.3** Design 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.
 - 1.4** Encourage transit-oriented development with supportive concentrations of housing and jobs adjacent to frequent transit corridors.
 - 1.5** Require new development to provide safe access for all modes to and from a publicly dedicated street.
 - 1.6** Design and construct transportation facilities to meet the requirements of the Americans with Disabilities Act.
 - 1.7** Develop strategies for access management to enhance safety and mobility.
 - 1.8** Develop connectivity standards that increase access to destinations, by limiting block lengths, unconnected streets, cul-de-sac connections, and multiple access points.
 - 1.9** 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.
 - 1.10** 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.
 - 2.1** Provide convenient and affordable travel options to jobs, schools, and essential services, particularly for historically marginalized and underserved communities.
 - 2.2** Develop traffic calming strategies that can be applied to local streets that connect to neighborhood destinations.
 - 2.3** Develop a safe crossing policy that reduces barriers to walking, rolling, and biking on streets and intersections.
 - 2.4** 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.
 - 2.5** Develop a pedestrian-scale lighting policy to increase safety, visibility, and comfort.
 - 2.6** Develop guidance and encouragement for community use of the right-of-way, including parklets, "streateries", open streets events, and public art. [*Note: this policy is required as part of CFEC*]
 - 2.7** Encourage a resilient transportation network that supports emergency response and disaster recovery.

- 2.8** 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.
- 3.1** Facilitate the construction of on-street and off-street active transportation routes that consider all ages and abilities.
- 3.2** Develop 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.
- 3.3** Support “last mile” trips by identifying locations for micro-mobility parking at retail, transit, schools, and other destinations.
- 3.4** Require development adjacent to transit routes to provide direct pedestrian accessibility.
- 3.5** 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.
- 3.6** Develop a pedestrian crossing policy that considers maximum spacing between crossings and crossing protection needed based on-street characteristics and crossing design.
- 3.7** 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.
- 3.8** 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.
- 4.1** Support and facilitate emerging technologies to reduce climate impacts from transportation, such as traffic signal optimization, micromobility, mobility as a service, and vehicle electrification.
- 4.2** Support land use patterns that reduce vehicle fuel consumption and greenhouse gas emissions and preserve the function of the transportation system, including land use planning to reduce per capita fuel consumption and emissions.
- 4.3** Design capital projects on Tualatin city streets to encourage transit, pedestrian, and bicycle travel, as well as complement infrastructure with robust programming that encourages and educates people about the benefits of multimodal transportation.
- 4.4** Facilitate policies that support the Climate Action Plan goal of zero carbon emissions by 2050.

- 4.5 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.
 - 4.6 Identify locations for implementation of mobility hubs – places where multiple forms of transportation are available, such as transit, micro-transit, bike share, car share) – including placemaking, wayfinding, and information.
 - 4.7 Support transportation demand management programs that reduce drive-alone trips, offer all travelers more mobility choices, and incentivize walking, rolling, biking, carpooling, and transit trips.
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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.
 - 5.1. Prioritize transportation projects according to community impact, including (but not limited to) safety, performance, and accessibility, as well as the associated costs and benefits.
 - 5.2 Consider equity when making transportation investments, emphasizing projects and programs that serve environmental justice communities and connect underserved areas.
 - 5.3 Coordinate with regional partners to invest in capital projects that leverage other infrastructure investments or funding sources.