

## Ordinance No. 4252

### CHANGE LOG

#### Comprehensive Plan Volume IV *Transportation System Plan Update (September 2001)*

See *Comprehensive Plan Chapter Six - Transportation Element* for the updated text and project improvement figures and tables that reflect changes made through the date of the final ordinance.

1. Beaverton Creek alignment refined in the downtown to follow existing pedestrian ways. Requested THPRD and Metro consider the updated alignment. Both agencies stated their plan alignments are conceptual and do not need to be refined in their plans.
2. Appendix F Functional Classification Matrix was updated to acknowledge State highway designations.
3. The Federal Functional Classification Map of Beaverton was added to Appendix N to acknowledge federal system classifications for funding and emergency preparedness purposes.
4. Correct arrow #116 on Local Connectivity Map Page 1 to point north, then west. The June 2001 draft of the 2020 *TSP Update* is correct based on public comment that the connection should avoid cut through to Cambray. However, due to an oversight, the final September draft did not include this change.
5. Intersection drawings added to Appendix N.
6. Correct Figure 1-2A to show proposed bikeway alignment in Murray/Scholls area that extends from Teal south is on the collector street.
7. Delete octagon at Beaverton High School—map layer error.
8. Add RTP “boulevard design” Hall/Watson project to pedestrian plan table as follows: Hall/Watson Boulevard Design from Allen Blvd to Cedar Hills Blvd for RTP consistency \$510,000 (RTP #3041 2000-2005).
9. Master Bike Plan incorrectly shows Hocken bike lanes extending south of Millikan Way. Correct the map.
10. Project tables, descriptions, and costs updated to 2001.
11. Delete the references to PGE heliport in southwest Beaverton. It no longer exists.
12. Reclassify Otter Lane/Citation Drive/136<sup>th</sup> Place from a Neighborhood Route to a Local street due to past City action and recent development.
13. Remove Neighborhood Route classification of 2<sup>nd</sup> Street from Erickson to Main to reflect recent City action.
14. Updated Goals, Policies, and Actions to reflect all changes to date.
15. Esplanade removed from maps per City action.

16. Functional Classification of Stillwell between Sorrento and 125<sup>th</sup> extension revised to a Local to reflect final design. Stillwell will not connect on the west, only on the east. 170<sup>th</sup> realignment corrected to intersect with existing 170<sup>th</sup> to the south. 103<sup>rd</sup> changed to a solid line to reflect it as “existing” north of Canyon Rd.
17. Final refinement revisions per DKS email memo 1/4/02:
  - a. Cornell/158<sup>th</sup>: Modified intersection improvement #9 to include overlap phasing with the added eastbound right turn lane
  - b. Merlo/170<sup>th</sup>: Modified intersection improvement #4 to include restriping of the westbound leg to include a 2<sup>nd</sup> westbound left turn lane (the 5-lane widening of Merlo includes the right of way for this lane so there are no additional costs).
  - c. Scholls Ferry/Allen: The intersection improvement #57 cost increased to \$1,500,000 to add curve correction to the east of the intersection that would be a more complete and reasonable solution.
  - d. Hall/Watson couplet downtown near Farmington Road: there is marginal need for improvement for three through lanes. Cost estimate is \$1.5 million for each intersection improvement (#39 and #40). Note added to preserve right-of-way for construction beyond 2020.
  - e. Intersection improvement 43b deleted due to project level analysis conclusions. This solidifies the need for the 125<sup>th</sup> extension. Updated 2020 Mitigated calculations are included in Appendix J.
  - f. Corrected map error omission of 160<sup>th</sup> Neighborhood Route that extends from 160<sup>th</sup> tying into Sumac Street west to Timberland Drive.
  - g. Corrected map error in Murray/Scholls area on Functional Classification and Pedestrian Master Plan maps of an additional dashed connection from internal circulation roadway to Barrows Road.
  - h. 91<sup>st</sup> Avenue/Canyon and 103<sup>rd</sup> Extension analysis notation: Originally the 103<sup>rd</sup> extension was included mainly as a connectivity and bike system improvement. Analysis subsequent to the September 29, 2001 draft TSP Update of 91<sup>st</sup> at Canyon Road found capacity deficiencies. The 103<sup>rd</sup> extension may also be a way to reduce/manage congestion on 91<sup>st</sup>.
  - i. Right-of-way map Western Avenue analysis notation: In looking closely at the volumes and cross section, the 5-lane designation may not be ultimately needed and may be hard to achieve with the planned bike lanes and existing built out development. In the TSP mitigated scenario, it looks like a 3-lane section with bike lanes would be feasible though this would be pushing the limits of a 3-lane section. However, this would only work with all of the parallel route improvements, including capacity improvements on Hwy 217.
19. Changed maps to delete three neighborhood route connections north of Nora/Kemmer area. Connections outside of the TSP study area to the west of 175<sup>th</sup> also deleted to reflect County feasibility analysis. Connections are infeasible due to environmental constraints, greenspaces park, and existing development.
20. Acknowledge name change from Henry Street to Millikan Way.
21. Revise Street Improvement table to reorganize Regional Center projects for ease of reference and to reflect name change.
22. Correct Figure 3-6 map symbol to show that the TV Hwy/Murray Blvd. intersection is at capacity.

23. Revise Pedestrian and Bicycle Master Plans to add a Fanno Creek multi-use path segment south of the northern trail intersection with Hall Boulevard, to the intersection of Creekside and Hall Boulevard, south to the Fanno Farmhouse and then west on the existing trail. This modification was based on the multi-year study of the Fanno Creek Path by Metro and participating public and private agencies including the City of Beaverton.
24. Murray/Scholls Town Center circulation network: Revised figures and tables to acknowledge the following changes analyzed through a 2002 traffic and wetlands analysis:
  - a. Revise the northern-most collector transit street to a bicycle/pedestrian connection. A letter from TriMet concludes the transit streets proposed in the Murray/Scholls Town Center Plan are not needed, as sufficient transit access exists. The traffic impact analysis for the site concludes surrounding street circulation, performance, and connectivity is acceptable in the future without the street. Retain the southern-most street that runs from the future extension of Teal Blvd (from Scholls Ferry Road south to Barrows Road at Horizon Blvd.) east to the Murray Blvd. extension (from Scholls Ferry Road south to Barrows Road at Walnut Street) in order to provide multimodal connectivity to City standards.
  - b. Revise the functional classification of the remaining southern-most street that runs from the future extension of Teal Blvd (from Scholls Ferry Road south to Barrows Road at Horizon Blvd.) east to the Murray Blvd. extension (from Scholls Ferry Road south to Barrows Road at Walnut Street) from Collector to Neighborhood Route.
  - c. Clarify the description and figures containing the Murray Blvd. extension improvement project (from Scholls Ferry Road south to Barrows Road at Walnut Street) to show the need for a two/three-lane street instead of a four-lane street. The Murray Blvd. extension would perform acceptably in the future with two/three lanes and turn lanes at intersections including a right turn lane southbound at Barrows Road.
  - d. With new development, consider realigning Barrows Road to the north side of Summer Creek and deleting the east/west circulation street. The Barrows Road realignment could fulfill its function and perform acceptably.
25. Corrections of typographical and minor grammatical errors.