

APPENDIX A
SUMMARY OF TRANSPORTATION RELATED
PAST PLANS AND POLICIES

Appendix A

Past Plans and Policies

Several transportation related reports provide a historical reference for past analysis decision making in the City of Beaverton. In responding to Transportation Planning Rule (**TPR**) section **660-12-015**, applicable state, regional, county and city transportation system policies, plans and standards have been reviewed. Key recommendations and policies of these documents are summarized below:

Comprehensive Plan for the City of Beaverton, City of Beaverton, September 11, 1988. The comprehensive plan summarizes objectives for transportation:

- Coordinate transportation projects, policy issues and development actions with all affected governmental units in the area.
- Decrease reliance on street system for many trips by increasing the use of public transit, including constructing a LRT facility, improving transit service in neighborhoods, and making transit safer, more attractive and convenient to users.
- Develop alternatives to building more costly street facilities by affecting factors related to demand, such as attempting to control peak hour traffic volumes, ridesharing and carpooling and encouraging other modes of travel, such as bicycling and walking.
- Establish a partnership between the public and private sectors to effect improvements to the transportation system.

The Western Bypass is identified as the number one road priority in the region and the Westside Light Rail project is identified as the number one transit priority.

The purpose of the circulation portion of this plan is to provide for movement within and through the community. The extension of Lombard from Broadway north to Canyon, connecting with Lombard north of Canyon is included in the plan. The City's objectives and policies for circulation in the community is provided in the plan. The circulation objectives include the following:

- Improve north-south and east-west traffic movement through the city by improving existing arterial and collector streets and developing new ones designated on the plan map.
- Protect neighborhoods from excessive through traffic while providing reasonable access to and from residential streets.
- Reduce traffic congestion and traffic flow through measures such as intersection improvements and signal coordination.
- Decrease reliance on major collector and arterial streets for private driveway access by developing alternative means of access.

- Improve traffic safety through intersection and street improvements where identified as well as other measures such as law enforcement and community education.
- Manage development process to obtain adequate street right-of-way and improvements commensurate with the level and impact of development.
- Provide a classification of streets which establishes the function objectives of each type of roadway.
- Develop and implement public street standards which recognize the multi-purpose nature of street right-of-way for utility, pedestrian, bicycle, transit, truck and auto use, and recognize these streets as important to community identity **as well as** providing a needed service.
- Develop and maintain appropriate on-site loading, parking and internal circulation standards for private development.
- Develop more specific subarea plans to address the particular circulation and traffic problems of neighborhoods and commercial and industrial areas of the city.
- Maintain the quality of life of the area through proper location and design of transportation facilities.

The plan defines each roadway functional classification and the corresponding system design criteria. The following are the roadway classification categories: principal routes, major arterials, minor arterials, collectors and local streets. The functional classification plan street standard map for the City of Beaverton is attached (Figure 1).

The plan recommends the City to establish a neighborhood traffic management program to address residential neighborhood issues such as excessive through traffic. The plan identifies the City's existing policies regarding residential streets in the community and residential street standards.

The plan includes a section on transit facilities and services which provides location and performance criteria for transit centers, park-and-ride lots and light rail transit stations. The plan identifies the City's objectives and policies regarding transit facilities and services in the community.

The plan provides a comprehensive system for bicycle and pedestrian movements through the community. The plan identifies the City's objectives and policies regarding bikeway and pedestrian facilities in the community. Bicycle and pedestrian facilities are categorized by roadway functional classification.

The downtown development plan chapter of the comprehensive plan includes 1) design and development objectives, 2) downtown framework establishing the type and location of desired land uses, the network of roads, pedestrian and transit (LRT) facilities and the design concept for integrating these uses, 3) localized policies and 4) an implementation program. An east-west arterial should be designed to provide better access to downtown business and employment rather than for use by through traffic.

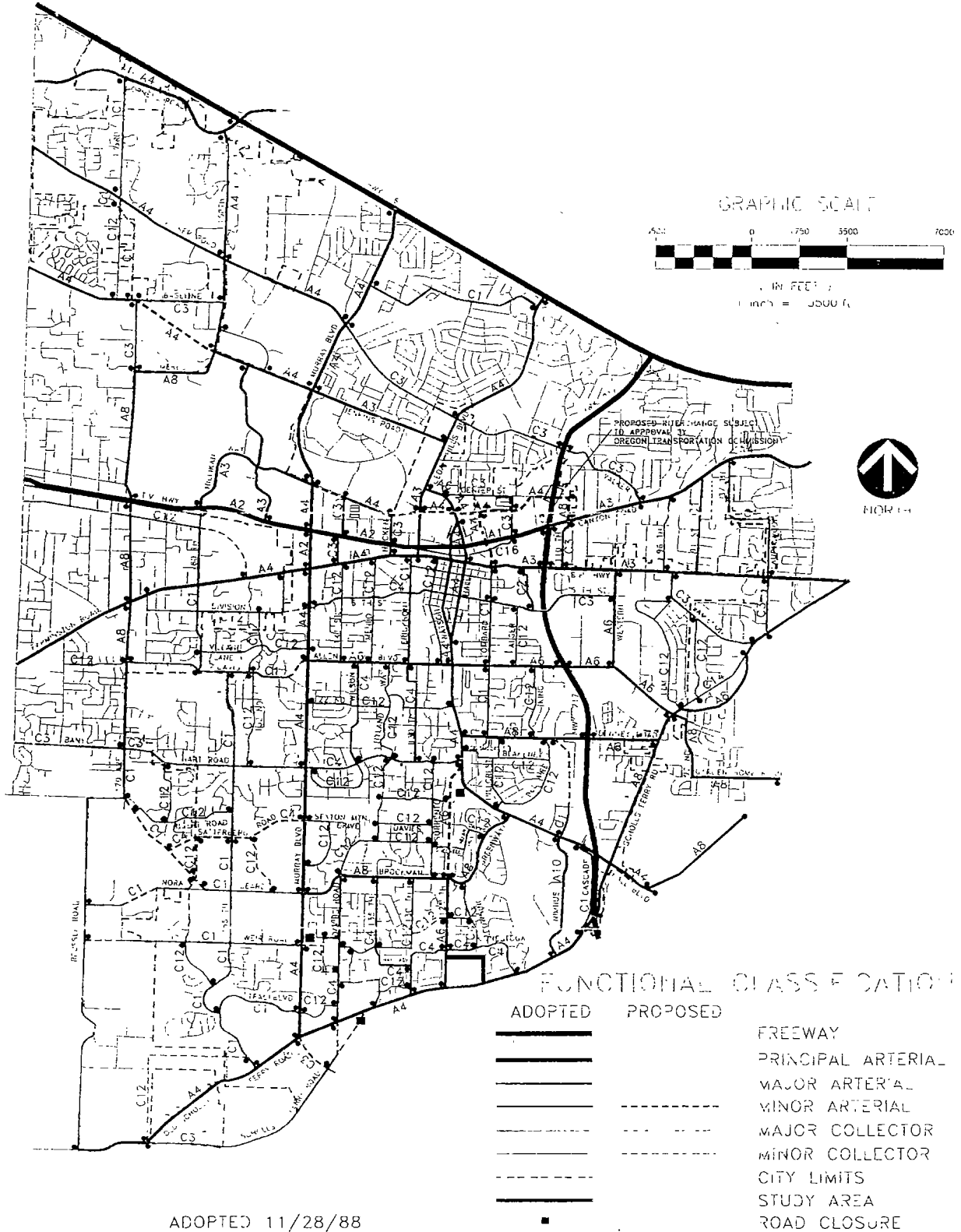
CITY OF BEAVERTON

FUNCTIONAL CLASSIFICATION PLAN

PLATE 5

STREET STANDARD MAP

PLATE 8



ADOPTED 11/28/88

Development Code of the City of Beaverton - Ordinance 2050, City of Beaverton, September 1995 (date of printing). The purpose of the ordinance is to implement the comprehensive plan. Two of the objectives of the ordinance focus on lessening congestion of streets and facilitating adequate provisions for essential urban services such as transportation and streets. The ordinance includes chapters for design review, off-street parking and loading, land divisions and transportation facilities. The transportation facilities chapter establishes standards and performance requirements for all streets and other transportation facilities constructed or reconstructed within the City of Beaverton. An objective of the design review process to prevent undue traffic congestion and pedestrian hazards. The land divisions chapter establishes procedures and standards for the division of lands within the City of Beaverton.

Review of Existing and Proposed Plans Relative to the Downtown CBD Memorandum, Matt Grady, September 20, 1996. This memorandum provides a consolidated summary of existing and proposed plans that impact and control downtown development. The following six plans were examined and compared in this document: The City of Beaverton Comprehensive Plan (the Downtown Development Plan), The City of Beaverton Development Code, Proposed Metro Function Plan-Phase I, Proposed Multiple Use Section and Proposed Central Beaverton Downtown District.

Washington County Transportation Plan Comprehensive Plan Volume XV, October 1988. The Transportation Plan is one element of the Comprehensive Plan and establishes policies and strategies designed to meet existing and future travel needs based on projected population and employment growth through year 2005. The Plan describes how system improvements should be made under three funding scenarios. The general policies of the Transportation Plan follow which apply to all aspects of the Plan:

- **Mobility Policy:** to provide a transportation system that maximizes the mobility of Washington County residences and businesses.
- **Efficiency Policy:** to seek the greatest efficiency of movement possible for Washington County residents and businesses, in terms of travel time and distance, and efficient management of the transportation system.
- **Safety Policy:** to maintain and improve transportation system safety.
- **Equity Policy:** to ensure the cost of transportation facilities and services are borne by those who benefit from them.
- **Environmental Policy:** to limit and mitigate adverse environmental impacts associated with traffic and transportation system development through facilities design and system management.

The plan includes several policies which establish direction for specific components of the transportation system and for system implementation and funding. The plan provides a roadway functional classification system map.

Washington County Transportation Capital Improvement Program FYI 1995/1996-FY 1999/2000, Washington County, February 1996. This program evaluates, ranks and schedules transportation capital project needs in Washington County for the next five years. The purpose of the CIP is to:

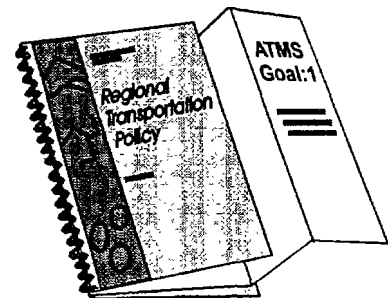
- Evaluate capital project needs identified in the Transportation Plan for implementation over the coming five-year period.

- Encourage and guide the efficient allocation of scarce financial resources among a multitude of transportation needs.
- Involve and inform the public and neighboring political jurisdictions of transportation decisions.

The projects are identified as either committed projects (projects under design or construction at the time of CIP preparation) and uncommitted projects (project submittals which have not been approved for funding). The uncommitted projects are grouped by project category and evaluated using project ranking criteria. The committed projects identified in the program are summarized in Table 1.

Roadway/Intersection	Improvement
Farmington Road	Widen to 4 lanes with continuous center turn lane and bike lanes from Murray Boulevard to 172 nd Avenue.
Cedar Hills Boulevard	Complete sidewalks and bike lanes on both sides from Parkway to Butner and extend sidewalk on west side from Parkway to Huntington.
170 th Avenue	Widen to 3 lanes with sidewalks and bikeway from Rigert to Blanton, widen to 5 lanes from Blanton to Alexander and add/modify traffic signals.
170 th /173 rd Avenue	Construct new road and widen existing road to three lanes with sidewalks and bikeway from Baseline Road to Walker Road.
Oak Street	Widen road and add bike and pedestrian facilities from Beaverton City Limits to 170 th Avenue.
Baseline Road	Widen to 5 lanes from 158 th Ave to 170 th Ave with bike lanes and sidewalks (Tri-Met) and widen to 5 lanes from 170 th Ave to 177 th Ave with bike lanes and sidewalks (County).
Scholls Ferry Road	Add turn lanes and bike lanes to Scholls Ferry/Old Scholls Ferry from east of the Beaverton city limits to 175 th Ave. Realign the Scholls Ferry/Old Scholls Ferry and Scholls Ferry/Beef Bend intersections, adding turn lanes and traffic signals.
Walker Rd/Mayfield Ave intersection	Construct eastbound left turn lane, install traffic signal and illumination.

Regional Transportation Policy, Metro, July 25, 1996. This is the updated **Regional Transportation Plan** policies which is driven by requirements contained in the state Transportation Planning Rule (TPR) and the need to support the Region 2040 Growth Concept with a multi-modal, balanced transportation system. This document provides the policy context and framework for transportation system planning required under the state TPR for cities and counties. The overall goal of the RTP is to develop a safe, efficient and cost-effective transportation system that serves the region's current and future travel needs and implement the **2040** Growth Concept while recognizing the financial constraints and environmental impacts associated with that system. The guiding principals of the plan include public involvement, accessibility and mobility, system cost, timing and prioritization of system improvements and environmental, economical and social impacts.



Interim Federal Regional Transportation Plan, Metro, April 1995. The purpose of the federal regional transportation plan (RTP) is to develop a transportation system that provides adequate levels of accessibility to a growing region at the same time recognizing the financial constraints and environmental impacts associated with that system. This document is intended to meet the requirements of the federal Intennodal Transportation Efficiency Act (ISTEA) of 1991, the Clean Air Act Amendments (CAAA) of 1990, and the Americans with Disabilities Act (ADA) of 1991. This report includes a roadway functional classification map, freight network map, primary transit network map, proposed regional bicycle network map and a proposed national highway system map. The RTP recommends transportation improvements to the year 2015.

Oregon Transportation Plan, Oregon, 1992. The Oregon Transportation Plan (OTP) sets the general direction for transportation development statewide for the next twenty years. The purpose of the plan is to guide development of a safe, convenient and efficient transportation system that promotes economic prosperity and livability. The OTP contains two elements: Policy and Systems. The OTP provides overall direction for allocating resources and coordinating modes of transportation. It also reviews the relationship of transportation to land use, economic development, the environment, and energy use. Key aspects of the OTP focus on a transportation system that is balanced, efficient, accessible, environmentally responsible, has connectivity among places and modes and carriers, is safe and financially stable.

Transportation Planning Rule, Oregon Administrative Rules (OAR) 660-12. The adoption of the Transportation Planning Rule (TPR) in May 1991, (updated in April 1995) mandates comprehensive transportation planning for cities in Oregon. The TPR defines the specific requirements for a transportation system plan. The areas of analysis addressed in the TPR for a transportation system plan include the following:

1. Roadway capacity and level of service.
2. Transit capacity and capacity utilization.
3. Bicycle and pedestrian system capacity.
4. Adjustment of turning movement volumes produced by travel demand forecasting models.
5. Estimation of future transportation needs (person travel), reflecting:
 - population and employment forecasts consistent with comprehensive plans
 - effects of measures to reduce reliance on the automobile
 - increased residential, commercial, and retail development densities
 - location of neighborhood shopping centers near residential areas
 - better balance between jobs and housing within subareas
 - maximum parking limits for office and institutional developments
 - appropriate levels of transportation facilities to serve land uses identified in transportation plans
 - increases in average automobile occupancy
 - increases in modal shares of non-automobile modes
 - effects of TDM programs and rearranged land uses on the number and length of automobile trips per capita

- effects of land use and subdivision regulations to increase non-auto tripmaking
- 6. Estimation of future goods movement needs.
- 7. Access management.

Statewide Transportation Improvement Program 1996-1998, Oregon Department of Transportation, January 1996. This document, referred to as the STIP, is a program schedule for the Oregon Department of Transportation. The purpose of the STIP is to schedule funding for Oregon's highest priority transportation projects for the next two years. The projects listed in the STIP that are relevant to Beaverton follow:

- Widen US 26 (Sunset Highway) to six lanes from Murray to Highway 217 and add braided ramps WB from Hwy 217.
- Add third lane EB on US 26 (Sunset Highway) from Beaverton/Tigard Hwy to Camelot interchange.
- Widen, relocate signal and raise median on OR-8 (TV Highway) from SW 117th Avenue to SW 110th Avenue.
- Replace curbs and sidewalks, construct handicap ramps, and overlay roadway/bike lanes on TV Highway from 160th Avenue to 117th Avenue.
- Widen TV Highway at Esplanade Center, move bus stop and add shelter pad.
- Widen to four lanes with a continuous left turn lane on Farmington (OR-10) from 209th Avenue to 172nd Avenue.
- Widen to four lanes with a continuous left turn lane on Farmington (OR-10) from 172nd Avenue to Murray Blvd.
- Realign Scholls (ORE 210) at Beef Bend Road to include safe horizontal and vertical alignment and add left turn channelization.
- Widen highway and structure and complete ramp work on OR-217 from Sunset Highway to TV Highway.
- a Construct additional travel lanes and auxiliary lanes on OR-217 from TV Highway to 72nd interchange.
- Widen ORE 217 NB off-ramp at Scholls for left turn lane.
- Widen NW Quadrant of Beaverton/Tualatin Highway at Locust to allow for restriping, reposition signal heads and recut loop detectors.
- Construct access between the Beaverton Central LRT station and surrounding street network at Mill Street/Henry Avenue.
- Widen Allen Boulevard to 66' curb to curb and add center left turn lane from 141st Avenue to Menlo Avenue.
- Widen and restripe to accommodate left turn lane and reconfigure signals at Allen Boulevard/Western Avenue.
- Widen Cornell Road to five lanes between 185th Avenue and 158th Avenue.
- Widen 112th Avenue to 3 lanes and extend to Cedar Hills.
- Construct left turn lane on ORE 219 at Grabel Road.
- Reconstruct ORE 219 including structures from Farmington Road to Scholls.

Bike/Pedestrian Elements:

- Construct bikeway on Beaverton-Tualatin Highway from Pacific Highway to SW McDonald Street.
- Construct left turn refuge on Beaverton/Tualatin Highway at Washington Drive.
- Construct bikeway on Beaverton/Tualatin Highway from Lower Boones Ferry Road to Martinazzi Avenue.
- Murray South Signal Interconnect- interconnect signals from Farmington Road to Millikan Avenue.
- Provide sidewalks and bike lanes on both sides of Cedar Hills Boulevard (ORE 217 ped/bike fund)
- Extend Fanno Creek Bikepath from Denny Road to Allen Boulevard.
- Acquire and develop final section of abandoned right of way of Oregon Electric RR to create pedestrian/bike way system.

Draft Bikeway Plan, Washington County, June 1995. The bikeway plan includes a draft preferred alternative bikeway network. The plan consists of the following elements:

- Background information which forms the basis for plan development. The bikeway planning process, relevant laws and regulations, the existing and committed bikeway network, current design standards, maintenance and safety are discussed.
- Plan development which discusses the public participation process, policy and implementing strategies, the development of bikeway network development and the preferred bikeway network.
- Plan implementation which discusses funding sources, revenue projections and plan implementation.
- Appendixes which include listing of existing and committed urban bike lanes/shoulders, inventory of major collectors and arterials and inventory of pathways/trailways within the Tualatin Hills Park and Recreation District.

Western Bypass Study ODOT, Parsons Brinckerhoff Quade & Douglas, Inc., August 1994. This study provides a corridor-level environmental analysis of the north/south transportation problems in eastern Washington County and evaluates five alternatives. The study found that the current transportation system will not provide an adequate level of service to accommodate expected growth demands. The performance characteristics of a package of improvements would fall between those of the Transportation System Management alternative and the Arterial Expansion Alternative. Funding constraints has required ODOT to cut over \$400 million in projects from the STIP, including \$150 million in the Portland metropolitan area. The Oregon Transportation Commission has reaffirmed its philosophy to preserve and maintain the existing transportation systems as its top priority. ODOT is prepared to take the following actions:

- Halt further work on the rural portion of the Bypass.
- Bring the Western Bypass Study to closure.
- Utilize work completed to satisfy the requirements of a Major Investment Study as indicated by ISTEA.

- Take immediate steps necessary to relieve congestion and safety problems in ORE 217 Corridor with an additional travel lane in each direction on ORE 217. Additional improvements in the ORE 217 corridor will be needed.
- Consideration should be given to I-5 to ORE 99W connection, other arterial improvements and rural road improvements.

Western Bypass Study Draft Recommended Alternative, ODOT by Parsons Brinckerhoff Quade & Douglas, Inc., September 1995. The draft recommended alternative includes components from the five alternatives analyzed in the 'Western Bypass Study'. The draft recommended alternative is a package of roadway capacity improvements, transit improvements, transportation demand management programs and bicycle and pedestrian facilities. These roadway improvements include:

- 36 local and state roadway projects from the No-Build Alternative (many are already built).
- 48 local and state roadway projects from the TSM alternative, many of which are either funded or built.
- Four roadway projects from other alternatives include: 1) Widen Scholls Ferry Road to seven lanes between 121st Avenue and ORE 217, 2) Improve intersections on Murray Boulevard at Allen and TV Highway, 3) Widen ORE 99W to six lanes between Commercial Street and Durham Road and upgrade ORE 99W to a limited access highway between Durham Road and Six Corners, 4) Build a new four-lane, limited access expressway from I-5 to ORE 99W with interchanges at Tualatin/Sherwood-Edy Road and ramps at I-5/I-205 and ORE 99W.

The draft recommendation includes an continuous north-south bicycle route that would use:

- Existing bicycle lanes on Murray Boulevard (ORE 26 to Scholls Ferry Road).
- New bicycle lanes on a Murray Boulevard connection (ORE 99W to Scholls Ferry).
- New bicycle lanes on ORE 99W to a new expressway.
- New bicycle lanes on a new expressway (I-5 to ORE 99W).

SW Davis Road and 155th Avenue Transportation Engineering Study, Lancaster Engineering and Access Engineering, July 20, 1995. This transportation study analyzed SW Davis Road and 155th Avenue in Beaverton. The following improvements were recommended in this study:

- An eastbound right turn lane on Davis Road at 160th.
- A traffic signal is warranted at Davis (Oak) and 170th. Left turn lanes are warranted on 170th at Davis.
- The existing pedestrian crossing traffic signal on Davis at 155th should be relocated or revised when Davis road is reconstructed.
- A traffic signal, an eastbound right turn lane, a northbound right turn lane, and left turn lanes on Hart at 155th are required to accommodate projected traffic at an acceptable level of service.
- A traffic signal at 155th and Beard is warranted by year 2020.

Canyon Road/Farmington Road One-Way Couplet, City of Beaverton, by DKS Associates, May 1992. This study provides a traffic operations assessment of the one-way couplet alternatives developed by the City of Beaverton. The key findings of the analysis include:

- The one-way couplet alternatives can provide added capacity to serve future traffic demands, if enough lanes are incorporated into the one-way geometry of Canyon Road and Farmington/Beaverton-Hillsdale.
- To accommodate traffic at acceptable levels of service, Canyon Road and Farmington Road would need to be five lane roadways and triple turn lanes would be needed.
- Peak hour traffic queues would extend over the railroad grade crossings creating a safety hazard.
- The disadvantages of one-way circulation on Canyon Road and Farmington/Beaverton-Hillsdale are significant (to business, transit, access, VMT, etc.) and would likely outweigh the operational benefits.

Canyon Road Corridor Study, ODOT, February 1992. This Metropolitan Area Corridor Strategies (MACS) study performed by ODOT (at the request of the City of Beaverton in 1990) was aimed at evaluating current conditions on Canyon Road, analyzing the benefits of the East-West Arterial to Canyon Road, and identifying improvements necessary for Canyon Road to maintain an adequate carrying capacity. The study was conducted to be consistent with Beaverton's Downtown Plan and incorporate planned improvements to US 26 and ORE 217 as well as the extension of MAX to Washington County (Westside Light Rail Transit - LRT). The findings indicate that simply widening Canyon Road to six lanes will be inadequate in solving future congestion problems along the corridor. Provision of an East-West Arterial, with access to ORE 217 would effectively disperse traffic in the Beaverton core area, reducing traffic on Canyon Road. The effectiveness of the East-West Arterial is dependent on access to ORE 217. However, to assure Canyon Road operates efficiently in the future, an access management plan would need to be developed with the widening of Canyon Road, reducing the number of driveway/intersections and installing a median.

SW Farmington Road, SW 209th Avenue-SW Murray Boulevard Transportation Traffic and Safety Report, ODOT, by DKS Associates, February 1990. The ODOT improvement program for Farmington Road between 209th Avenue and Murray Boulevard includes widening of Farmington Road to accommodate additional lanes and intersection improvements along the corridor. This report summarizes the traffic-related factors affecting project design and traffic impacts within the project corridor area and was used for environmental clearance. The 2015 build alternatives met the following objectives of the study: improve level of service, improve safety on the route, conform to Washington County's Transportation Plan and provide safe access for vehicles entering or leaving properties. The no-build alternative did not meet any of the study objectives.

Canyon Road Study Phase II-A, City of Beaverton, by Robert Conrads, June 1988. This report evaluated 14 alternatives for solving traffic problems on Canyon Road. Three alternatives were recommended for further consideration which included widening of Canyon Road and developing a new parallel street north of Canyon Road. Plans which only improve Canyon Road or widen Walker Road were eliminated. Critical intersections were identified as TV Highway at Murray Boulevard and Canyon Road and Cedar Hills. Traffic conditions were assessed in 1985 and 2005 under various alternatives. Widening

of Canyon Road nearly solves the projected traffic problem. The effectiveness of any alternative is sensitive to the arrangement of the ORE 217 ramps. An added east-west street can help disperse the traffic and reduce volumes on parallel street.

Beaverton Creek Master Plan, Kittelson and Associates, Inc., March 20, 1996. This study analyzed the traffic impacts of the Beaverton Creek Transit Oriented Development (TOD), a high-density mixed use development. The intersection of SW Murray Boulevard and SW Jenkins Road currently operates at an unacceptable level of service (LOS F). The suggested mitigation is adding right turn pockets on the southbound and westbound approaches, overlapping their phases with left turn movements from the adjacent roads. The following summarizes the results of the 2010 traffic analysis (without Beaverton Creek TOD):

- All intersections and roadways will require improvements to maintain acceptable levels of service. The improvements include: SW Jenkins Road to be widened to a five lane roadway, SW Millikan Road to be widened to a four lane road, SW 153rd Drive requires two-way left turn lane or left turn pockets in vicinity of 154th Terrace and main access to LRT park and ride lot and SW Murray Boulevard needs to be a six lane roadway in the vicinities of Jenkins Road and Millikan Way (at least four lanes, possibly six, required over LRT right-of-way).
- Signal warrants met at 154th Terrace/153rd Drive and South park and ride lot access road onto 153rd Drive.
- Dual left turn lanes are required at the signalized locations of Murray Boulevard/Jenkins Road northbound and southbound, Millikan Way/Murray Boulevard northbound and southbound and Millikan Way/153rd Drive southbound.

The following summarizes the results of the analysis of year 2010 conditions with Beaverton Creek TOD (includes mitigation measures for year 2010 conditions):

- Murray Boulevard needs to be a six lane roadway in the vicinity of the proposed northeast site access road.
- Signal warrants also met at Murray Boulevard/northeast site access roads and 153rd Drive/northwest site access roads.
- Dual left turn lanes also required at Jenkins Road/Murray Boulevard eastbound and westbound approaches and Jenkins Road/153rd Drive northbound.
- Separate right turn pockets are required at the Millikan Way/153rd Drive intersection in the eastbound and westbound approaches.

Beaverton/170th Avenue Park-and-Ride Station Impact Study, DKS Associates, October 27, 1994.

This study identified future year traffic volume impacts within the Waterhouse South neighborhood with the Westside LRT system . The following summarizes the results of this analysis:

- Maintain neighborhood traffic measures in place today. Future traffic volumes would exceed the desired limit established by the City of Beaverton along SW Estuary Drive, SW 166th Avenue, SW 167th Avenue and SW Schendel Avenue.

- Monitor traffic volumes on neighborhood streets following 170th LRT station opening. If the desired traffic limit has been exceeded, then alternative measures (described in the report) for SW 166th Avenue should be considered.
- Construction of a north/south road between Walker Road and Baseline Road along 173rd Avenue/170th Avenue alignment would result in lower traffic volumes in the neighborhood and has beneficial effects on neighborhood circulation without producing negative impacts at other locations. This improvement should be strongly considered.
- Signal timing improvements along Baseline Road and SW 158th Avenue would reduce the existing and future delay along these roadways and thus, reduce the incentive for vehicles to use the Waterhouse neighborhood.

The *Transportation Planning* Rule requires that classification of streets within the City be provided.¹ The classification must be consistent with state and regional transportation plans for continuity between adjacent jurisdictions. The City of Beaverton Comprehensive Plan, Washington County Comprehensive plan, Metro Regional Transportation Plan and ODOT guide functional classification. Table 1 summarizes the relationships between the plans. Figure 1 provides a cross reference to the City of Beaverton roadway classification summarized in the tables.

¹ *Transportation Planning Rule*, State of Oregon, Department of Land Conservation and Development, Section 660-12-020(2)(b), April 1995.

Roadway	Roadway Classification According to Jurisdiction					
	City of Beaverton ²	Tigard ³	Portland ⁴	Washington Co ⁵	Metro ⁶	ODOT
US 26 (Sunset Hwy)	Freeway		Reg. Trafficway	Freeway	Reg. Through-Rte (Freeway)	Statewide
ORE 217	Freeway	Arterial		Freeway	Reg. Through-Rte (Freeway)	Statewide
ORE 8 (TV Hwy)	Principal Arterial			Principal Route	Reg. Through-Rte (Arterial)	District
ORE 8 (Canyon Rd)	Major Arterial			Major Arterial	Multi-Modal Art (Major)	District
ORE 10(Farmington/BH)	Major Arterial		Maj City Traffic St	Major Arterial	Multi-Modal Art (Major)	District
ORE 210 (Scholls Ferry)	Major Arterial Minor Arterial (east of 217)	Arterial	Maj City Traffic St	Major Arterial Minor Arterial (east of 217)	Multi-Modal Art (Major) (Minor)-east of ORE 217	District
Murray Boulevard	Major Arterial			Major Arterial	Multi-Modal Art (Major)	
Cornell Road	Major Arterial			Major Arterial	Multi-Modal Art (Major)	
Walker Road	Minor Arterial (west of Murray) Major Collector (east of Murray)			Minor Arterial (west of Murray) Major Collector (east of 217)	Local Street	
Cedar Hills Boulevard	Minor Arterial			Minor Arterial	Multi-Modal Art (Minor)	
Baseline Road	Minor Arterial (west of 170 th) Major Collector (east of 170 th)			Minor Arterial	Multi-Modal Art (Minor)	
Jenkins Road	Minor Arterial			Minor Arterial	Multi-Modal Art (Minor)	
170 th /Merlo/158 th Ave	Minor Arterial			Minor Arterial	Multi-Modal Art (Minor)	
153 rd Avenue	Minor Arterial			Minor Arterial		
Millikan Way	Minor Arterial			Minor Arterial	Local Street	
Hall Boulevard	Minor Arterial	Arterial		Minor Arterial	Multi-Modal Art (Minor)	District (e. of 217)
Watson	Minor Arterial			Minor Arterial	Mti-Modal Art (Min.)-n.of TV	
Allen Boulevard	Minor Arterial			Minor Arterial	Multi-Modal Art (Minor)	
Denney Road	Minor Arterial			Minor Arterial	Multi-Modal Art (Minor)	
Greenway/Brockman	Minor Arterial			Minor Arterial		
125 th Avenue	Minor Arterial			Minor Arterial	Local Street	
Western Avenue	Minor Arterial			Minor Arterial	Multi-Modal Art (Minor)	
Nimbus Avenue	Minor Arterial			Minor Arterial		
Lombard	Minor Arterial (north of TV) Major Collector (south of TV)			Major Collector	Local Street	

² City of Beaverton Functional Classification Plan, Street Standard Map, adopted November 28, 1988.

³ City of Tigard Comprehensive Plan Transportation Map, adopted June 11, 1991.

⁴ City of Portland Comprehensive Plan, Transportation Element, October 23, 1992.

⁵ Washington County Transportation Plan Comprehensive Plan Volume XV, October 1988.

⁶ Interim Federal Regional Transportation Plan, Metro, April 1995.