

APPENDIX J
STRATEGIES EVALUATION SCORING

Potential Strategies for Sidewalk Improvement Priorities

Evaluated by City of Beaverton Traffic Commission

Strategy	Importance		
	Score	Percentage	Rank
Fill in gaps in the network where some sidewalks exist	28	23%	2
Pedestrian corridors that connect neighborhoods	11	9%	5
Connect key pedestrian corridors to schools, parks, recreational uses and activity centers (public facilities, commercial areas, etc.)	33	28%	1
Reconstruct all existing substandard sidewalks to City of Beaverton Standards	1	1%	9
Pedestrian corridors that commuters might use	5	4%	7
Pedestrian corridors to transit stations and stops	17	14%	3
Signalized pedestrian crossings	14	12%	4
As development occurs, construct sidewalk from developers	5	4%	7
One-side to two-sided	6	5%	6

Potential Strategies for Bikeway Improvement Priorities

Evaluated by City of Beaverton Traffic Commission

Strategy	Importance		
	Score	Percentage	Rank
Fill in gaps in the network where some bikeways exist	42	29%	2
Bicycle corridors that connect neighborhoods	24	17%	3
Connect key bicycle corridors to schools, parks, recreational uses and activity centers (public facilities, commercial areas, etc.)	47	33%	1
Bicycle corridors providing mobility to and within commercial areas	5	3%	6
Bicycle corridors that commuters might use	6	4%	5
Construct bike lanes with roadway improvement projects	20	14%	4

Potential Strategies for Transit Improvement Priorities

Evaluated by City of Beaverton Traffic Commission

Strategy	Importance		
	Score	Percentage	Rank
Provide access to commercial/employment areas	16	13%	2'
Provide access to activity and service centers (schools, etc.)	10	8%	7
Provide express routes to regional employment centers	12	10%	4
Provide access to regional town centers/main streets	9	7%	9
Encourage enhanced local services	8	6%	10
Provide Park and Ride lots	10	8%	7
Provide improved transit amenities	12	10%	4
Provide direct access to/from Light Rail Transit (MAX) by integration of bus services	22	18%	1
Provide frequent service often	13	11%	3
Dial-a-ride demand responsive	11	9%	6

Potential Strategies for Truck/Freight Circulation

Evaluated by City of Beaverton Traffic Commission

Strategy	Importance		
	Score	Percentage	Rank
1. Allow trucks to use all streets in Beaverton for through movement and design streets accordingly	0	0	
2. Designate through goods movement and service routes only to arterials	23	20%	3
3. Designate through goods movement routes as a sub-set of arterials and design to accommodate trucks	69	59%	1
4. Number 3 above without design accommodations for trucks	0	0	
5. Number 3 above with only a selected sub-set of routes with "truck-friendly" design accommodations	24	21%	2

Potential Strategies for Access Management Priorities

Evaluated by City of Beaverton Traffic Commission

Strategy	Importance		
	Score	Percentage	Rank
Meet ODOT Access Management requirements on state highways (150 feet to 500 feet). Meet Washington County requirements on arterials (1,000 feet major/600 feet minor).	4	6%	5
Develop city access requirements based on Metro Title 6 (660 feet)	12	20%	3
Set new City of Beaverton standards for all routes on new development using maximums	11	18%	4
Work with land use development applications to consolidate driveways	20	33%	1
Prohibit new single family access to arterials and collectors	0	0	
Use medians on arterial routes to limit access	14	23%	2
Allow no new access within 500 feet of freeway interchange ramps			
Limit signals to public streets			
Right-in, right-out			
Close and consolidate exiting access points within 500 feet of freeway interchanges, as possible			
Develop minimum traffic signal spacing on arterials and collectors (e.g. 500 feet minimum /800-1000 feet desirable)			

Potential Strategies for Parking Priorities

Evaluated by City of Beaverton Traffic Commission

Strategy	Importance		
	Score	Percentage	Rank
Maximum Parking Ratios	4	6%	5
Lower parking ratios for land uses within 1/4 mile of LRT stations	12	20%	3
Parking needs should be reviewed by individual developments at the site plan review stage. Parking provisions should be compared to demand, as identified by ITE or DEQ	11	18%	4
Shared parking	20	33%	1
Transportation Planning Rule (TPR) requirements to reduce spaces by 10%per capita	0	0	
Parking Pricing	14	23%	2

Potential Strategies for Transportation Demand Management

Evaluated by City of Beaverton Traffic Commission

Strategy	Importance		
	Score	Percentage	Rank
Flexible working hours	9	14%	3
Coordinate shift changes/staggered hours	8	12%	4
Telecommuting	5	8%	6
Work with property owners to install bicycle	3	5%	9
Work with property owners to place parking	0	0	
Provide information regarding commute	4	6%	8
Encourage linkage of housing, retail and	13	20%	1
Provide incentives to take transit and use	10	15%	2
Schedule deliveries outside of peak hours	8	12%	4
Focus demand management in districts (i.e.	0	0	
Participate in Westside Transportation	5	8%	
Provide City <i>staff</i> support to Beaverton TDM	0	0	
Congestion pricing	0	0	

**Potential Strategies for Transportation System Management/
 Intelligent Transportation Systems**
 Evaluated by City of Beaverton Traffic Commission

Strategy	Importance		
	Score	Percentage	Rank
Signal coordination for arterial system	12	18%	2
Transit priority signal systems	8	12%	4
Ramp metering	6	9%	5
HOV Lanes	5	8%	6
Bus queue jump lanes	11	17%	3
One-way streets	5	8%	6
Traveler information systems for Beaverton arterials (changeable message signs, etc.)	0	0	
Enhance detection systems (video, etc.)	4	6%	8
Enhance traffic signal systems (areawide control, model 2070, etc.)	14	22%	1
Signing- guide signs	0	0	