

CITY OF BEAVERTON  
TRANSPORTATION SYSTEM PLAN

Recommended Amendments to the September 1997 Draft TSP  
Accepted by Planning Commission and City Council (2198) to be included in the  
TSP Implementing Amendments

Attachment A - Recommended Changes

1. Page 1-7 and page 2-8 - Add a new Policy 3 to Goal 5 in Chapters 1 and 2 to reflect the new road closure policy language, as directed by City Council action 11/97, as follows:- “The proposed closure of a road in a developed neighborhood will be considered by the City as a measure of last resort, and only when the quality of life in that neighborhood is being severely threatened by excessive traffic volumes or the presence of a traffic safety hazard.”
2. Tables 1-3, 8-3, 11-5 Motor Vehicle Improvement List and Figure 1-9 Functional Classification Plan - Correct omission - The City’s Capital Improvement Program contains Project 3 125, the extension of Hyland to 135<sup>th</sup>, providing a connection between Carr and Hart, which is deferred pending completion of a circulation study. The project should include a change in functional classification from minor collector to neighborhood route. The project should also be included in Tables 1-3, 8-3 and 11-5 Motor Vehicle Improvement List under projects included in funding programs for \$115,000 and adjust the table total. Also, include project in Figure 1-9 Functional Classification Plan as a neighborhood route.
3. Page 2-1 In order to appropriately identify the “intent” language based on City and DLCD comment, italicized language will be preceded with the words Recommended Action(s) and specific text will be developed in subsequent amendments to City documents in early 1998, i.e., the Comprehensive Plan, Beaverton Development Code, Beaverton City Code and/or Beaverton Engineering Design Standards and Drawings. ‘Wills and shalls” should appear only in the future specific language, so current text should be changed to “shoulds and mayss” to avoid issues of legality. The goals and policies developed in the September 1997 Draft TSP Goals and Policies (Chapter 2) will be the starting point for the amendments. Clarify this approach with text changes to Page 2-1 last paragraph as follows (see Attachment C for specific language changes to reflect this change):

“Below many of the policies, the italic text represents a detailed description about the intent of the policy. The italics are not policy and cannot be appealed in land use decisions. They are recommended actions to amend City plans and programs to reflect the Draft TSP. The recommendations to be developed include amendments to the Comprehensive Plan, City Code, Development Code and Engineering Design Standards and Drawings. The Draft TSP Goals and Policies are linked to mode maps provided in the City of Beaverton TSP. The TSP will include master plan maps for automobiles, pedestrians, bicycles, transit and other modes.”
4. Page 8-17 third paragraph - Clarify - “These cross sections are provided for guiding discussions that will update the City of Beaverton Engineering Design Manual. The street design cross sections will be developed through the upcoming public process of developing Comprehensive Plan, Development Code and Engineering Design Manual Standards and Drawings and City Code amendments, beginning in early 1998.”
5. Changes to Local Connectivity Maps in Chapter 8: Figure 8-9 - Field check verified that #2 and #11 are complete - delete #2 and #11. Figure 8-17 - Field check verified that #9 bike/ped path is complete to 170<sup>th</sup> - delete #9. #14 is no longer a possibility due to wetlands considerations - delete #14. (#12 and #14 were Planning Commission decisions on Snowshoe Lane and Cottontail extensions).
6. Page 1-4 Background paragraph - Clarify - “Goals were developed ~~which should~~ with a view to **reflecting** community needs and values for many years...The policies focus on how goals will be met by describing the types of action that will contribute to achieving ~~the~~ each goal. Policies may change ~~as time goes on~~ and would be the focus of any plan update (generally within 5 to 10 years.)” Page 1-5 - second paragraph - Clarify - ~~“The policies are provided in this summary with~~ Bbackground

information and further explanation **provided with some policies in Chapter 2 represented by italicized text is not policy itself and cannot constitute part of an appeal in a land use decision.**"

7. Page 1-6 Goal 3 Policy 5 - Clarify - "Designate routes to schools for each school and **to/from** any new residential project."
8. Page 6-3 Facilities last sentence - delete as it is redundant - "~~The Beaverton TSP designations focuses on lanes, bikeways and multi-use paths.~~"
9. Page 6-5 Strategy 2 - Fill in Gaps in the Network Where Some Bikeways Exist: - Clarify - "This strategy maximizes the use of existing bicycle facilities to create complete sections of an overall bikeway; ~~network~~ **and also provides people with the opportunity to enjoy a lengthy bikeway ride, like they do in the Seattle area (the Burke-Gilman Trail) or Multnomah County (the Springwater Trail).**"
10. Pages 1-8 and 2-9 Goal 7 Policy 2 - Clarify - "Participate in regional **transportation and** growth management policyies and work with regional agencies to assure adequate funding of transportation facilities to support those policies."
11. Pages 1-27 and 8-8, Figures 1-9 and 8-3 Functional Classification Plan - Delete Longhorn and Snowshoe extensions per recent Planning Commission action. The connections will remain, but be non-auto. Add to Figures 1-2, 1-3, 1-4 and 1-5, and Figures 5-1, 5-2, 6-1 and 6-2 to reflect the bicycle and pedestrian path on master and action plans.
12. Page 1-22 Figure 1-7, page 1-23 Figure 1-8, page 1-27 Figure 1-9, page 8-8 Figure 8-3, page 8-18 Figure 8-8, page 8-36 Figure 8-22 (Street Improvement Master Plan, Future Streets Where ROW is Planned For More Than Two Lanes, and Functional Classification Plan) - Clarify - Make changes on all figures to reflect the current Murray/Scholls town center concept. The collector would run east and connect with the Murray extension and Scholls to service the planned retail/commercial area on the east side of the town center. The western roadway would be changed to a neighborhood route.
13. Page 1-19 last paragraph - Add text to reflect potential of commuter rail - "**Expansion of commuter rail, such as the proposed route to Wilsonville, can also link employment and activity centers.**"
14. Page 8-22, Figure 8-11 add location 17 just north of 117<sup>th</sup> Avenue at Center Street connecting to 116<sup>th</sup> Avenue, Rating: P, Recommendation: Consider Non-Auto.

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**Attachment B - Corrections**

The following are minor typographical or grammatical corrections or inclusions of information that were omitted in error.

- Correct all i.e., notations to read **i.e.**,
  - Delete apostrophes in plural acronyms e.g., **SDC's SDCs**, and costs e.g., **\$1,000's-\$1000s**.
1. Page 1-3 last line - Correct - "...infrastructure and assist officials in making short term decisions, which do not contradict future needs, ~~and~~ thus reducing costs in the long run..."
  2. Page 1-4 first paragraph - Clarification - "... (i.e., Beaverton Downtown Connectivity Plan ~~completed~~ **adopted** in 1996)..."
  3. Page 1-4 second paragraph - Correct - "... (which is called the Regional Transportation Plan ~~RTP~~ **[RTP]**) next year..."
  4. Page 1-8 Goal 7 Policy **5** - Correct - "Utilize the ~~System~~ **Traffic Impact Fee** as an element of an overall..."
  5. Page 1-10 Figure 1-2 and page **5-8** Figure 5-1 Pedestrian Master Plan - Clarify - Add words as follows to key - **"Proposed and Existing Multi-use Path."** Also correct Fanno Creek Bikepath alignment to current Comprehensive Plan alignment; path should connect to existing path on the east side of the Operations building.
  6. Page 1-11 Table 1-1, page 5-10 Table 5-2, and page 11-6 Table 11-3 Pedestrian Action Plan Project Priorities - first line - Correct - **"Davies Road Davis Road"**
  7. Page 1-13 Figure 1-3 and Page 5-9 Figure 5-2 Pedestrian Action Plan - Clarify - Add word as follows to key - **"Existing Multi-use Path."**
  8. Page 1-14 last paragraph - Correction and clarification - "It builds from the state policy from the Transportation Planning Rule that all arterial and collector roads have bike ~~lanes~~ **ways, and the Beaverton Development Code requirement, which requires bike lanes on all arterials and collectors."**
  9. Pages 1-15 and 6-8, Figures 1-4 and 6-1 Bicycle Master Plan key - Clarify - **"Existing Multi-use Path"**.
  10. Page 1-17 Table 1-2 and Page 6-10 Table 6-3 Bicycle Action Plan Project Priorities - Add Fanno Creek Bikepath, which was omitted in error under first priority project listing that connects key bicycle corridors to recreational uses and activity centers as follows: **Fanno Creek Multi-use Path** from **Allen Boulevard and 105<sup>th</sup>** to **Scholls Ferry Road** with (approximate cost in \$1,000s of dollars) **\$1,100**, and adjust table totals where appropriate.
  11. Page 1-19 third paragraph - Clarify - "In east Beaverton, a new shuttle serves the **Arctic and Allen Boulevard** industrial area ~~of east Beaverton with which has~~ 3,000 to 5,000 employees... In Southwest Beaverton, a new shuttle connects ~~SW Beaverton the area~~ with the Beaverton Transit Center."
  12. Page 1-20 first bullet - Clarify - "virtually every east-west route in Beaverton ~~from~~ Scholls Ferry Road north to Walker Road would be over capacity, **except in the Regional Center where the Downtown Connectivity Plan accommodates 2015 capacity needs."**
  13. Page 1-20 last paragraph first sentence - Correct - "coordinated set of multi-modal improvements to the roadway system were developed, ~~as~~ (outlined in Figures 1-7, and Table 1-3.)"
  14. Page 1-23 Figure 1-8 and page **8-18** Figure **8-8** Future Streets Where ROW is Planned for More Than Two Lanes - **Murray Extension** was omitted in error; correct to show it. Typo in key - "Note: All Arterial/Arterial, Arterial/Collector...for turn lanes ~~with~~ **within** 500 ft. of intersection." Additionally,

- regional designation boundary lines should be omitted in central Beaverton to avoid confusing them with a roadway. Full area should be shaded instead.
15. Page 1-26 Functional Classification - Clarify Freeway classification in text and Figure 1-9 - Classifications of “~~principal arterial (freeway)~~, **freeway (principal arterial)**, arterial, collector, neighborhood and local have been developed based on connectivity,..”
  16. Page 1-28 Other Modes - Correct - “~~The~~ **There** are four other modes discussed in the TSP: ...There is a heliport at the St. Vincent’s Hospital used for life flight. There are ~~not~~ **no** navigable waterways in Beaverton..”
  17. Page 1-29 Costs - Clarify - “Many of the project costs were ~~been~~ developed by Washington county,.. ~~Table 1-6 identifies the known revenue sources.~~ Current transportation revenue for the City of Beaverton can be summarized as noted in Table 1-6...There is a substantial gap **of \$380 million** between the TSP outlined funding needs (**\$660 million**) and the current sources of finding (**\$280 million**).”
  18. Page 2-10 Other Plans - Correct - “The relationship of the TSP to other regional planning documents can be a puzzle of activities...Correct TDM definition - ...an element of **a TSP’s TSP** that is...” Also, correct ECO definition - “... of employers of ~~50 or more~~ **more than 50 staff in the**...”
  19. Page 2-1 1 definitions - Clarify - Functional Plan by correcting text to read “Urban Growth Management Functional Plan.”
  20. Page 3-7 Figure 3-2 Speed Zones Per State Files - Delete “~~Travel Time Routes~~” reference in key as not applicable.
  21. Page 3-16 first paragraph second to last sentence - Correct - “...LOS **E** or F conditions at unsignalized intersections generally provide a basis to study intersections further to...”
  22. Page 3-25 Figure 3-12 Existing Transit - Omission - Show park and rides at Cornell/Bethany and Sunset Transit Center, and future LRT route through Sunset Transit Center as far east **as** the map allows, to be correct and consistent with Figure 10-1 Park and Ride Sites (page 10-7).
  23. Page 3-26 last paragraph - Clarify - “Several meetings were held involving public input to Tri-Met during the transit sessions called Transit Choices for Livability in which Beaverton **residents and City staff** gave Tri-Met perspectives...”
  24. Page 3-28 last sentence - Correct - “The City of Beaverton Development Code defines *At a major transit stop* ~~is~~ as a parcel that is ...”
  25. Page 3-29 last word - Clarify - “...open spaces and greenways, including the Tualatin Hills Park and Recreation District **pathways facilities.**”
  26. Page 3 1 Figure 3-14 Existing Pedestrian Network - Correct figure to show sidewalks on both sides of Griffith Drive and the pedestrian bridge to Sunset Transit Center.
  27. Page 3-37 Footnote 21 - Correct “~~then~~” to “**than**”.
  28. Page 3-40 Table 3-18 Programmed Transportation Improvements List - Add footnote to define MM acronym “**MM: multi-modal includes bikeways and sidewalks.**”
  29. Chapters 5, 6, 7, 9 and 10 - Delete referenced italicized text. In preliminary draft TSP, text was recommended for deletion as irrelevant in context, but was not carried through in subsequent drafts of Chapters 5, 6, 7, 9, and 10. Correct.
  30. Page 5-12 Safety - Correct first sentence - “In the safety section of Chapter 8 Motor Vehicles, there is discussion ~~regarding~~ **regarding** improving ...”
  31. Page 6-1 first paragraph, third sentence - Correct - “The needs, criteria and strategies were identified in working with the City’s Traffic Commission, TSP ~~Transportation~~ **Technical** Advisory Committee (TAC) and the Bike Task Force. The Traffic Commission, TAC, **public** and Bike Task Force provided...”
  32. Page 6-6 under Strategy 6 - Correct - “This strategy focuses on ~~provides~~ **providing** bikeways to and within retail areas which are popular destinations..”
  33. Page 7-1 Needs section, second sentence - Clarify - “~~Much~~ **Some** of the existing route structure will be modified to access and integrate Light Rail Transit Service (LRT).”
  34. Page 7-1 third paragraph, second sentence - Clarify - “Several meetings were held involving public input to Tri-Met during sessions called the Transit Choices for Livability in which Beaverton **residents** gave Tri-Met input..”

35. Page 7-2 Criteria - Clarify - "Beaverton's Traffic Commission, the public and TSP Technical Advisory Committee created a set of goals and policies..."
36. Page 7-6 first paragraph, second sentence - Clarify - "In east Beaverton, Route 53 serves the industrial area, **which services of Beaverton with** 3,000 to 5,000 employees, connecting to other Tri-Met service...In Southwest Beaverton, Route 50 connects ~~SW~~ **southwest** Beaverton with the Beaverton Transit Center."
37. Page 8-3 Correct goal and policy reference language to be consistent with agreed upon changes in previous drafts and Chapter 1, which were not carried forward into chapter language - Goal 1 Policy 2 "~~Include~~ **Consider** noise attenuation..." Goal 3 Policy 4 "Establish rights-of-way at the time of site development and officially secure them by ~~either an easement or~~ dedication of property." Page 8-4 Goal 3 Policy 7 delete last sentence for consistency with current version of policy.
38. Page 8-6 first paragraph, third sentence - Clarify reference to functional classification designations - "These routes go beyond the city limits in providing connectivity and can be defined into two groups: **freeways/principal arterials** (typically state routes) and arterials." Third paragraph, sixth sentence - Correct - "In Beaverton, it is not possible to have **a** citywide neo-traditional layout."
39. As in No. 15 above, page 8-7 - Clarify Freeway designation in text and associated graphic Figure 8-3 - "**Freeways (also referred to as Principal Arterials)** are typically freeways and state highways that provide the highest level of connectivity."
40. Page 8-11 first paragraph, second to last sentence - Correct - "Linkages to regional centers, town centers and station areas are ...frequency of ~~routs~~ **routes** of certain functional class."
41. Page 8-17 third paragraph, second to last sentence - Clarify - "Metro has designated Regional Street Design in their draft of the RTP **and developed regional street design guidelines to assist jurisdictions in implementation.**"
42. Page 8-35 last sentence - Clarify - "Benefit and performance of **High Occupancy Vehicle (HOV)** lanes will need to be studied further as the ORE 217 project goes into corridor assessment."
43. Page 8-49 first words - Correct - "~~Everyone~~ **Every one** of the top ten accident sites..."
44. Page 8-50 first paragraph - Correct - "As a response to this program, establishing an annual ... benefits to be achieved and determine effectiveness in Beaverton, without ..."
45. Page 8-53 second sentence - Correct - "Maintenance already consumes the majority of the gas tax funds the City receives and a ..."
46. Page 8-54 second paragraph, second to last sentence - Correct - "Most importantly, the goals and policies of this plan calls for land use development to outline..."
47. Page 8-55 second paragraph, last sentence - Correct by adding closing quotation mark.
48. Page 10-1 first paragraph, second to last sentence - Correct - "...in working with the City's ~~T~~traffic Commission, the public..."
49. Page 10-1 second paragraph, second sentence - Correct - "The Employee Commute Options (ECO) ~~rules are rule provisions of the law was~~ **adopted by the State in 1996.**"
50. Page 11-12 first paragraph, fifth sentence - Correct - "A rough estimate of the potential value of fronting development exactions is about \$30 to \$50 million ~~dollars~~ over 20 years..."
51. Page 11-14 second paragraph - Correct - "Rising land costs, development of vacant land adjacent to roadways ~~which with~~ increasing mitigation requirements and greater..."
52. Page 11-15 first sentence - Correct - "If all the motor vehicle fees of the state, county and city were increased proportionately to ~~by themselves~~ fund the Beaverton transportation shortfall, it would require an increase of over \$0.75 per gallon of gasoline."
53. Page 11-16 third bullet - Correct - "Given the size of relative gas tax increases..."
54. Page 11-17 last sentence of first paragraph - Correct - "...concerns of proactively addressing transportation needs before they become more expensive **to** address."
55. Page 11-17 last paragraph, second sentence - Correct - "This may take several forms and ~~will~~ required more assessment."
56. Page 1-23 Figure 1-8, Page 8-18 Figure 8-8 - Future Streets Where ROW is Planned for More than Two Lanes - Correct - TV Hwy 7-lane designation is to Cedar Hills Blvd. to correctly identify the improvement.
57. Page 1-22 Figure 1-7 and page 8-36 Figure 8-22 - edit; show 7 lane Scholls to 125<sup>th</sup>.

58. Page 1-24 Table 3 and Page 8-38, Table 8-3 page 11-11 Table 11-5 – include omitted lines for Scholls Ferry work between Murray (\$1,600,000) and North/South Collector and west of N/S collector to Scholls (\$1,400,000)
59. Page 1-25 Figure 1-8 and page 8-18 Figure 8-8) - show TV Highway as 7 lanes to Cedar Hills, show Scholls Ferry Road as 7 lanes to 125<sup>th</sup> from 217.
60. Page 1-27 Figure 1-9 and page 8-8 Figure 8-3 – include note change: replace USRA with “the urban reserves”; add gray area to cover Green at Hall on 125<sup>th</sup>, add note to 155<sup>th</sup> by a “\*” stating “Access control on 160<sup>th</sup> meets collector function where 155<sup>th</sup> does not.”
61. Page 3-2 – change subheading to read “Arterial State Highways”
62. Page 8-12 Figure 8-4 edit sidewalk width criteria “6 – 8 **10** ft.)
63. Page 8-16 Table 8-2 edit sidewalks on collectors “**6-84**” “5-7 ft”
64. Page 8-24 Figure 8-13 and page 8-28 Figure 8-17 reflect attachment **A**, change #2 as a location. Also on page 8-28 reflect attachment **A** change # 11 as a location.
65. Page 8-29 Figure 8-18 add the Barbary arrow consistent with Figure 8-13.
66. Page 8-40 Table 8-4 include omitted improvement #12 is TV Highway/Millikan-160<sup>th</sup>, add southbound and northbound lane across intersection. Edit improvement #26 description to read (as replacement) “Install traffic signal.”
67. Page 8-39 Figure 8-23 and page 8-42 Table 8-4 add 67<sup>th</sup> intersection improvement at Denney/Lombard. Denney/Lombard description is “Install traffic signal and E/B and W/B left turn lanes.”
68. Page 8-43 Figure 8-24 add to note “This plan reflects sites which may ...classification. Other sites **may** also be signalized depending **on** signal warrants, consistency with this plan and protecting functional integrity.”
69. Page 10-3 edit text to read – “However, the ~~emphasis of much of the~~ research also indicates that for TDM to have substantial impact these policies would need *to* go well..”

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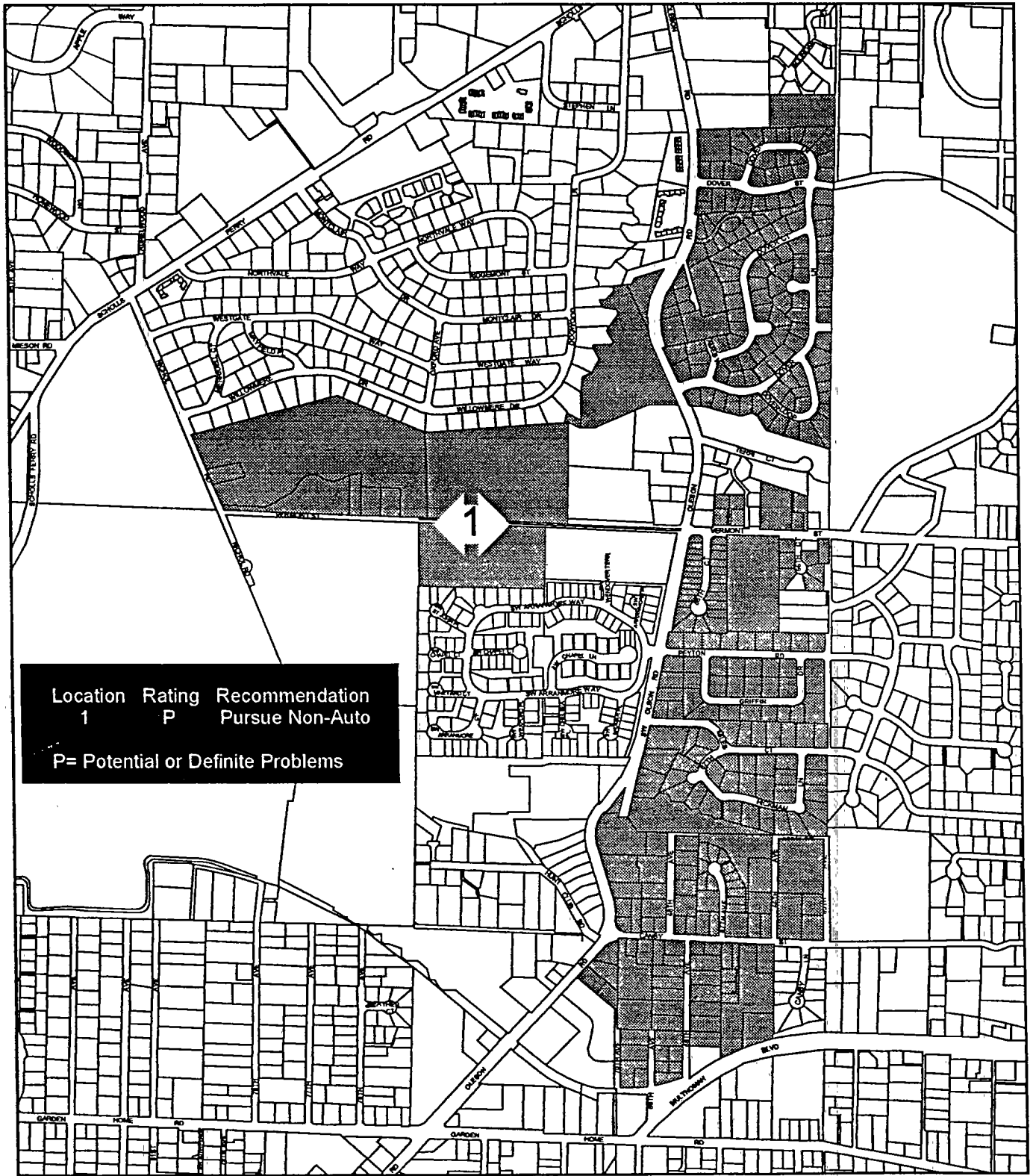
**Recommended Changes and Corrections to the  
Draft 1997 TSP  
(1198 – 10115198)**

**Attachment C**

City and County development actions, City Council Work Session comments, City Attorney comments, and additional public comments received through mid-October were considered in the Public Review Draft of the TSP Implementing Amendments. Specific changes are specified below. On October 15, 1998, the Public Review Draft of the TSP Implementing Amendments was released for public comment. Comments received from October 15, 1998, through December 4, 1998, will be documented in the Public Log and considered in the Staff Report to the Planning Commission.

1. 1997 TSP addition due to City annexation: Add Local Connectivity Map to 1997 TSP as Figure 8-20A – Vermont Avenue; Rating: P; Recommendation: Pursue Non-Auto. (attached and included in CPA 98020 action)
2. County Action: Update Street Improvement Master Plan and Functional Classification Plan to reflect deletion of Jay connection from Burlington to 158<sup>th</sup> (vacated). Add connection from Burlington north to Koll Parkway and Burlington south to Jenkins . Signalize intersection of Jenkins and Burlington/Koll. Classify connection as future collector (dashed green line). Maps and text of CPAs 98020, 98021, and 98022 reflect this action.
3. Update Draft 1997 TSP to reflect City Attorney minor changes to goals and policies for language correctness. CPA 98020, 98021, 98022 reflect these minor corrections.
4. Correct 1997 TSP Figure 3.1 Road Jurisdiction to show Farmington Road is under City jurisdiction within City limits.

# 1997 TSP – Figure 8-20 A



City of Beaverton

LOCAL STREET CONNECTIVITY - VERMONT AVENUE

COMMUNITY DEVELOPMENT DEPARTMENT

Policy and Research Division

Map Number  
multiple

Application #  
CPA96001/RZ960002,  
CPA96002/RZ960003



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