Chapter 2
Goals and Policies

These goals and policies have been developed to guide the City's twenty-year vision of transportation system needs. This chapter summarizes the updated goals and policies as revised by the City of Beaverton and includes comments to date from the public and technical advisory committee. The goal and policy numbering system from the Comprehensive Plan is maintained in this chapter for continuity.

There are seven transportation goals with related policies organized under each goal. The goals and policies are not prioritized, and reflect the City of Beaverton's citywide goals (Comprehensive Plan page xv).

The goals are brief guiding statements that describe a desired result. The policies describe the actions needed to move the community toward the goal. Below many of the policies, italic text provides details of the implementing actions and clarifies the intent of the policy. The transportation goals and policies are implemented by these actions, by the improvement projects included in the master plans and action plans for each transportation mode, and by the Development Code.

Construction standards for improvements are found in the Development Code and Engineering Design Manual and Standard Drawings.

6.2.1. **Goal:** Transportation facilities designed and constructed in a manner to enhance Beaverton's livability and meet federal, state, regional, and local requirements.

Policies:

a) Maintain the livability of Beaverton through proper location and design of transportation facilities.

Actions: *Design streets and highways to respect the characteristics of the surrounding land uses, natural features, and other community amenities. Recognizing that the magnitude and scale of capital facilities also affect aesthetics and environmental quality, the City will continue to require design plans and impact analyses as specified in the Development Code.*

b) Consider noise attenuation in the design, redesign, and reconstruction of arterial streets immediately adjacent to residential development.

c) Locate and design recreational and multi-use paths to balance the needs of human use and enjoyment with resource preservation in areas identified on the Natural Resource Inventory Plan Map for their Significant Natural Resource values.

Actions*: Locate multi-use paths to have the lowest level of impact on a stream or sensitive riparian vegetation. Multi-use paths through significant natural resource areas will be designed for day use only and will have no provisions for nighttime illumination. If a natural resource is so delicate that any degree of human intrusion will irreparably destroy it, preservation of the resource will take precedence over the proposed path. Filling gaps in the multi-use path system is encouraged.*

d) Protect neighborhoods from excessive through traffic and travel speeds while providing reasonable access to and from residential areas. Build streets to minimize speeding.

Actions*: Maintain street design standards and criteria for neighborhood traffic management for use in new development and existing neighborhoods. Complete construction of the 125th Avenue extension and the Murray Boulevard connection from Scholls Ferry Road to Barrows Road at Walnut Street prior to completing the Davies Road connection from Scholls Ferry Road to Barrows Road.*

e) New commercial and industrial development shall identify traffic plans for residential streets where increased cut-through traffic may occur due to the proposed development.

6.2.2. **Goal:** A balanced transportation system.

Policies:

a) Implement Beaverton's public street standards that recognize the multi-purpose nature of the 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.

b) Develop and provide a safe, complete, attractive, efficient, and accessible system of pedestrian ways and bicycle ways, including bike lanes, shared roadways, multi-use paths, and sidewalks according to the pedestrian and bicycle system maps and the Development Code and Engineering Design Manual and Standard Drawings requirements.

Actions: *Continue to coordinate with Washington County, Metro, Beaverton area schools, Oregon Department of Transportation, and the Tualatin Hills Park and Recreation District. Sidewalks will remain the responsibility of fronting property owners. Maintain the opportunity for resident groups to fund multi-use path improvements through the local improvement district process.*

c) Provide connectivity to each area of the City for convenient multi-modal access. Ensure pedestrian, bicycle, transit, and vehicle access to schools, parks, employment and recreational areas, and destinations in station areas, regional and town centers by identifying and developing improvements that address connectivity needs.

d) Develop neighborhood and local connections to provide adequate circulation into and out of neighborhoods.

e) The permanent closure of an existing road in a developed neighborhood is not recommended and will be considered by the City only under the following circumstances: as a measure of last resort, when the quality of life in the neighborhood is being severely threatened by excessive traffic volumes or the presence of a traffic safety hazard; or as part of a plan reviewed through the City's land use and/or site development process(es), including capital improvement projects.

Actions: *Maintain existing neighborhood connectivity by avoiding closures of existing streets except when the closure is part of a larger plan for improvements to the neighborhood. Jay Street is recommended to remain open between 158th Avenue and Burlington Drive.*

f) Design arterial and collector streets to accommodate pads for public transit and to provide convenient access to transit stops.

Actions*: Continue to work with Tri-Met to improve transit service, pedestrian facilities leading to bus stop waiting areas, and to make the waiting areas themselves safe, comfortable, and attractive. Continue to work with Tri-Met, Oregon Department of Transportation, and Washington County toward developing and implementing a transit shelter program based on Tri-Met placement criteria, to place marked crossings at major transit stops, and to provide signal priority.*

6.2.3. **Goal:** A safe transportation system.

Policies:

a) Improve traffic safety through a comprehensive program of engineering, education, and enforcement.

b) Design streets to serve anticipated function and intended uses as determined by the Comprehensive Plan.

Action: *Maintain a functional classification system that meets the City's needs and respects needs of other agencies including, but not limited to, Washington County, Oregon Department of Transportation, Tri-Met, and Metro.*

c) Enhance safety by prioritizing and mitigating high collision locations within the City.

Actions*: Work with Washington County to periodically review traffic collision/Safety Priority Index System information in an effort to systematically identify, prioritize, and remedy safety problems. The City should continue to expand its collision record evaluation program working cooperatively with Washington County and Oregon Department of Transportation.*

d) Designate safe routes from residential areas to schools.

Actions*: The City should continue to work with Beaverton area schools and the community in developing safe transit, pedestrian, and bicycle routes to schools. Improvement projects near schools shall consider school access and safety during project development.*

e) Construct multi-use paths only where they can be developed with satisfactory design components that address safety, security, maintainability, and acceptable uses.

Actions*: Although multi-use paths should be separate and distant from major streets for most of their length, they should converge at traffic-controlled intersections to provide for safe crossing. Study trail crossing treatments for appropriate use at locations where out-of-direction travel by path users to an intersection is significant. When multi-use paths follow rear lot lines, use design treatments to minimize the impacts to private property.*

f) Provide satisfactory levels of maintenance to the transportation system in order to preserve user safety, facility aesthetics, and the integrity of the system as a whole.

g) Maintain access management standards for streets consistent with City, County, and State requirements to reduce conflicts between vehicles and trucks, and between vehicles, bicycles, and pedestrians.

***Action**: Preserve the functional integrity of the motor vehicle system by limiting access per City standards.*

h) Ensure that adequate access for emergency services vehicles is provided throughout the City.

***Actions**: Work cooperatively with Tualatin Valley Fire and Rescue and other Washington County emergency service providers to designate Primary and Secondary Emergency Response Routes. Work with these agencies to establish acceptable traffic calming strategies for these routes. Recognize the route designations and associated acceptable traffic calming strategies in the City's Traffic Calming Program.*

i) Meet federal and State safety compliance standards for operation, construction, and maintenance of the rail system.

j) Provide safe routing of hazardous materials consistent with federal guidelines, and provide for public involvement in the process.

***Action:** Work with federal agencies, the Public Utility Commission, the Oregon Department of Environmental Quality, public safety providers, and Oregon Department of Transportation to assure consistent routes, laws, and regulations for the transport of hazardous materials.*

6.2.4. **Goal**: An efficient transportation system that reduces the percentage of trips by single occupant vehicles, reduces the number and length of trips, limits congestion, and improves air quality.

Policies:

a) Support and implement trip reduction strategies developed regionally, including employment, tourist, and recreational trip reduction programs.

***Actions**: Encourage implementation of travel demand management programs. Work to*

shift traffic to off-peak travel hours. Coordinate trip reduction strategies with Washington County, Metro, Westside Transportation Alliance, Oregon Department of Transportation, Tri-Met, neighboring cities, and the Oregon Department of Environmental Quality. Seek to raise p.m. peak average vehicle occupancy (AVO) to 1.3 AVO or more in the evening peak and/or move 50 percent or more of the standard evening peak trip generation outside the peak hour. Educate business groups, employees, and residents about trip reduction strategies. Work with business groups, residents, and employees to develop and implement travel demand management programs. Support and implement strategies that achieve progress toward attaining Metro's 2040 Regional Non-Single Occupant Vehicle Modal Targets. 2040 Non-SOV Modal Targets are as follows:

> *Beaverton Regional Center: 45-55%;*
> *Murray/Scholls Town Center: 45-55%;*
> *Beaverton Main Streets, Station Communities, and Corridors: 45-55%;*
> *Beaverton Industrial Areas, Intermodal Facilities, Employment Areas, Inner and Outer Neighborhoods: 40-45%*
> *(Targets apply to trips to, within, and out of each 2040 Design Type. The targets reflect conditions appropriate for the year 2040 and are needed to comply with Oregon Transportation Planning Rule objectives to reduce reliance on single-occupancy vehicles.)*

Continue to implement the following action plan to work toward achieving these targets:

i) *Encourage development that effectively mixes land uses to reduce vehicle trip generation.*
ii) *Develop consistent conditions for land use approval that require future employment related land use developments to agree to reduce peak hour trip making through transportation demand management strategies.*
iii) *Support efforts by Washington County, Oregon Department of Transportation, Department of Environmental Quality, Tri-Met, and the Westside Transportation Alliance to develop productive demand management measures that reduce vehicle miles traveled and peak hour trips.*
iv) *Coordinate with Oregon Department of Transportation and Tri-Met on development of park and rides at transit stations or freeway interchange locations. Interchange reconstruction projects should be required to identify potential park and ride sites.*
v) *Build on existing Regional Center average transit pass discount percentage to achieve a 25 percent discount by 2020.*
vi) *Work with Washington County, Westside Transportation Alliance, and Tri-Met to develop and implement a downtown fareless transit area, a regional center transportation management agency, and reduced transit fare programs based on increased demand and funding availability.*
vii) *Implement the bicycle, transit, pedestrian, and motor vehicle master improvement*

plans to implement a convenient multimodal transportation system that encourages increased bicycle, pedestrian, and transit use.

b) Limit the provision of parking to meet regional and State standards.

***Actions**: Work to reduce parking per capita per Metro and State requirements, while minimizing impacts to neighborhoods. Implement the motor vehicle and bicycle parking ratios in new development. Develop and implement a Regional Center parking plan and a residential parking permit program as demand increases. Continue to implement shared parking and timed parking through new development and existing programs. Work toward implementing other parking-based transportation demand management strategies such as metered and structured parking to help achieve Metro's 2040 Non-SOV mode split targets.*

c) Maintain levels of service consistent with Metro's Regional Transportation Plan and the Oregon Transportation Plan. Reduce traffic congestion and enhance traffic flow through such system management measures as intersection improvements, intelligent transportation systems, incident management, signal priority, optimization, and synchronization, and other similar measures.

***Action**: Adopt level of service standards that are consistent with regional and State standards.*

d) Plan land uses to increase opportunities for multi-purpose trips (trip chaining).

***Actions**: Encourage residents to reduce cold starts, miles traveled, and air quality degradation by combining several trips into one. Encourage mixed use where allowed to reduce vehicle trips and promote trip chaining.*

e) Require land use approval of proposals for new or improved transportation facilities. The approval process shall consider the project's identified impacts.

f) Support mixed-use development where zoning allows.

g) Work with Tri-Met to encourage the implementation of transit improvements concurrent with roadway improvements, improve access and frequency of service, and increase ridership potential and service area. Encourage development of regional high capacity transit, including light rail transit and commuter rail.

***Action**: Support commuter rail and its associated supportive transit services.*

6.2.5. **Goal**: Transportation facilities that serve and are accessible to all members of the community.

Policies:

a) Construct transportation facilities to meet the requirements of the Americans with Disabilities Act.

***Action**: Identify, assess, and remove barriers to mobility.*

b) Support Tri-Met, other transit service providers, and employers and social service agencies' efforts that respond to the transit and transportation needs of the elderly, economically disadvantaged, and disabled.

6.2.6. **Goal**: Transportation facilities that provide efficient movement of goods.

Policies:

a) Designated arterial routes and freeway access are essential for efficient movement of goods. Design these facilities and adjacent land uses to reflect the needs of goods movement.

b) Consider existing railroad and air transportation facilities to be City resources and reflect the needs of these facilities in land use decisions.

6.2.7. **Goal:** Implement the transportation plan by working cooperatively with federal, State, regional, and local governments, the private sector, and residents. Create a stable, flexible financial system.

Policies:

a) Coordinate transportation projects, policy issues, and development actions with all affected governmental units in the area. Key agencies for coordination include Washington County, Oregon Department of Transportation, Tri-Met, Metro, and Tualatin Hills Park and Recreation District, as well as the adjacent cities of Tigard, Hillsboro, and Portland.

b) Participate in regional transportation, growth management, and air quality improvement policies. Work with agencies to assure adequate funding of transportation facilities to support these policies.

c) Monitor and update the Transportation Element of the Comprehensive Plan so that issues and opportunities are addressed in a timely manner. Maintain a current capital improvement program that establishes the City's construction and improvement priorities, and allocates the appropriate level of funding.

d) Use the System Development Charge and Traffic Impact Fee as elements of an overall funding program to pay for adding capacity to the collector and arterial street system, and making safety improvements related to development impacts.

***Action**: Base the roadway system taxes and fees on the total expected cost of making extra capacity and safety improvements over a twenty-year period, allocated back to development on a pro rata formula taking into account the relative expected future traffic impact of the development in question.*

e) Establish rights-of-way at the time of site development and, where appropriate, officially secure them by dedication of property.

f) Working in partnership with Metro, Oregon Department of Transportation, and other jurisdictions and agencies, develop a long-range financial strategy to make needed improvements to the transportation system and support operational and maintenance requirements.

***Actions**: The financial strategy should consider the appropriate share of motor vehicle fees, impact fees, property tax levies, and development contributions to balance needs, costs, and revenue. View the process of improving the transportation system as that of a partnership between the public (through fees and taxes) and private sectors (through exactions and conditions of development approval), each of which has appropriate roles in the financing of these improvements to meet present and projected needs.*

g) Provide adequate funding for maintenance of the capital investment in transportation facilities.

***Action:** Develop a long-term financing program that provides a stable source of funds to ensure cost-effective maintenance of transportation facilities and efficient effective use of public funds.*