

CPA 2009-0014
Recommended Changes
and Corrections to the
December 2009 DRAFT 2035 Transportation System Plan
Final

1. Correction: Appendix E Local Connectivity Map: connection #153 should read “**P**” Pursue Non-auto
2. Change: Appendix E Local Connectivity Map: Add the following connections that are now located within City limits:
 - a. 154 P Pursue Non-auto
 - b. 155 P Pursue Non-auto
 - c. 156 P Pursue Non-auto
 - d. 157 P Pursue Non-auto
3. Correction: Shopping access layer was not included in Figure 4-9 in error. This was corrected by the consultant and a new pdf generated to replace it. The shopping access on Figure 4-9 matches those locations that are shown in Figure 4-8 Pedestrian Needs, and includes Washington Square, Beaverton Regional Center, and various other shopping areas.
4. Corrections to Functional Classification map:
 - a. Road Closure symbol on Barrows Road at Scholls Ferry Road was inadvertently left off the Adopted Functional Classification Figure 3-2. Place closure symbol back on map.
 - b. Correct TV Hwy to be a Principal Arterial as correctly noted in adopted Functional Classification map 6.4 and add classification to the map legend.
 - c. Make a ministerial change to adjust for an omission of some text to note a change: due to Washington County access design of 170th improvement project and the need to meet access spacing and City standards, the small neighborhood route segment of Hart Rd. in front of Cooper Mountain Elementary School was removed and replaced by a Recommendation on the Local Connectivity Map and table and shown in Figure 3-2 as a non-auto bike and pedestrian connection. Because the street is a neighborhood street, and the change was made to meet standard, there is no significant affect; however, staff failed to note the change had been made to Figure 3-2.
5. Change: The Beaverton Creek Trail alignment was recently amended in THPRD’s Trails Master Plan. Figure 4-9: Remove railroad alignment of Beaverton Creek Trail south of Farmington Road and replace it to show that the Beaverton Creek Trail segment that replaces the railroad alignment starts at the existing terminus of the Fanno Creek Trail on the south side of Denney Road. It becomes an on-street trail that proceeds west on Denney Road to King Boulevard, then proceeds north to Allen Boulevard crossing Allen Boulevard at the signalized intersection. On-street alignment proceeds north on Lee

Avenue, then west on 11th Street to Alger Avenue, then north on Alger Avenue to the stop controlled intersection with 5th Street. It then proceeds west on 5th Street to the signalized intersection at Lombard Avenue then travels north on Lombard Avenue to the Beaverton Transit Center. This change was requested by the THPRD Trails Committee and a subsequent amendment to their Trails Master Plan adopted by the THPRD Board. This change is consistent with City analysis in the Beaverton 2035 TSP update and the past Metro/ODOT Highway 217 study that identified a parallel bicycle route for the City to implement. The on-street system in Beaverton's Regional Center is particularly appropriate as the adopted 2020 TSP refined the trail alignment within the Regional Center to be on-street. THPRD's Beaverton Creek Concept Plan concurred with this alignment choice shortly thereafter in their own study.

6. Update and correct THPRD Trails layer on all TSP maps to reflect THPRD's GIS trails layer. This includes, but is not limited to, Fanno Creek Trail alignment proposed from Hwy 217 to Allen at Scholls Ferry, Beaverton Creek Trail, Westside Trail's newly constructed segment Davis to the Nature Park, and THPRD's corrections to maps identified in their 5/14/2010 comment letter.
7. Update needs lists to include, as appropriate, THPRD's project needs identified in 5/14/2010 comment letter: RTP reference 10812 Fanno Creek Trail, 11210 Tualatin Valley Highway Westside Trail grade separation crossing of Westside Trail, 11211 US 26 Westside Trail bridge, 11212 Farmington Road Westside Trail Bridge, 11213 Scholls Ferry Road Westside Trail bridge, 11214 Westside/Waterhouse Trail connection, 11215 Merlo Road to Jenkins Road Waterhouse Trail segment.
8. Add text to Existing Conditions chapter to address safe street crossings of trails. "City policies address safe path crossings of streets. The need for and design of such crossings should be analyzed in project design."
9. Update maps to reflect City's recently completed City owned trails and accessway inventory GIS layer.
10. Correct existing conditions bicycle network map to show that Murray, between TV Hwy and Farmington Road, has bike lanes on the east side only. West side has a shared use path.
11. Goal 6.2.2.d) "stands" should read "standards."
12. Goal 6.2.3. Policy (e) Mid-block crossings for trails access, such as the Denney Road Fanno Creek Trail crossing, will be considered as appropriate where findings for safety are met and such crossings are approved by the City.
13. Goal 6.2.3.h) action: Work cooperatively with Tualatin Valley Fire and Rescue and other Washington County emergency service providers to designate and update Primary and Secondary...
14. Project tables: RTP 10811, Beaverton Creek Trail, TSP 71, description should read "to design and construct a regional trail 10'-12' wide paved and on-street where appropriate.

15. Page 3-44 4th paragraph: ... The city includes lands owned and maintained by the THPRD that provide several off-street ~~bike~~ multi-use paths...
16. Per Planning Commission direction of May 28, 2010, include the additional right turn lane intersection projects and related changes into the Draft TSP, through the following edits:
 - Page 1-6, Table 1-3: ODOT = \$98,340; Washington County = \$172,425; Beaverton = \$178,940; Total = \$470,140
 - Page 1-7, Figure 1-4: Additional motor vehicle intersection projects added to map:
 - 700 Greenway/ Hall
 - 701 170th/ Farmington
 - 702 Hall/ Scholls
 - 703 158th/ Walker
 - 704 158th/ Jenkins
 - 705 Hocken/ Farmington
 - 706 Cedar Hills/ Walker
 - 707 Hall/ Allen
 - 708 Hocken/ Canyon
 - 709 Murray/ Allen
 - 710 Hwy 217 SB Ramps/ Hall
 - 711 170th/ Bany
 - 712 Center/ Hall
 - 713 Cedar Hills/ Barnes
 - Page 4-36: Insert the following text before the last sentence on the page “Additional right turn lane channelization projects were identified based on capacity need and implementation feasibility through coordination with the City of Beaverton Planning Commission and have also been added to the Action Plan as high priority projects.”
 - Page 4-42, Table 4-9: Insert the following projects as rows in the table after Project 89c (Cornell/173rd SB RT lane):

Orig. Ref #	2035 TSP ID	Location	Description	Juris.	Full Proj. Cost (\$1,000s)	Phasing	City Cost (\$1,000s)
NA	700	Greenway/ Hall	Add EB RT lane	Beaverton	\$250	2016-2020	\$250
NA	701	170 th / Farmington	Add SB RT lane	Wash Co	\$250	2031-2035	\$0
NA	702	Hall/ Scholls	Add WB RT lane	ODOT	\$250	2021-2025	\$0
NA	703	158 th / Walker	Add WB RT lane	Wash Co	\$250	2011-2015	\$0
NA	704	158 th / Jenkins	Add WB RT lane	Wash Co	\$250	2011-2015	\$0
NA	705	Hocken/ Farmington	Add SB RT lane	Beaverton	\$250	2026-2030	\$250
NA	706	Cedar Hills/ Walker	Add EB/WB RT lanes	Beaverton	\$500	2011-2015	\$500
NA	707	Hall/ Allen	Add EB RT lane	Beaverton	\$250	2021-2025	\$250
NA	708	Hocken/ Canyon	Add EB RT lane	ODOT	\$250	2026-2030	\$0
NA	709	Murray/ Allen	Add SB RT lane	Wash Co	\$250	2016-2020	\$0
NA	710	Hwy 217 SB Ramps/ Hall	Add SB RT lane	ODOT	\$250	2016-2020	\$0
NA	711	170 th / Bany	Add EB RT lane	Wash Co	\$250	2031-2035	\$0
NA	712	Center/ Hall	Add WB RT lane	Beaverton	\$250	2031-2035	\$250
NA	713	Cedar Hills/ Barnes	Add WB RT lane storage	Wash Co	\$250	2016-2020	\$0

- Page 4-42, Table 4-9: Change phasing for project 236a to 2011-2015
 - Page 4-42, Table 4-9: Motor vehicle project cost = \$140,035; Total cost = \$178,940
 - Page 4-43, Table 4-10: ODOT = \$98,340; Washington County = \$172,425; Beaverton = \$178,940; Total = \$470,140
 - Page 4-43: Edit text to read “... the planned city of Beaverton funding amount (approximately \$179 Million) is significantly less...”
 - Page 4-44, Figure 4-12a: Edit figure based on Figure 1-4 edits (Page 1-7)
 - Page 4-45, Figure 4-12b: Edit figure as needed based on Figure 1-4 edits (Page 1-7)
 - Page 5-5: Edit text to read “... This indicates that the Action Plan projects listed in Table 4-10 (total cost of \$179 million) are reasonably likely to be funded through 2035...”
 - Page 5-6, Table 5-2: High Priority Project Cost (Table 4-10) = \$178,940; Difference (Funds – Costs) = +\$6,320 (3%) Add a statement after the table of contents that notes that definitions of words within this document are contained in the Comprehensive Plan Definitions chapter.
 - Page 4-27 typo: ... and along 158th 155th Avenue between Davis Road and Weir Road.
17. Policy changes per public comments:
- 6.2.1.d) Locate and design recreational multi-use paths to balance the needs of human use and enjoyment with resource preservation...

- 6.2.1.g) Provide convenient direct walking pedestrian and bicycling bicycle facilities to promote the health and physical well being of Beaverton residents, to reduce traffic congestion, to provide commuting and recreational alternatives to the motor vehicle, and to support local commerce.
- 6.2.2.f) ... Work to prevent and eliminate pedestrian and bicycle “cul-de-sacs” that require substantial out-of-direction travel for pedestrians and bicyclists.
- 6.2.2.g) Identify specific areas within the City where pedestrian needs and the pedestrian experience should be given highest priority in the design of streets, parking, intersections, connectivity, signal controls, mapping and signing, and other transportation facilities.
- 6.2.2.g) Action Provide safe direct access to transit , employment, and activity centers.
- 6.2.2.g) Action Provide safe crossings at intersections with pedestrian friendly design.
- 6.2.2.g) new Action: Complete bikeway improvements to close the gaps in the bicycle network.
- 6.2.2.i) Action Improve transit service, pedestrian and bicycle facilities leading to transit...
- 6.2.3.c) Action Implement safety solutions for identified safety issues.
- 6.2.3.e) Construct multi-use paths only where they can be developed with satisfactory design components that address safety, security, maintainability, and acceptable uses. Multi-use paths should converge at traffic-controlled intersections to provide for safe crossing, ~~although and~~ they paths should be separate and distant from major streets for most of their length.
- 6.2.3.e) Action ~~Study~~ Identify trail crossing treatments for appropriate use at locations where out-of-direction travel by path users to an existing traffic-controlled intersection is significant.
- 6.2.4.c) Action ~~Work to~~ Reduce parking per capita in accordance with Metro and State requirements...
- 6.2.4.c) Action ~~Work to~~ Reduce parking in habitat benefit areas and other areas where parking can be provided in other locations...
- 6.2.4.c) Action ~~Work toward~~ Implementing other parking-based transportation demand management strategies as appropriate, such as metered and structured parking...
- 6.2.4.j) Coordinate with TriMet and other agencies to implement transit improvements concurrent with roadway improvements, to improve access and frequency of service, to provide parking as appropriate at transit centers, and to increase ridership and service area...
- 6.2.4. j) Action Support light rail, commuter rail, streetcar, feeder bus service, and bicycle and pedestrian access to and from ~~rail~~ transit service.
- Page VI-4 delete 6.2.1.i) – it was moved and is 6.2.4.f).

18. Transportation Element Table 6.1 Action Plan: Move 125th Ave: Brockman Street to Barrows Road project from 2016-2035 phase to 2011-2015 phase per Planning Commission action 7/21/2010.
19. Page VI-35 project 43 – “overlap NB right turn” text removed as signal phase overlap is done.