

Exhibit 6 includes proposed amendments to Comprehensive Plan Volume I related to the Cooper Mountain Community Plan but also including some citywide changes.

- Language that has been skipped is indicated by “***”

Beaverton Transportation System Plan

Chapter 2: Goals and Policies

The entire Goal 6.2.9 is proposed to be added to Chapter 2. To make it easier to read, it is not all shown in red and underlined.

Goal 6.2.9: In the Cooper Mountain Community Plan area, provide safe, comfortable, convenient access to important destinations while supporting transportation options, including walking and biking.

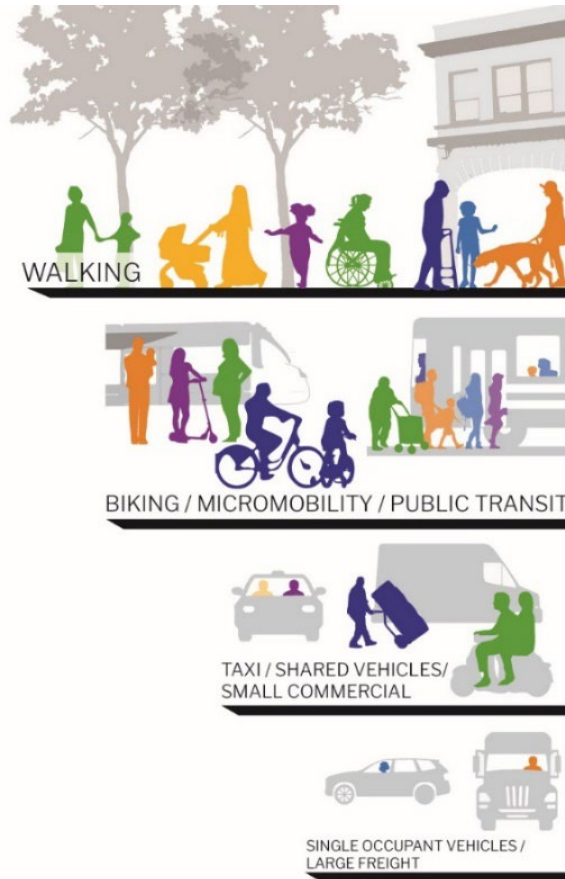
Policies:

ACTIVE TRANSPORTATION POLICIES

- Policy a)** Extend Beaverton's bicycle network by connecting bicycle facilities in Cooper Mountain to existing adjacent facilities and planned facilities Beaverton's Active Transportation Plan. Classify new bike facilities consistent with Beaverton's Active Transportation Plan and in coordination with Tualatin Hills Park & Recreation District for facilities that covered in its Trails Functional Plan.
- Policy b)** The city shall plan for and make transportation policy, design, and investment decisions consistent with its Complete Streets policy. Streets in the Cooper Mountain Community Plan area shall:
- Be designed with the goal of preventing all death and serious injuries.
 - Center people who have been negatively impacted by policy choices or those who are most vulnerable in our current system, including communities of color; children and their caregivers; seniors; and people with disabilities.

- iii. Provide easy, dignified, and affordable access to places for people who cannot drive, or choose not to drive, for the trip they need to make.
- iv. Reflect the fact that everyone is a pedestrian and benefits from generous, attractive, and socially activated walking environments.
- v. Make walking, biking, and transit a viable and desirable transportation option for people of all ages and abilities.
- vi. Be designed to advance the city toward its goal of 100 percent greenhouse gas emissions reduction by 2050.
- vii. Facilitate an equitable, communitywide transition from gas-powered vehicles to electric vehicles.
- viii. Accommodate the movement of goods and services to sustain a vibrant local, regional, and state economy.
- ix. Comply with federal, state, and regional regulations.
- x. Be planned, designed, built, and maintained in accordance with the design principles and modal hierarchy in Beaverton's complete street policy below.

Complete street policy modal hierarchy



Policy c) Design the pedestrian and bike network so it is the most direct, enjoyable, and easiest way for people to access key destinations in the neighborhood.

- Policy d)** Provide low-stress, comfortable bike and pedestrian facilities for all ages and abilities, including along arterials, collectors, and neighborhood routes, and support people walking, bicycling, and using other modes of active transportation in Cooper Mountain.
- Policy e)** Coordinate with THPRD to implement Cooper Mountain’s trails, and with Metro for trails connecting to the Nature Park, as follows:
- i. Integrate the multi-use paths/trails planned for SW Kemmer, SW 175th, SW Tile Flat, and SW Grabhorn as part of street improvements.
 - ii. Illuminate paved multi-use trails, where feasible, to provide safer nighttime travel routes for people walking and biking. Consider the use of “dark sky” lighting techniques or other strategies to reduce disturbance to wildlife.
 - iii. Coordinate with THPRD on planning for the McKernan Creek Regional Trail.
 - iv. Provide opportunities for scenic viewpoints and environmental education along the McKernan Creek Regional Trail.
 - v. Coordinate the McKernan Creek Regional Trail with the Utility Plan when possible.
 - vi. Extend community trails from South Cooper Mountain, consistent with the Active Transportation Concept Map and THPRD Trails Functional Plan.
 - vii. Coordinate with THPRD and Metro on connecting active transportation facilities to the Nature Park’s nature trails, where feasible, consistent with the Active Transportation Map and THPRD’s Trails Functional Plan.
- Policy f)** In collaboration with THPRD, plan, design, and implement a pedestrian-bike bridge to connect the Cooper Lowlands and Grabhorn Meadow neighborhoods, applying the following principles:
- i. Minimize impact to McKernan Creek and riparian habitat.
 - ii. Provide passage for deer and other large mammals, such as by elevating the bridge to allow animals to pass underneath.
 - iii. Work with natural resource stakeholders during the design process.
 - iv. Coordinate bridge design and construction with THPRD’s Trails Functional Plan, and where feasible, with the Cooper Mountain Utility Plan.
- Policy g)** Integrate Americans with Disabilities Act standards and guidelines into the design and implementation of active transportation facilities, and for trails, meet THPRD standards established in THPRD’s Trails Functional Plan that balance accessibility with prohibitive impacts that include harm to significant cultural or natural resources; requirements of construction methods that are against federal, state, or local regulations; or terrain characteristics that prevent compliance.

TRANSIT POLICIES

- Policy h)** Ensure the mix and intensity of uses, community destinations, street design, and other characteristics of the Community Plan area support the future provision of transit service to the area.

- Policy i)** Coordinate with TriMet regarding future fixed route transit service.
- Policy j)** Coordinate with Washington County regarding future on-demand, microtransit service.
- Policy k)** Coordinate with TriMet and other mobility providers to promote access to public transportation and private mobility services and the ability to transfer between those services easily and efficiently.

COMPLETE AND CONNECTED STREETS POLICIES

- Policy l)** Implement the city’s Complete Streets Policy and tailor street designs to their land use context. Center people who have been negatively impacted by policy choices or those who are most vulnerable in our current system, including communities of color; children and their caregivers; seniors; and people with disabilities.
- Policy m)** Coordinate with Washington County on arterial planning, funding, improvements, and jurisdictional responsibilities.
- Policy n)** Design arterial streets consistent with the city’s Complete Streets Policy, Transportation System Plan (TSP), and the elements listed below.
 - i. Realign the “kink” on SW 175th.
 - ii. The cross-sections for Cooper Mountain arterials should include:
 1. Two general purpose travel lanes, one in each direction;
 2. Center turn lanes between the general purpose lanes as needed. When turn lanes are not required, median islands or similar treatments should be incorporated to promote speed management.
 3. Additional vehicle turn lanes at intersections to address safety needs of all users of the shared right of way that are designed to provide protection and priority to people of all ages and abilities walking, cycling, and taking transit.
 4. Arterials on the edge of the urban growth boundary shall have rural edges on the rural side and a separated multi-use path on the urban side.
 5. Safe, protected, and comfortable crossings that minimize crossing distances and give priority at intersections for people walking and using bicycles, mobility devices for people with disabilities, or other small mobility devices.
 6. Facilities designed to make the biking experience enjoyable and comfortable for people using bicycles or other small devices with

wheels, including people in the “interested but concerned¹” user category.

7. Wildlife-friendly crossing at the SW 175th “kink” realignment area and SW Grabhorn Road crossing of McKernan Creek.
8. Planter/furnishing zone widths of 8 feet with sufficient soil volume or equivalent configurations to ensure larger trees can thrive and contribute to Cooper Mountain’s tree canopy goals.

Policy o) Design and build collector streets consistent with the city’s Complete Streets Policy, TSP, and the following:

- i. The cross-sections for Cooper Mountain collectors should include:
 1. Two general purpose travel lanes, one in each direction.
 2. Center turn lanes between the general purpose lanes as needed. When turn lanes are not required, median islands or similar treatments should be incorporated to promote speed management.
 3. Additional vehicle turn lanes at intersections to address safety needs of all users of the shared right of way that are designed to provide protection and priority to people of all ages and abilities walking, cycling, and taking transit.
1. Safe, protected, and comfortable crossings that minimize crossing distances and give priority at intersections for people walking and using bicycles, mobility devices for people with disabilities, or other small mobility devices.
2. Facilities designed to make the biking experience enjoyable and comfortable for people using bicycles or other small devices with wheels, including people in the “interested but concerned²” user category.
4. A wildlife-friendly crossing where Route 1 crosses McKernan Creek and where the pedestrian-bike bridge crosses McKernan Creek between Cooper Lowlands and Grabhorn Meadow.

¹ Interested but Concerned Bicyclists are the largest group identified by the research and have the lowest tolerance for traffic stress. Those who fit into this group tend to avoid bicycling except where they have access to networks of separated bikeways or very low-volume streets with safe roadway crossings. Source: U.S. Department of Transportation Federal Highway Administration Bikeway Selection Guide (2019)

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5. Planter/furnishing zone widths of 8 feet with sufficient soil volume or equivalent configurations to ensure larger trees can thrive and contribute to Cooper Mountain’s tree canopy goals.
6. The McKernan Creek Trail continued on the south side of Weir Road.
7. The McKernan Creek Trail along portions of the “Route 1” north-south collector in a way that minimizes impacts to slopes and natural resources.

Policy p) Design and build neighborhood routes consistent with the city’s Complete Streets Policy, TSP, and the following:

- i. The cross-sections for Cooper Mountain neighborhood routes should include:
 1. Two general purpose travel lanes, one in each direction.
 2. Ten-foot general purpose travel lanes unless a transit route or truck route necessitates additional width along the neighborhood route.
 3. Safe, protected, and comfortable crossings that minimize crossing distances and give priority at intersections for people walking and using bicycles, mobility devices for people with disabilities, or other small mobility devices.
 4. Facilities designed to make the biking experience enjoyable and comfortable for people using bicycles or other small devices with wheels, including people in the “interested but concerned” user category.
 5. Planter/furnishing zone widths of 8 feet with sufficient soil volume or equivalent configurations to ensure larger trees can thrive and contribute to Cooper Mountain’s tree canopy goals.
- ii. The Cooper Lowlands Neighborhood Route south of and adjacent to McKernan Creek is planned as the access to lands north of the Community Park. The neighborhood route shall include the McKernan Creek Regional Trail where it is adjacent to natural resources area along McKernan Creek.
- iii. The High Hill Neighborhood Route will connect Siler Ridge Road to South Cooper Mountain. As the road is designed, it should take into account topography, tree preservation, and existing homes.
- iv. Incorporate street design elements that support vehicle speed and volume management such as roundabouts, curb extensions, and traffic diverters.

Policy q) Cooper Mountain streets shall connect to South Cooper Mountain streets and other abutting existing streets or streets planned for in the TSP except where the city concludes the connections are not feasible or desirable because of significant natural resources.

Policy r) Design bridges/culverts (vehicular and pedestrian-bike) for safe passage of deer and other large mammal in the following locations:

- i. Where Route 1 crosses McKernan Creek.
- ii. The realignment of SW 175th Avenue.
- iii. The pedestrian/bike bridge between the Cooper Lowlands and Grabhorn Meadow neighborhoods.
- iv. The SW Grabhorn Road crossing of McKernan Creek.