

Exhibit 7 includes proposed amendments to Comprehensive Plan Volume IV related to the Cooper Mountain Community Plan. It adds Figure 4-11a.

- Proposed new language is underlined.
- Proposed deleted language is ~~stricken~~.
- Language that has been skipped is indicated by “****”

Beaverton Transportation System Plan

Chapter 4 Future Needs & Improvement Plans

The Beaverton Transportation System Plan Update addresses system needs for today and identifies additional facilities required to serve future growth. This chapter summarizes the assumptions and methodology used to forecast traffic growth and presents improvements to address the long-term system improvements for all travel modes.

Motor Vehicles

The following section summarizes the general design of the motor vehicle system and identifies future needs.

Functional Classification

The current functional classification of streets in Beaverton was updated to reflect the expanded TSP study area, on-going regional planning, the functional needs of Beaverton, and consistency with the Regional Transportation Plan. Classifications of principal arterial, arterial, collector, neighborhood route and local have been developed based on connectivity (defined in the 2020 TSP), which is the best indicator of function. Figure 4-11 summarizes the functional classification recommendations. Streets designated in the RTP be designed with a modal orientation that reflects the function of the street and the character of surrounding land uses as defined in Chapter 1 of the RTP (see Appendix M)28.

Access Management

Access management is important, particularly on high volume roadways, for maintaining traffic flow and mobility. Where local and neighborhood streets function to provide access, collector and arterial streets serve greater traffic volume. Numerous driveways, or street intersections, increase the number of conflicts and potential collisions and decrease mobility and traffic flow. Beaverton, as with every other city, needs a balance of streets that provide access with streets that serve mobility. The 2020 TSP included the following access management recommendations:

- As property redevelops, an evaluation of compliance with relevant access management policies is made for areas proximate to freeway interchange

- If an existing access point is found non-compliant and it is the sole vehicular access for the property, a temporary access permit is issued that allows the property owners to continue access until such a time that alternative means can be made available
- In addition, the applicant will agree to potential cross-easements for circulation between adjoining properties
- When adjoining property re-develops that has compliant alternatives for vehicular access, the temporary permit of the first property owner is terminated and the non-compliant access is closed.

The City of Beaverton and Washington County minimum spacing standards are listed in Table 4-8.

This product is for information purposes only and may not have been prepared for, or be suitable for, legal, engineering, or surveying purposes. Users of this information should review, or consult, the primary data and information sources to ascertain the usability of the information. This map represents the best available data at the time of publication. While reasonable effort has been made to insure the accuracy of the information shown on this page, the City of Beaverton assumes no responsibility or liability, for any errors, omissions, or use of this information. Metadata available upon request.

City of Beaverton

FIGURE 4-11

Transportation System Plan

Adopted Functional Classification




