



# Chapter 2

## Goals and Policies

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### BACKGROUND

These goals and policies have been developed to guide the City's twenty year vision of transportation system needs. They replace the current goals and policies in the Beaverton Comprehensive Plan. State Transportation Planning Rule requirements adopted since the time that the current City goals were developed calls for a more comprehensive and balanced approach to transportation policy, addressing walking, bicycling, transit, rail, truck and other modes as well as automobile travel.

These goals and policies are a result of widespread citizen participation and technical work by staff and the consultant. Public presentations were made regarding the existing transportation system and future needs based upon City and regional growth in the next twenty years. Using input from the public presentations, goals and policies were developed.

The City of Beaverton Draft TSP Goals and Policies consist of seven goals with related policies organized under each goal. The goals are simple, brief guiding statements which describe a desired end state, and the policies focus on how goals will be met by describing the types actions that will contribute to achieving the goal. Figure 2-1 provides an outline of the relationship between goals, policies, actions and implementation. The existing City of Beaverton Objectives and Policies in the Transportation Element of the Comprehensive Plan have been incorporated into these Goals and Policies, reflecting other regional policy from the state, region and adjacent jurisdictions.

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. 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.



# From Vision to Action

## Beaverton Transportation System Plan

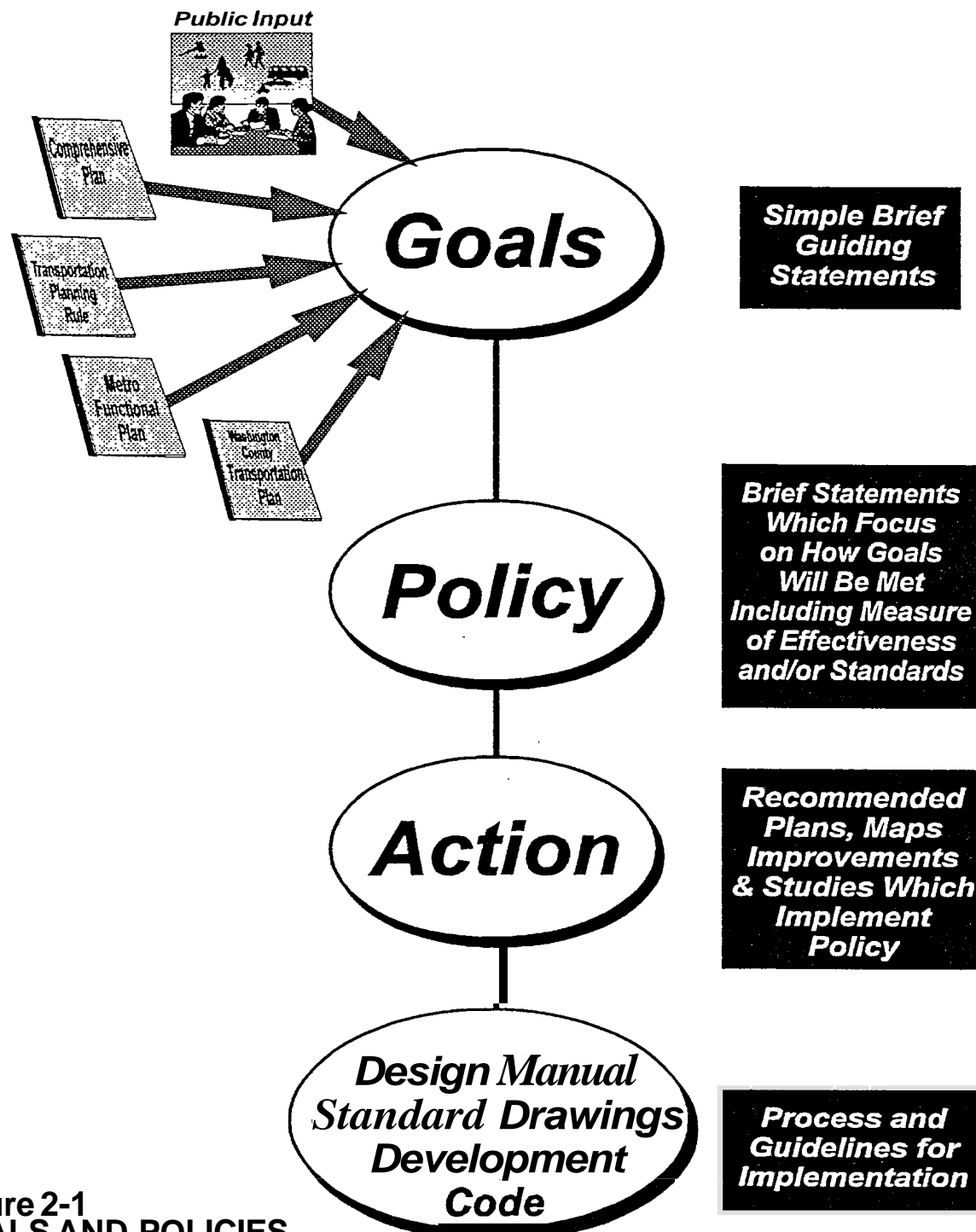


Figure 2-1  
GOALS AND POLICIES  
RELATIONSHIP

**Goal 1. Transportation facilities designed and constructed in a manner to enhance Beaverton's livability.**

**Key Elements:** Aesthetics; Environment; Neighborhood Traffic Management, Regional Facilities; Managing Growth.

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

*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 require design plans and impact analysis for arterial and collector streets within the City. The development review process will reflect the goals of this plan through the Transportation Planning Rule ordinances developed for the City.*

2. Consider noise attenuation in the design (including redesign and reconstruction) of arterial streets immediately adjacent to residential development.
3. Locate and design recreation/bicycle pathways so as to balance the needs of human use and enjoyment with resource preservation in areas identified for their Significant Natural Resource values.

*Locate pathways to have the lowest level of impact on a stream or sensitive riparian vegetation. Pathways through natural resource areas and/or significant wildlife habitat will be intended for day use only and will have no provisions for night 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.*

4. Meet the appropriate requirements of state and federal resource agencies for wetlands or stream corridors in development of City transportation facilities.
5. Protect neighborhoods from excessive through traffic and travel speeds while providing reasonable access to and from residential areas. Build local, neighborhood and collector streets to minimize speeding.

*Develop and maintain a program of street design standards and criteria for neighborhood traffic management for use in new development and existing neighborhoods. Measures to be developed may include narrower streets, speed humps, traffic circles, curb/sidewalk extensions, curving streets, diverters and/or other measures.*

6. Require new commercial development to identify traffic plans for residential streets where increased cut-through traffic may occur.

*Where development adds 20 or more through trips in the evening peak hour on a neighborhood route and local street, traffic management plans should be developed to reduce the occurrence of cut-through traffic in residential areas.*

## **Goal 2. A balanced transportation system.**

**Key Elements:** Bike, pedestrian, transit, other modes (*refer to system maps*)

1. Develop and implement 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.

*Develop and maintain a series of system maps and design standards for motor vehicles, bicycle, pedestrian, transit and truck facilities in Beaverton.*

2. Provide connectivity to each area of the City for convenient multi-modal access.

*Require the provision of an adequate local public street system for both residential and non-residential development. Give particular attention to large blocks of commercially developed properties to assure that local circulation has adequate public streets and is not forced to utilize only private parking and driveway areas or the major street systems to conduct local trips. Develop and maintain appropriate on-site loading, parking, and internal circulation standards for private development based upon adopted standards in the City's development code.*

3. Develop a safe, complete, attractive and efficient system of pedestrian ways and bicycle ways, including bike lanes, shared roadways, off-street pathways and sidewalks according to the pedestrian and bicycle system maps.

*Use the City of Beaverton Engineering Design Manual Standards in design of facilities. Conform to the design guidelines set forth in the "Guide for Development of New Bicycle Facilities" (current edition) as published by the American Association of State Highway and Transportation Officials (AASHTO) and the Oregon Bicycle Pedestrian Plan adopted by the Oregon Transportation Commission (OTC). Coordinate with Washington County, Metro, ODQT and the Tualatin Hills Park and Recreation District (THPRD). Bicycle and pedestrian facilities should be provided and designed to accommodate the unique requirements of various user groups and trip types (including school trips, commuter trips, neighborhood circulation trips, and recreation trips). Locate pathways to provide the "shortest path" between origins and destinations. Accommodate non-automobile movements specifically by bicyclists and pedestrians within neighborhoods. Sidewalks will continue to be the responsibility of fronting property owners. Maintain the opportunity for citizen groups to fund pathway improvements through the local improvement district process. Continue to recognize the importance of walking and bicycling as a form of transportation and recreation.*

4. Design arterial and collector streets to accommodate pads for public transit.

*Develop and maintain design standards for transit (shelters, turn radii, major transit stops). The City and Tri-Met will work together to improve transit service in Beaverton and to improve pedestrian facilities leading to bus stop waiting areas, as well as making the waiting areas themselves safe, comfortable, and attractive.*

5. When development or redevelopment of land occurs, provide bike and pedestrian facilities that are consistent with standards and policies of this plan.

### **Goal 3. A safe transportation system.**

**Key Elements:** Design manual/standard drawings, School safety, Maintenance, Access Management, Accident Reduction

1. Improve traffic safety through a comprehensive program of engineering, education and enforcement.
2. Design streets to serve their anticipated function and intended uses as determined by the comprehensive plan.

*Develop a functional classification system for Beaverton which meets the City's needs and respects needs of other agencies including (Washington County, ODOT, Tri-Met and Metro).*

3. Enhance safety by prioritizing and mitigating high accident locations within the City.

*Engineering and construction facilities will follow standards presented and adopted by the City. City facilities will conform to the Manual of Uniform Traffic Control Devices (MUTCD), as supplemented and adopted by the Oregon Transportation Commission (OTC). Work with Washington County to periodically review traffic accident information in an effort to systematically identify, prioritize and remedy safety problems. Identify roadway sections, bridges and intersections with traffic safety problems and develop a list of projects necessary to eliminate deficiencies. Program and implement safety improvements through the Capital Improvement Program and development review processes. The City will develop an accident record evaluation program working cooperatively with Washington County and ODOT.*

4. Establish rights-of-way at the time of site development and officially secure them by dedication of property.

*Right-of-way required will be 98 feet for a five lane roadway, 74 feet for a three lane roadway and 60 feet for a two lane roadway; each additional turning lane will require an additional 12 feet of right-of-way.*

5. Designate routes to schools for each school and any new residential project.

*School district will work with community and City in developing plans.*

6. Construct pathways only where they can be developed with satisfactory design components that address safety, security, maintainability and acceptable pathway use.

*Although pathways are encouraged to be separated and distant from major streets for most of their length, they are encouraged to converge at traffic controlled intersections for safe crossing. New construction of pathways along residential rear lot lines will not be encouraged unless no comparable substitute alignment is possible in the effort to connect common attractors or existing segment links. When pathways do follow rear lot lines, design treatments defined in the Beaverton Bikeway and Pedestrian Facility Construction Standards will be followed to minimize the impacts to private property.*

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

*Inadequate maintenance levels will result in a rapid depreciation of the community's investment in what is one of the City's most unique recreation and transportation assets.*

8. Maintain access management standards for arterial and collector roadways consistent with City, County and State requirements to reduce conflicts between vehicles and trucks, as well as conflicts between vehicles and pedestrians.

*Preserve the functional integrity of the motor vehicle system by limiting access per this plan. Require each parcel of property to provide and maintain safe access to the public street system. No new singlefamily residential driveway will be permitted to have direct access onto an arterial or collector street. In residential areas, discourage driveway access onto collector streets; provide access primarily by neighborhood or local streets. Provide non-residential access to arterial and collector streets via routes which do not traverse residential areas. Where access spacing standards cannot be met, consider alternatives such as combining multiple points of access or developing frontage drives and roadways. Use Metro Title 6, Washington County and ODOT Access Management standards as a guide to establish the following access spacing: Arterial, minimum 600 feet, maximum 1,000 feet; Collector minimum 200 feet, maximum 400 feet.*

9. Ensure adequate access for emergency services vehicles is provided throughout the City.

*Develop and maintain a series of guidelines regarding cul-de-sac length and size.*

## Goal 4. An efficient transportation system that reduces the number of trips and limits congestion.

**Key Elements:** Transportation Demand Management (TDM), Parking, Level of Service (LOS) standards, Transportation System Management (TSM), Land Use/Development Code

1. Support trip reduction strategies developed regionally, including employment, tourist and recreational trip programs.

*Encourage implementation of travel demand management programs, which reduce the number of single occupant vehicle trips per capita. Shift traffic to off-peak travel hours. Coordinate trip reduction strategies with Washington County, Metro, Westside Transportation Alliance, ODOT, Tri-Met and DEQ. Seek to raise PM peak average vehicle occupancy (AVO) to 1.3 AVO in the evening peak and/or move 50 percent of standard evening peak trip generation outside the peak hour. Educate business groups, employees and citizens about trip reduction strategies and work with business groups, citizens and employees to develop and implement travel demand management programs.*

2. Limit the provision of parking to meet regional and state standards.

*Meet Metro Urban Growth Management Functional Plan Title 2 requirements. Establish maximum and minimum parking requirements. Utilize research conducted by DEQ for guidance in determining demand. Reduce parking by ten percent per capita relative to prior parking standards in Beaverton. Minimize impact to neighborhoods.*

3. Maintain level of service consistent with regional goals. Reduce traffic congestion and enhance traffic flow through such measures as intersection improvements, intelligent transportation systems and signal synchronization.

*Level of service D, Highway Capacity Manual, Chapter 11 is recommended to balance provision of capacity with level of service and funding. Monitor Washington County's and Metro's current work to develop a regional level of service standard*

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

*Multi-stop trips are an effective means of trip reduction. A well planned trip with multiple stops in a compact area is much more efficient than various individual trips. Encourage commercial developments in the City to use new technologies to assist the public in trip chaining.*

5. Require land use approval for proposals for new or improved transportation facilities including identification of potential impacts.

*Meet local, state and federal requirements in implementing transportation facilities.*

6. Support mixed-use development.

*Mixing of residential and commercial land uses within compact areas that encourage use of alternative modes of travel (walking, biking and transit) has proven to reduce vehicle trips, particularly near major transit stops. Where projects or collective phases of projects generate more than 1000 peak hour vehicle trips, mixing of land uses must be considered (for example, large retail projects mixed with employment, residential and/or entertainment; large office/industrial uses mixed with services).*

7. Improve local transit services to increase transit ridership potential.

*Bus service should be available within a 1/4 mile to all residents in Beaverton. Bus service improvements are needed to meet this policy and other policies recommended in this plan. Establish standards necessary for development adjacent to transit streets.*

8. Encourage development of regional high capacity transit, including light rail transit and commuter rail.

<b>Goal 5. Transportation facilities which are accessible to all members of the community and reduce trip length.</b>
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**Key Elements:** Americans with Disabilities Act (ADA), Connectivity

1. Construct transportation facilities to meet the requirements of the Americans with Disabilities Act.
2. Develop neighborhood and local connections to provide adequate circulation in and out of the neighborhoods.

*Work toward the eventual connection of streets identified on the plan as funds are available and opportunities arise. As a planning guideline, require streets to have connections every 400 to 600 feet for local and neighborhood streets.*

<b>Goal 6. Transportation facilities which provide efficient movement of goods.</b>
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**Key Elements:** Freight, Rail, Air, Hazardous Materials

1. Designated arterial routes and freeway access areas in Beaverton are essential for efficient movement of goods; design these facilities and adjacent land uses to reflect the needs of goods movement.



2. Consider grade separation or gate control for all primary railroad crossings of arterial streets.
3. Meet federal and state safety compliance standards for operation, construction and maintenance of rail system.

*Coordinate with service providers to ensure safety and operational compatibility with surrounding uses.*

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

*Control land uses in airport noise corridors and limit physical hazards to air impacts.*

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

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

<p><b>Goal 7. Implement the transportation plan by working cooperatively with federal, regional and local governments, private sector and citizens and by creating a stable, flexible financial system.</b></p>
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1. Coordinate transportation projects, policy issues, and development actions with all affected governmental units in the area. Key agencies for coordination include Washington County, ODOT, Tri-Met and Metro as well as adjacent cities (Tigard, Hillsboro and Portland.)

*Maintain plan and policy conformance to the Regional Transportation Plan. Seek compatibility with all adjacent county and City jurisdiction plans.*

2. Participate in regional growth management policy and work with regional agencies to assure adequate funding of transportation facilities to support those policies.

*Work with Washington County jurisdictions to develop a consistent growth management policy as it relates to the requirements of the private sector to make transportation improvements needed to accommodate continued growth in the county.*

3. Work with Tri-Met to encourage the development of transit improvements.
4. Monitor and update the transportation element of the comprehensive plan so that issues and opportunities related to change are resolved in a timely manner. Develop and update an annual capital improvements program which establishes the construction and improvement priorities of the City and allocates the appropriate level of funding.

5. Utilize the *System Development Charge/Traffic Impact Fee* as an element of an overall funding program to pay for adding capacity to the collector and arterial street system and make safety improvements caused by increased land use development.

*Base the tax/fees upon 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 relative expected future traffic impact of the development in question..*

6. Develop a long-range financial strategy to make needed improvements in the transportation system and support operational and maintenance requirements.

*Work with other units of government in the region. This financial strategy will need to 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), each of whom has appropriate roles in the financing of these improvements to meet present and projected needs.*

## OTHER PLANS

The relationship of the TSP to other regional planning documents can be puzzle of activities and plans. Figure 2-2 summarizes the transportation planning puzzle, identifying where the Beaverton TSP fits within the on-going regional context of planning. Many of the most common planning initiatives are reduced to acronyms, which are summarized below:

**TPR** - Transportation Planning Rule, Statewide Planning Goal 12 developed by Department of Land Conservation and Development (DLCD) to guide transportation planning in Oregon.

**OTP** - Oregon Transportation Plan, developed by Oregon Department of Transportation (ODOT) to guide transportation development in the state, mandated federally.

**RTP** - Regional Transportation Plan, developed by metropolitan planning organizations (MPO) to guide regional transportation investment, required to secure federal funding. In Portland this task is performed by Metro (Metropolitan Service District).

**TSP** - Transportation System Plan, a requirement of the TPR for cities and counties in Oregon to guide local transportation decisions and investments.

**Corridor Plan** - ODOT planning documents which focus on transportation corridors to specifically outline needs, modes, strategies and effective investment.

**Access Management** - An ODOT initiative to address improved safety and performance of state highways through control of access commensurate with facility needs. City and County agencies also have standards to address local facilities.

**ITS** - Intelligent Transportation Systems, use of advancing technology to improve movement of people and goods safely.

**TDM** - Transportation Demand Management, an element of TSP's, that is a series of actions to reduce transportation demand during peak times.

**ECO** - Employee Commute Options, a TDM program required by Department of Environmental Quality (DEQ) of employers of 50 or more **staff** in the urban area to reduce vehicle trips.

**LRT** - Light Rail Transit, planned by Metro, designed and operated by Tri-Met, providing a high capacity transit option linking key centers in the region.

**Functional Plan** - Metro's recent document which outlines criteria for evaluating transportation systems and land use, translating state and regional policy for local use to implement the 2040 planning effort.

**2040** - A long range effort directed by Metro to explore the choice for growth in the next 50 years, providing performance standards for local government to achieve in meeting the regional growth concept. It defines several areas for growth in land use and transportation:

- **Regional Center:** Compact centers of employment and housing served by high quality transit. They will become the focus of transit and highway improvements.
- **Town Center:** Provide for localized services within a **2-3** mile radius, with community identity.
- **Station Areas:** Development centered around LRT or high capacity transit, accessible by all modes.
- **Main Street:** Similar to town centers, an area with traditional commercial identity, but smaller in scale, along a street with good transit services

# City of Beaverton Transportation Puzzle

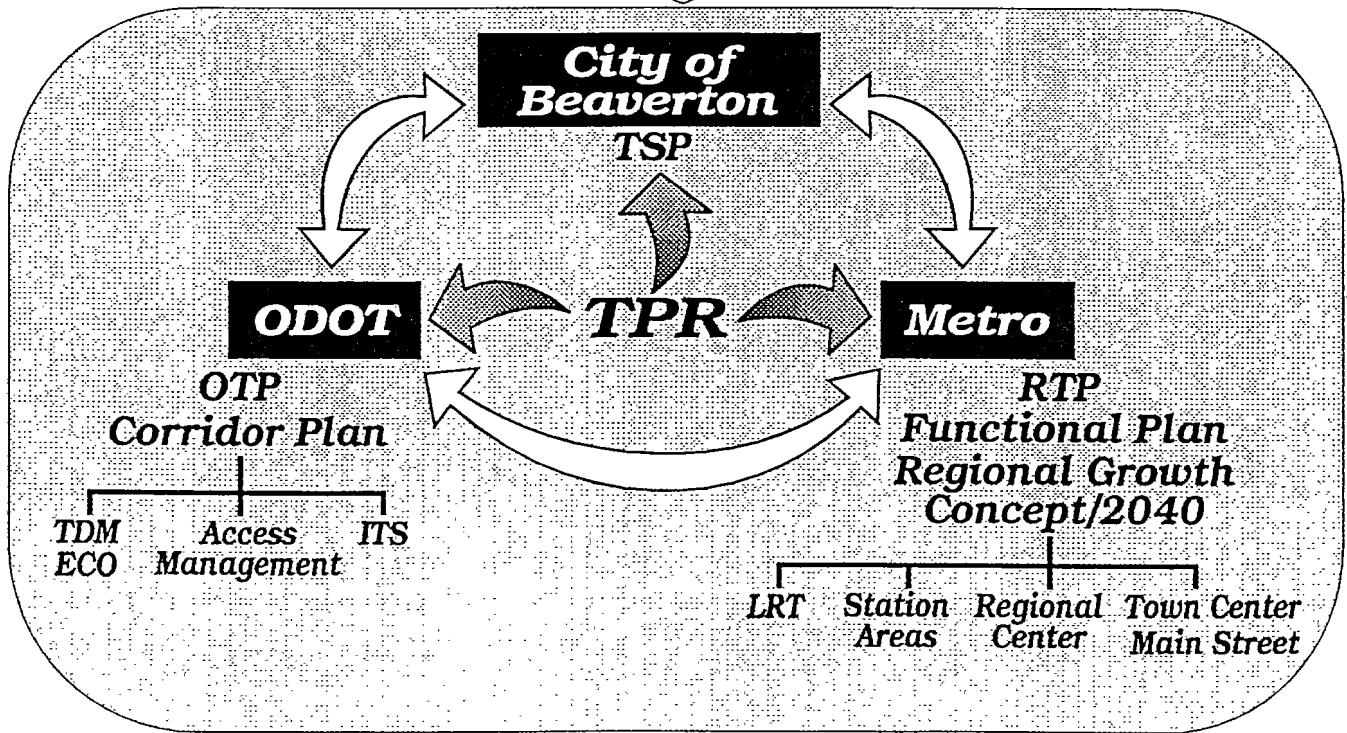
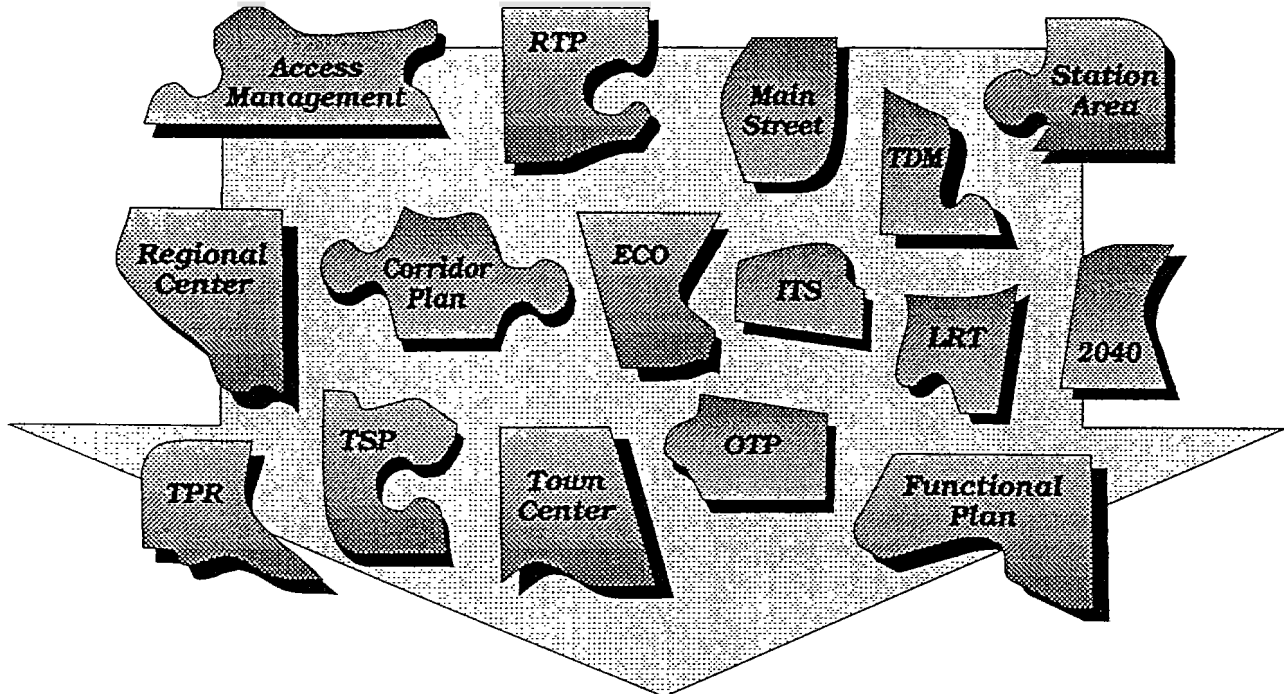


Figure 2-2  
RELATIONSHIP OF TSP TO  
REGIONAL PLANNING