

**South Hillsboro Urban Reserve Street Plan:**

The urban reserve area street plan development in this area currently includes an extension of Cornelius Pass to connect to 209<sup>th</sup> Avenue. This extension was included as a placeholder for evaluation purposes. It is recognized that the area will require further study, particularly resolution of issues along Tualatin Valley Highway, before inclusion in the UGB. The transportation study will evaluate the Cornelius Pass extension and the transportation needed to support the development prior to any UGB expansion in the area.

**Fairfield - Terman Study Area:**

The need for east-west connectivity and a street connection between Fairfield and Terman in this vicinity has been established, but a decision on how best to meet this need has not yet been made.

**OHSU West Campus Study Area:**

The OHSU West Campus Study Area is bounded by Northwest Cornell Road to the north, Northwest 185th Avenue to the east, Southwest Baseline to the south and Northwest Cornelius Pass Road to the west. The OHSU West Campus itself is bounded by Northwest Walker Road to the north, Northwest 185th Avenue to the east, the MAX light rail line to the south and Northwest 206th Avenue to the west. The OHSU West Campus currently has a need for east-west and north-south connections to provide connectivity and mitigate impacts of the Campus on adjacent transportation facilities. However, due to the unique uncertainty of the level or nature of further development on the OHSU West Campus, it is impractical to designate specific road alignments at this time. Therefore, additional streets to provide connectivity within the OHSU West Campus will be evaluated as part of the transportation impact analysis required for approval of a City of Hillsboro Concept Development Plan for the OHSU West Campus. In addition, the transportation impact analysis will also evaluate connectivity between the West Campus and the Quatama MAX Station and the Willow Creek Transit Center/MAX Station.

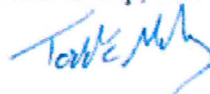
**David Hill Road Extension Study Area:**

A need for additional east-west and north-south travel connections in the area north of the current Forest Grove city limits and west of Hwy. 47 has been identified. The nature and location of these improvements, however, requires further study.

**Saltzman Road Extension Study Area:**

There is an identified need for a generally north-south Collector roadway in the vicinity of the Saltzman Road Extension Study Area shown on the Washington County Study Areas Map (Figure 9). The Study Area is more specifically described on the Saltzman Road Extension Study Area Overlay Map (Figure 9a), which identifies specific properties included in the study area. Land Development proposals affecting portions of properties within the Saltzman Road Extension Study Area shall be required to incorporate a Collector roadway in their development proposal and to indicate how that Collector might feasibly be extended to both serve other properties in the area and to connect with Saltzman Road to the South. It is anticipated that this study area and its provisions are interim measures. The County anticipates undertaking a broader planning process to address the needs of properties north and west of the study area that were recently added to the urban area. That study and its recommendations are expected to address this study area as well.

## TECHNICAL MEMORANDUM

**TO:** Matt Wellner, Metropolitan Land Group, LLC  
**FROM:** Todd E. Mobley, PE, PTOE   
**DATE:** February 26, 2009  
**SUBJECT:** East Bethany Transportation Assessment

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### INTRODUCTION

This memorandum is written to discuss the transportation considerations associated with the urban development of East Bethany, an area adjacent to and directly east of the North Bethany planning area. As you know, urban development in North Bethany has been in the planning stages for some time. This transportation assessment assumes development of North Bethany will be in place, including the corresponding transportation improvements. Of particular interest in this analysis is the ability to serve the transportation needs of development in the East Bethany area with respect to connectivity and infrastructure costs.

### CONNECTIVITY

Currently, the east Bethany area is served primarily by Springville Road, which passes east/west through the planning area, connecting Skyline Boulevard to the east and Kaiser Road to the west. In the planning area, Springville Road is a rural, two-lane facility with no curbs, sidewalks, or bike lanes. To the north is Germantown Road and Old Germantown Road, although these roads are outside of the planning area and there is no direct connection between them and Springville Road. Similarly, Laidlaw Road is south of the planning area with no direct connectivity.

In general, terrain in the East Bethany area becomes steeper as you travel east toward Skyline Boulevard. Accordingly, opportunities for connectivity are more available from the middle of the planning area to the west where the highest intensity of development is reasonably expected to occur. Successful development of this area would rely heavily on the ability to provide additional connectivity, particularly in the north/south direction, which is currently lacking. One potential option that I understand has been explored in the past is the northern extension of Saltzman Road from its current terminus near Laidlaw Road into the East Bethany planning area, forming an intersection with Springville Road. This would provide an essential north/south connection as well as an additional travel route to the Central Bethany area to the south and west.

Connectivity to the west would be favorable, as the East Bethany area could connect with the street system that is currently being planned for North Bethany. These connections will increase the number of east/west routes, minimizing out of direction travel and helping to reduce traffic demands on Springville Road. Moreover, the East Bethany traffic could make use of the significant infrastructure that will be constructed for North Bethany, improving the efficiency of this transportation investment.





Matt Wellner  
February 26, 2009  
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## **INFRASTRUCTURE COSTS**

As mentioned above, terrain in the East Bethany area generally gets steeper and more arduous as you travel east through the planning area. Urban upgrades would be necessary on Springville Road, similar to those that are planned to the west in the North Bethany area. The eastern portion of Springville Road would also need to be upgraded. It may be possible to use a reduced roadway section since it is not likely that the steeply sloped abutting lands will be developed with intense uses. As such, features typically associated with intersections such as auxiliary lanes or center turn lanes will not be necessary.

As mentioned in the prior section, the development of East Bethany would be able to benefit from the significant infrastructure costs that are already being planned for North Bethany. A significant amount of East Bethany traffic would be to and from the west, which would utilize the North Bethany streets and intersections.

One concern that should be examined in more detail is the impacts of urban development on transportation infrastructure to the east. Much of the existing road network, such as Skyline Boulevard, Springville Road, and Germantown Road, consists of relatively narrow and curvilinear roads that are constructed to rural standards. With urban development in the East Bethany area, improvements to these facilities for both safety and capacity would be anticipated.

## **SUMMARY & CONCLUSIONS**

In general, urban development of the East Bethany area appears to be feasible and could facilitate significant transportation improvements and connectivity, such as a possible northern extension of Saltzman Road. The ability to connect directly to the transportation infrastructure that will be constructed as part of the development of North Bethany will help reduce the cost of infrastructure to accommodate development of the area as well as provide a more efficient use of already-planned North Bethany streets and intersections. It is expected that with development of East Bethany, safety and capacity improvements will be necessary on what are now rural two-lane roads in the eastern vicinity of the planning area.