

**Urban Reserves Transportation Study (URTS):
Recommended Transportation System Plan (TSP) Amendments**



Name	Description	Need	Timeline for Construction
Shackelford Road extension	Amend the linework in the TSP to reflect the preferred alignment identified through URTS. The refined alignment minimizes natural area impacts and improves sight distance at 185th Ave.	Currently in the TSP as a straight line from its existing terminus in North Bethany west to 185th Avenue.	Long term. This urban reserve cannot easily be served by utility infrastructure and is likely to be developed in the long-term future.
SW 185th Avenue extension	Adopt the preferred alignment identified through URTS to extend 185th Avenue from Gassner Road to Kemmer Road.	Currently in the TSP as a refinement area.	Short term. This area is currently within the Urban Growth Boundary (UGB) in urban unincorporated status. The preferred alignment must be adopted to preclude development within the future roadway corridor and ensure right-of-way dedication and construction of the improvement as planned.
Grabhorn Road curves realignment	Softening of two 90* curves - one at Stone Creek/Grabhorn and one approximately 2,500 feet south.	Safety. This improvement is also being planned for by Beaverton as part of the Cooper Mountain	Short term. The preferred alignment must be adopted to ensure right-of-way dedication and construction of the

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		comprehensive planning effort.	improvement as planned.
175th Avenue “kink” realignment	Adopt the refined alignment identified through URTS, which is a softening of the curve.	<p>Currently in TSP as a straight-line improvement across the “kink”; URTS analysis showed this alternative was not preferred.</p> <p>This improvement is also being planned for by Beaverton as part of the Cooper Mountain comprehensive planning effort.</p>	<p>Short term.</p> <p>The preferred alignment must be adopted to ensure right-of-way dedication and construction of the improvement as planned.</p>
Cornelius Pass Road extension	Extend Cornelius Pass Road south from Rosedale Road to connect at Clark Hill Road/Farmington Road.	<p>Identified as part of the larger “kitchen sink” package of transportation improvements to help future mobility through the Cooper Mountain area (Cooper Mountain Transportation Study).</p> <p>Generally follows Willamette Water Supply Program pipeline alignment, reducing infrastructure impacts in the area.</p>	<p>Long term.</p> <p>The extension alignment would be adopted over land that is currently designated as rural – no reserve and would require a statewide planning goal exception.</p>
Tile Flat Road functional classification	Amend the functional classification of Tile Flat Road between Grabhorn Road and Clark Hill Road from local to 3-lane collector.	This connection is part of the larger “kitchen sink” package of transportation improvements to help future mobility through the	Short term.

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		Cooper Mountain area and is expected to carry increased traffic as development occurs in the area.	
Tile Flat Road extension	<p>Extend Tile Flat Road south from Scholls Ferry Road to Roy Rogers Road.</p> <p>This extension is divided into two parts – A and B – for analysis and planning purposes in URTS:</p> <ul style="list-style-type: none"> • Tile Flat Extension A would go from Scholls Ferry Road to Bull Mountain Road • Tile Flat Extension B would continue south from Bull Mountain Road to Beef Bend Road. <p>Two options for consideration:</p> <ul style="list-style-type: none"> • <u>Recommendation Option 1:</u> Adopt the preferred alignment for Tile Flat Extension A as identified through Cooper Mountain Transportation Study. Adopt a refinement area 	The extension is part of the larger “kitchen sink” package of transportation improvements to help future mobility through the Cooper Mountain area. This extension together with the Cornelius Pass Road extension between Rosedale Road and Farmington Road would create a continuous north south route from Highway 30 to Highway 99W.	<p>Short term.</p> <p>Much of the land surrounding Tile Flat Extension A is designated as urban reserve and is being concept planned by Tigard. Much of the land surrounding Tile Flat Extension B is designated as rural – no reserve, so urban planning and development for that area is far in the future. The preferred alignment must be adopted to preclude development within the future roadway corridor and ensure right-of-way dedication and construction of the improvement as planned.</p> <p>The extension alignment would be adopted over land that is currently designated as either urban reserve or rural – no reserve and would require a statewide planning goal</p>

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	<p>covering the general location of the Tile Flat Extension B, with a preferred alignment to be determined in the future in coordination with Tigard and King City.</p> <ul style="list-style-type: none"> • <i>Recommendation Option 2:</i> Adopt the preferred alignment for the entire Tile Flat Road Extension, with the potential for a future TSP amendment to adjust the location of the Tile Flat Road/Roy Rogers Road intersection. 		exception.
Basalt Creek Parkway alignment	Adopt alignment for the future Basalt Creek Parkway extension between Boones Ferry Road and I-5.	The roadway that will eventually become the western approach to the Basalt Creek Parkway overcrossing of I-5 is currently a local road, Greenhill Lane, that serves as the general planning boundary between Tualatin and Wilsonville. Both cities have development interest on both sides of the road.	Short term. The preferred alignment must be adopted to preclude development within the future roadway corridor and ensure right-of-way dedication and construction of the improvement as planned.