Project Description

The City of Hillsboro's proposed Active Transportation Demonstration Project is primarily a suburban project with areas of higher residential or commercial density including the future Amberglen/Tanasbourne Regional Center and Orenco Town Center. Our project theme is to link southern Hillsboro housing to northern Hillsboro employment, with direct, accessible, comfortable, enjoyable, and safe bicycle and pedestrian connections to existing Light Rail stations to accommodate commute trips entering or leaving the Hillsboro community on High Capacity Transit.

Our project is made up of three north-south multi-modal travel corridors that would complete gaps in the existing bikeway, sidewalk and trail infrastructure. In completing these multi-modal travel corridors, we hope to encourage walking and biking commute trips between Hillsboro households and Hillsboro employment centers, Hillsboro households and other employment centers accessed by Light Rail, and households in other communities served by Light Rail to Hillsboro employment centers, thereby increasing the bike/walk/transit mode share in Hillsboro.

In addition to completing gaps in these travel corridors and removing barriers to multi-modal travel, the proposal would include a comprehensive way-finding signage program and an educational component including developing bike/walk maps to further promote biking and walking and improve motorist awareness.

Our proposed project has been divided into three north-south multi-modal corridors: the East Hillsboro Multi-modal Commute Corridor, the Central Hillsboro Multi-modal Commute Corridor and the West Hillsboro Multi-modal Commute Corridor (see attached Multi-modal Commute Corridors map). To illustrate our theme, on the accompanying map with an aerial photo background, we identified the major employers (100 employees or more), the existing major multi-modal corridors (mainly arterial streets with bike lanes, sidewalks, and existing or future transit), the Light Rail Transit (LRT) stations, parks and existing and proposed multi-use trails.

Existing Conditions

The City adopted bicycle and pedestrian master plan maps (City of Hillsboro Transportation System Plan Update, January 2004) where emphasis is placed on providing safe, system-wide bicycle/pedestrian connectivity to key destinations including schools, activity centers (shopping/employment areas), parks and recreational uses, and transit (bus stops, LRT stations and park and ride sites). For bikeway facilities, our emphasis was on identifying routes that were safer for children and commuting cyclists on streets with lower traffic volumes. The bicycle master plan identifies three types of bikeway facilities in Hillsboro: bike lanes, bicycle way network (shared, low traffic volume roadways) and bicycle boulevard. There are also multi-use paths which accommodate both bicyclists and pedestrians.

The gaps in the bicycle and pedestrian system were identified on the master plan maps and a prioritized project list developed for projects that provided connections to key destinations, has or is likely to have high daily usage, connects to transit, connects to the existing bicycle or pedestrian network, benefits both bicyclists and pedestrians, overcomes a barrier, and provides a safe route to school.

Within each of the multi-modal corridors, the bicycle master plan maps were revisited to remove filled gaps (bike lanes) and to identify gaps or barriers that still exist. In most cases, where the gap in the bikeway system is a partially improved street, there are also sidewalk gaps, so completing a street improvement fills both gaps.

Each of the three multi-modal commute corridors were mapped, where the barriers or gaps (bike lanes) in the bicycle system are shown in red, existing or committed bike lanes in blue, and bicycle network streets in aqua (see attached East Hillsboro Multi-modal Commute Corridor, Central Hillsboro Multi-modal Commute Corridor, and West Hillsboro Multi-modal Commute Corridor maps).

Multi-modal Commute Corridor Descriptions

These descriptions below include a general description of each multi-modal commute corridor, identification of the major gaps/barriers in the multi-modal system, opportunities, and potential projects for the near-term (1-2 years) timeframe (if in most cases, federal funding is obtained – see attached Multi-modal Commute Corridors Projects Table for specific details) that would remove major gaps or barriers, or offer alternative routes until those gaps are filled, and provide direct, accessible and safe north-south and/or east-west connectivity throughout each multi-modal corridor and between corridors.

- *East Hillsboro Multi-modal Commute Corridor*

  Location: between Cornelius Pass Road and 185th Avenue/northeastern city limits east of 185th Avenue, and the Sunset Highway and Tualatin Valley Highway

  2040 Centers: the existing Tanasbourne Town Center and proposed Amberglen/Tanasbourne Regional Center

  LRT Station: Quatama/205th Avenue

  Major Multi-modal Corridors: Baseline, Cornelius Pass and Cornell Roads, Evergreen Parkway, Tualatin Valley Highway, and 185th Avenue

  Major Employers: ACS Inc, Corillian Corporation, Davis Tool, Epson Portland Inc, Intel Amberglen, Kaiser Permanente, Netflix, OGI, OHSU West Campus, Providence Tanasbourne Health Center, Sun Microsystems, The Standard, Tokyo Electron America, and Wells Fargo Call Center

  Trails: Rock Creek Regional Trail, Beaverton Creek and Bronson Creek Trails

  Major North-South Gaps or Barriers:
  206th Avenue (Rock Rd to LRT: bike lane and sidewalk gaps)

  206th Avenue (LRT to Wilkins Street: sidewalk gaps and small gap with no bike lanes)

  206th Avenue (Wilkins Street to Brownstone Way: no bike lanes)

  John Olsen Avenue (Cornell Road to Evergreen Parkway: no bike lanes)

  Mid-block Crossings (bike and pedestrian) for Rock Creek Regional Trail at Cornell Road and Evergreen Parkway arterial streets

  Rock Creek Regional Trail (Wilkins Street to Orchard Park gap)

  Major East-West Gaps or Barriers: Amberwood Drive, a low volume, 3-lane collector street (Orchard Park to Cornelius Pass Road: two bike and sidewalk gaps, half-street improvements needed)

  Opportunities: Potential off-street shared use facility on Evergreen Parkway and on Stucki Avenue (through future Amberglen/Tanasbourne Regional Center)

Near-term (1-2 years) Projects:

- *Cornell Road Pedestrian and Bicycle Crossing/Enhancement Project and Evergreen Parkway Pedestrian and Bicycle Crossing Project*: both of these projects could serve as a model for use by other jurisdictions for major trail crossings or mid-block crossings in mixed use pedestrian areas across wide, high volume, high speed arterial roads. The design for these mid-block crossings of the Rock Creek Regional Trail could include a pedestrian refuge (median) with z-type crossing in median, with 2-step pedestrian signal, or a trail tunnel underneath the road with a bridge over Rock Creek.

- *Aloclek Drive Bike Lanes*: this project consists of restriping a low volume, tree-lined, 3-lane collector street to add bike lanes on both sides of the street from Amberwood Drive to Evergreen Parkway. This project provides direct bike access to ACS Inc., Davis Tool, Epson, Netflix and Sun Microsystems, and the Rock Creek Regional Trail.

- *NW Evergreen Parkway*: this project entails removal of curb, gutter and a portion of landscape strip (4 feet on both sides of street) and reinstalling, striping for bike lanes, re-profiling the road and removing former rail crossing. The project completes the last bike lane gap between NW 253rd Avenue and Cornell Road where Evergreen Parkway intersects. Bike lanes on Cornell Road continue to the east outside of Hillsboro's UGB.

- *John Olsen Avenue Bike Lanes*: this project consists of restriping a low volume, tree-lined, 3-lane collector street from Cornell Road to Evergreen Parkway to add bike lanes on both sides of the street. This street provides direct bike access to the Rock Creek Regional Trail and to Corillian, The Standard and Toyko Electron America.

- *206th Avenue Bike Lanes*: this project widens the east shoulder of 206th Avenue, a low volume, 3-lane collector street, and adds bike lane striping from Wilkins Street to just south of Trailwalk Drive. This project completes the bike lane gap on the east side of the street from the Quatama/205th Avenue LRT Station to Wilkins Street, connects to bike lanes on Wilkins Street/Amberglen Parkway, provides direct bike access to Intel Amberglen, OGI and OHSU West Campus, and supports the Amberglen Urban Renewal Area.

- *Rock Creek Regional Trail*: this project consists of the extension of Rock Creek Regional Trail from Orchard Park southwest to Cherry Lane and from that connection south to Wilkins Street which connects via bike lane and multi-use path to the Quatama/205th Ave LRT Station. This project provides connectivity to employment, transit and recreation on an off-street multi-use path that follows a natural, scenic creek corridor. Completion of this section of the Rock Creek Regional Trail, combined with the two mid-block crossing projects will enable bicyclists and pedestrians' safe, comfortable and enjoyable access to employment, parks and the Quatama/205th Avenue LRT Station from Rock Creek Boulevard north of the Sunset Highway.

❖ *Central Hillsboro Multi-modal Commute Corridor*

Location: between Brookwood Parkway and Century Boulevard/229th Avenue/231st Avenue, and the Sunset Highway and Tualatin Valley Highway

2040 Centers: Orenco Town Center

LRT Stations: Orenco/231st Ave and Hawthorn Farm

Major Multi-modal Corridors: Baseline, Cornelius Pass, Cornell and Evergreen Roads, Brookwood Avenue/Parkway, Century Boulevard/229th Avenue/231st Avenue, and Tualatin Valley Highway

Major Employers: AGC Electronics, Coorstek, Evergreen Business Center, FEI Company, Intel Hawthorn Farm and Intel Ronler Acres, Lattice Semiconductor, Maxim, RadiSys Corporation and Triquint Semiconductor

Trails: Rock Creek Regional Trail and Beaverton Creek Trail

Major North-South Gaps or Barriers: 231st/229th Avenue (bike lane and sidewalk gaps); Century Boulevard (Baseline Road to Lois Street across Rock Creek)

Opportunities: Possible off-street shared use facility on Brookwood Parkway (Main Street to Cornell Road), Century Boulevard/229th/231st Avenue and on Evergreen Parkway

Near-term (1-2 years) Projects:

- *NE 53rd Avenue/ Elam Young Parkway (East & West) Bike Lanes*: this project entails restriping of these north-south, low volume, 2- to 3-lane collector streets to add bike lanes on both sides of the street from Baseline Road to Cornell Road. These streets provide connections to Coorstek, Intel Hawthorn Farm and Lattice Semiconductor, 53rd Avenue Park and future aquatic center, and the Hawthorn Farm LRT Station from Baseline and Cornell Roads.

- *Shute Road Bike Lanes*: this project consists of restriping the 2-lane section of this low volume, collector street to add bike lanes on both sides of the street from Cornell Road to Airport Road/Butler Street. This section of Shute Road passes through a residential neighborhood from Cornell Road to Airport Road/Butler Street (low volume, collector streets with bike lanes that connect to Orenco Town Center). After its intersection with Airport Road/Butler Street, Shute Road widens to 5-lanes and connects to Brookwood Parkway, however in this section, a half street improvement including bike lanes needs to be completed on the east side of the street for a portion of Intel's frontage, which puts this section in the 3-5 years timeframe for completion.

  Even given this situation, bicyclists can safely ride on the section north of Airport Road/Butler Street to access Intel Ronler Acres and other major employers (FEI Company, RadiSys Corporation and Triquint Semiconductor). Additionally, Shute Road provides a direct connection between the Intel Hawthorn Farm and Ronler Acres campuses from Cornell Road to the Hawthorn Farm LRT Station (via Cornell Rd/Elam Young Parkway – West). Shute Road is tree-lined on both sides, with mature trees, for a pleasurable cycling experience, except adjacent to Intel from Airport Road/Butler Street to Dawson Creek Parkway where the tree canopy is not mature or is lacking.

❖ *West Hillsboro Multi-modal Commute Corridor*

Location: between Brookwood Parkway/Brookwood Avenue and Jackson School Road/5th Avenue and the northern UGB boundary and Tualatin Valley Highway

2040 Centers: eastern edge of the Hillsboro Regional Center

LRT Stations: Fair Complex/Hillsboro Airport

Major Multi-modal Corridors: Baseline Road/E Main Street, Evergreen and Jackson School Roads and Tualatin Valley Highway (west to SE 11th Avenue)

Major Employers: Genentech, Integrated Device Technology, Intel Jones Farm, and SolarWorld

Trails: Rock Creek Regional Trail

Major North-South Gaps or Barriers:

NE 15th Avenue (between Kathryn Street and Evergreen Road: mainly no bike lanes, except for two sidewalk gaps)

NE 25th Avenue (from Cornell Road to Intel Jones Farm: insufficient bike lane width, and from Intel to Evergreen Road: bike lane gap)

SE 32nd Avenue/SE Cypress Street (from Tualatin Valley Highway to Main Street: no bike lanes)

NE 37th Avenue (from Brogden Street to Main Street: lacks sidewalks and crossing of Main)

NE Jackson School Road (from Grant Street to Evergreen Road: lacks sidewalks and bike lanes)

Opportunities: Potential off-street shared use facility on Grant Street Extension (28th Avenue to Brookwood Parkway)

Near-term (1-2 years) Projects:

- *SE 32nd Avenue/SE Cypress Street Bike Lanes*: this project consists of restriping to add bike lanes. It provides a connection for south Hillsboro residents to the Fair Complex/Hillsboro Airport LRT Station via E Main Street, which has bike lanes and NE 37th Avenue (a bicycle way network street), and to northern Hillsboro employment. It also provides access to two elementary schools, one city park, the County Fairgrounds and LRT.

- *NE Griffin Oaks Street Bike Lanes*: this project entails restriping this low volume, 2-lane collector street from NE 15th Avenue to NE 25th Avenue to add bike lanes. Griffin Oaks Street provides a direct east-west connection past Griffin Oaks Park to Intel from residential neighborhoods to the west via NE Kathryn Street (a bicycle way network street).

- *SE Maple Street Bike Lanes*: this project consists of restriping to add bike lanes on this low volume, 2-lane collector street from SE 13th Avenue to SE 18th Avenue. Filling this gap would provide bike lanes from SE 10th Avenue (downtown) through a residential neighborhood to SE 24th Avenue, which, when improved to E Main Street connects south Hillsboro residents to the Fair Complex/ Hillsboro Airport LRT Station and northern employment. It also provides residents and visitors with an east-west bicycle connection between Shute Aquatic & Recreation Center, Shute Park, Shute Library and Senior Center, WL Henry Elementary School and regional shopping area. This project may not occur if the demand for on-street parking outweighs bike lane connectivity along this street and the bikeway facility type for this section changes to bicycle way network.

- *SE Walnut Street Bicycle Boulevard*: this low volume, low speed collector street has been designated as a bicycle boulevard street from S 1st Avenue to SE 18th Avenue, as it provides an east-west connection from downtown Hillsboro through a residential neighborhood with north-south connections to LRT, schools and parks, and is a popular route for recreational cyclists to connect to scenic rides from downtown. This project is from SE 6th Avenue to SE 18th Avenue and addresses various improvements that need to be made like adding way-finding signage, and other simple improvements such as medians, pavement markings, bike loop detectors (10th Avenue), etc. that would calm traffic and improve bike safety on this shared roadway.

Overview of Projects within Multi-modal Commute Corridors

Within each of the multi-modal commute corridors, projects have been identified to address gaps and barriers in the bikeway, sidewalk and trail infrastructure. Barriers to safe bicycle and pedestrian travel include:

- Multi-use trails crossing mid-block over wide major arterial streets
- Poor signal timing or bicycle detection
- Lack of way-finding signage
- Dimly lit bikeways or sidewalks

Complete multi-modal facilities satisfy the principles for Active Transportation Corridors by providing direct, accessible, comfortable, enjoyable, safe and easy to use routes for bicyclists and pedestrians to employment, LRT stations, parks and activity centers. Supporting elements would establish innovative bicycle facilities or programs that encourage cycling and use of transit.

The projects within each of the multi-modal commute corridors vary from simple, lower cost solutions that can be accomplished in a shorter timeframe (1-5 years) to complex, higher cost projects that involve acquisition of right-of-way, extensive design work and a longer timeframe (5 years or more). Projects may include:

- Restriping to add bike lanes and finishing bike related street improvements
- Sidewalk infill
- 2-step bike-pedestrian mid-block crossings
- Bike signals at difficult crossings such as NE Grant Street and NE Cornell Road, and to encourage the use of preferred bicycle routes
- Lighting and lighting enhancement
- Addition of landscaping including street trees to enhance the bicycle and pedestrian experience
- Adjusting signal timing at key intersections on arterial and collector streets
- Off-street shared use facilities along key arterial or collector streets, where the design of these facilities would be tailored to the physical environment including a more dense development pattern, existing conditions such as topography, soils, and landscape features including trees, creek corridors and sensitive areas, parks, and nature (habitat preservation, wildlife corridors), and the desired outcome for the area in which the facility passes through (2040 Centers, Inner and Outer Neighborhoods, Employment Areas, and Parks).

Two projects which make up the supporting elements described above and are critical for a successful Active Transportation Demonstration Project, are applicable throughout all three multi-modal commute corridors, and if federal funding is obtained, in the 1-2 years timeframe, the first phase of these projects could be completed. These two projects are described on the next page.

- *Way-finding elements/signage*: currently throughout the multi-modal commute corridors, although we have identified direct, accessible, comfortable, enjoyable and safe routes for travel by bike or on foot to employment, LRT stations, parks and recreational opportunities, and other key destinations, there is no way-finding signage, maps or educational programs to direct people to these destinations or encourage more people to cycle and use transit, both within Hillsboro, and to and from Hillsboro. This project consists of developing way-finding signage and maps like "Bike There" or Portland's Bike/Walk maps, and educational programs to further promote biking and walking and improves motorist awareness.

- *Bicycle storage facilities or bike stations at four LRT stations, in conjunction with an employer bicycle loaner program that provides bicycles from LRT to employment*: this project addresses barriers to bicycle commuting including inadequate bike storage facilities which do not facilitate commuting by bicycle and LRT to jobs, especially major employers: Intel, SolarWorld, Kaiser, The Standard, etc. and LRT at/near capacity limiting the ability for additional bikes on LRT. This project entails developing partnerships with major employers, TriMet and Washington County, where additional bike storage facilities/bike stations would be added for commuting employees and for loaner bicycles which would be available at the four LRT stations within the three multi-modal commute corridors for employees' use and to address the limited ability of LRT to accommodate bikes.

Detailed Project Information

Detailed descriptions of each project within the three multi-modal commute corridors including the barriers/gaps it is addressing, the project location, project components, estimated project cost, leveraging of other projects or future investments, timeline (1-2 years, 3-5 years, 6-10 years, or 10+ years) and potential project partners are described in the attached table. With the exception of the two projects which are applicable to all three multi-modal commute corridors, each of the projects listed in this table corresponds to the planned bike lanes, planned mid-block crossing, planned shared use facility and bicycle boulevards depicted on the multi-modal commute corridor maps. The maps are intended to be used in conjunction with the table.

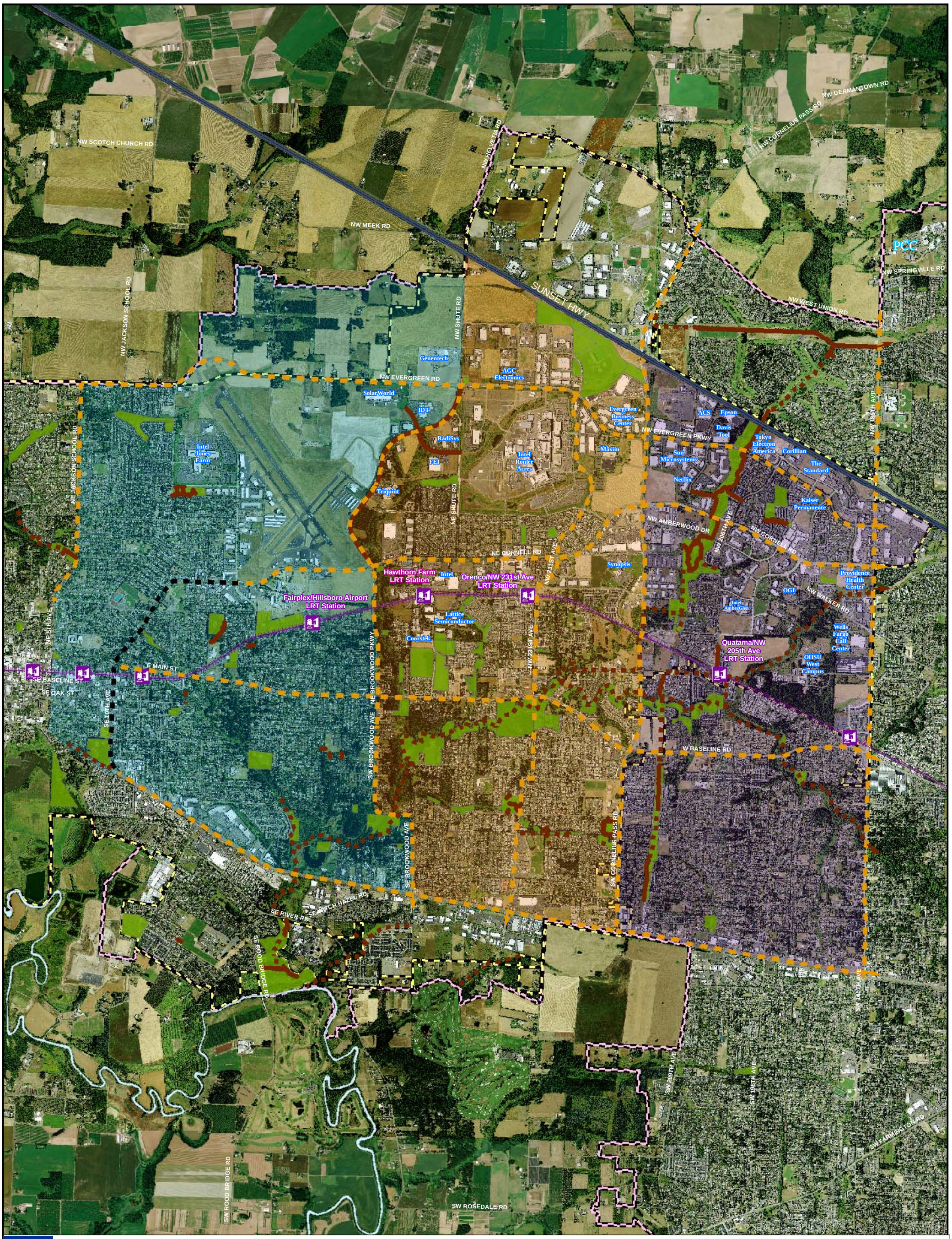
Each of the project segments on the map and the major employer information (number of employees) are GIS shape files, where there are links to a table that contains the general information regarding the projects: cost estimates, timeline, etc. The City is still working with Intel and Metro to produce a scatter map that shows the location of Intel employees and where they live by zip code. If our project is advanced by Metro for additional development, it may be worthwhile to explore whether we can gather this same type of employee information from the other major employers in our three multi-modal commute corridors. We will submit our GIS shape files to Metro with the scatter map and a table that summarizes the number employees for each major employer located within the three multi-modal commute corridors.

Attachments

Overview Multi-modal Commute Corridors map

East Hillsboro/Central Hillsboro/West Hillsboro Multi-modal Commute Corridor maps

Multi-modal Commute Corridors Projects Table



City of Hillsboro - Active Transportation Project

Multi-Modal Commute Corridors

- East Hillsboro Multi-modal Commute Corridor
- Central Hillsboro Multi-modal Commute Corridor
- West Hillsboro Multi-modal Commute Corridor
- Major Multi-Modal Corridor
- Difficult Connection (use caution or sidewalk or find a different route)
- Existing Multi Use Path
- Planned Multi Use Path
- Parks
- Light Rail Station
- Light Rail Line
- City Limits
- Metro Urban Growth Boundary Line

Source:
-Metro (Regional Land Information System)
-City of Hillsboro
-Metro Regional Transportation Plan

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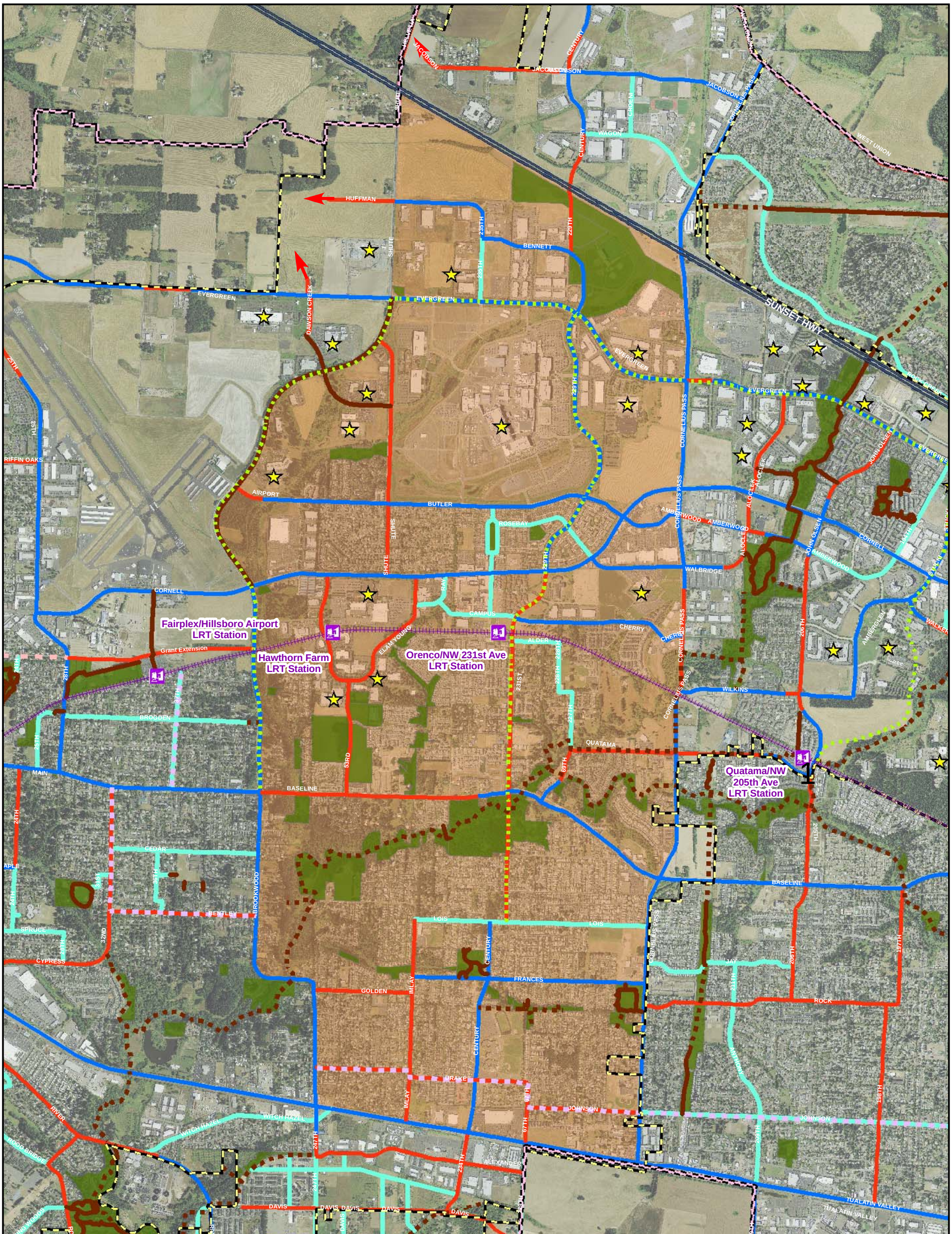

City of Hillsboro - Active Transportation Project

- Central Hillsboro Multi-modal Commute Corridor
- Major Employers
- Parks
- Light Rail Station
- Light Rail Line
- Existing Bike Lanes
- Planned Bike Lanes
- Bicycle Way Network
- Planned Off-street Shared Use Facility
- Planned Multi Use Path
- Existing Multi Use Path
- County Active Transportation Project
- City Limits
- Metro Urban Growth Boundary Line

Source:
-Metro (Regional Land Information System)
-City of Hillsboro
-Metro Regional Transportation Plan

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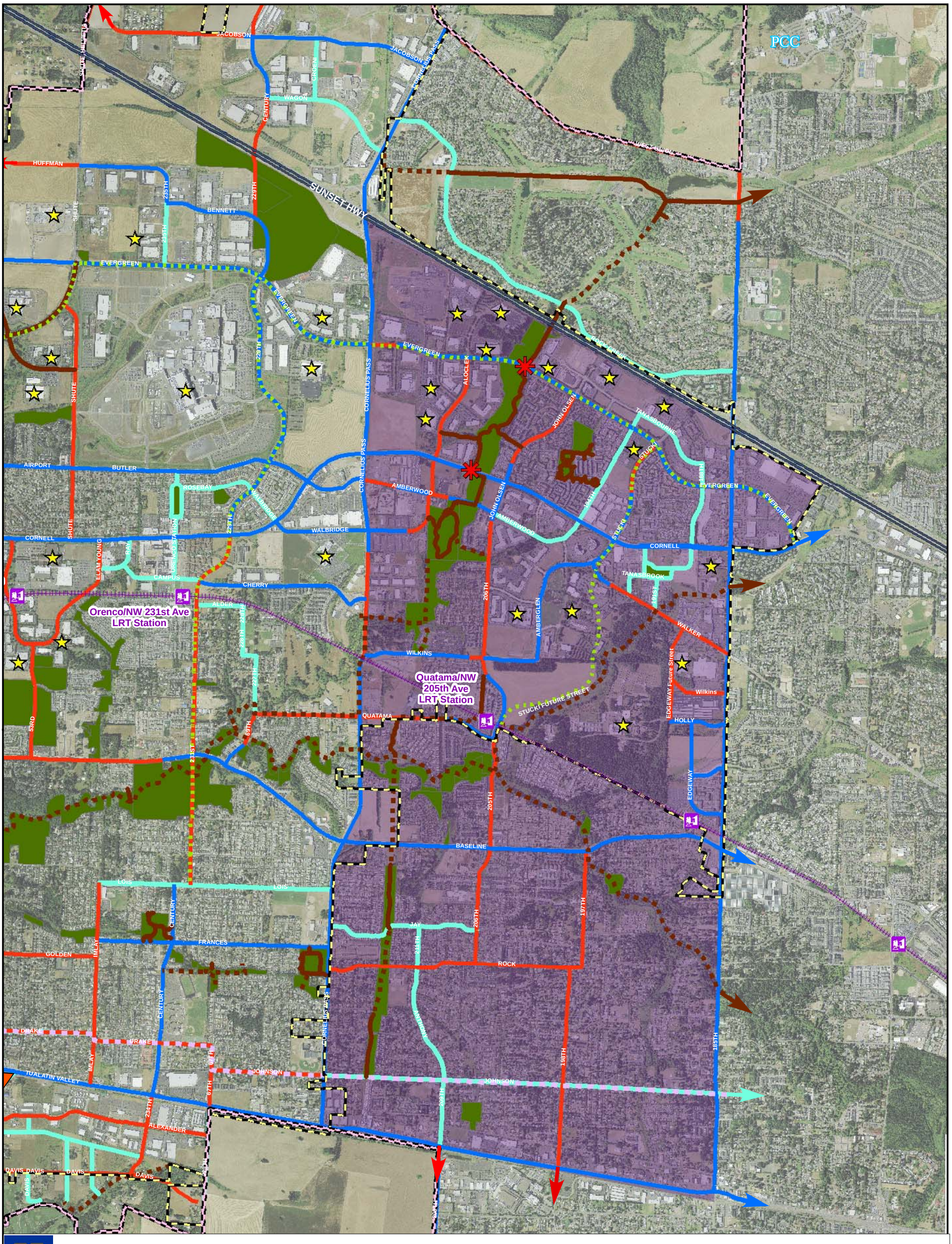

City of Hillsboro - Active Transportation Project

- East Hillsboro Multi-modal Commute Corridor
- Major Employers
- Parks
- Light Rail Station
- Light Rail Line
- Existing or Committed Bike Lanes
- Planned Bike Lanes
- Bicycle Way Network
- Planned Off-street Shared Use Facility
- Planned Multi Use Path
- Existing Multi Use Path
- Planned Mid Block Crossing
- County Active Transportation Project
- City Limits
- Metro Urban Growth Boundary Line

Source:
-Metro (Regional Land Information System)
-City of Hillsboro
-Metro Regional Transportation Plan

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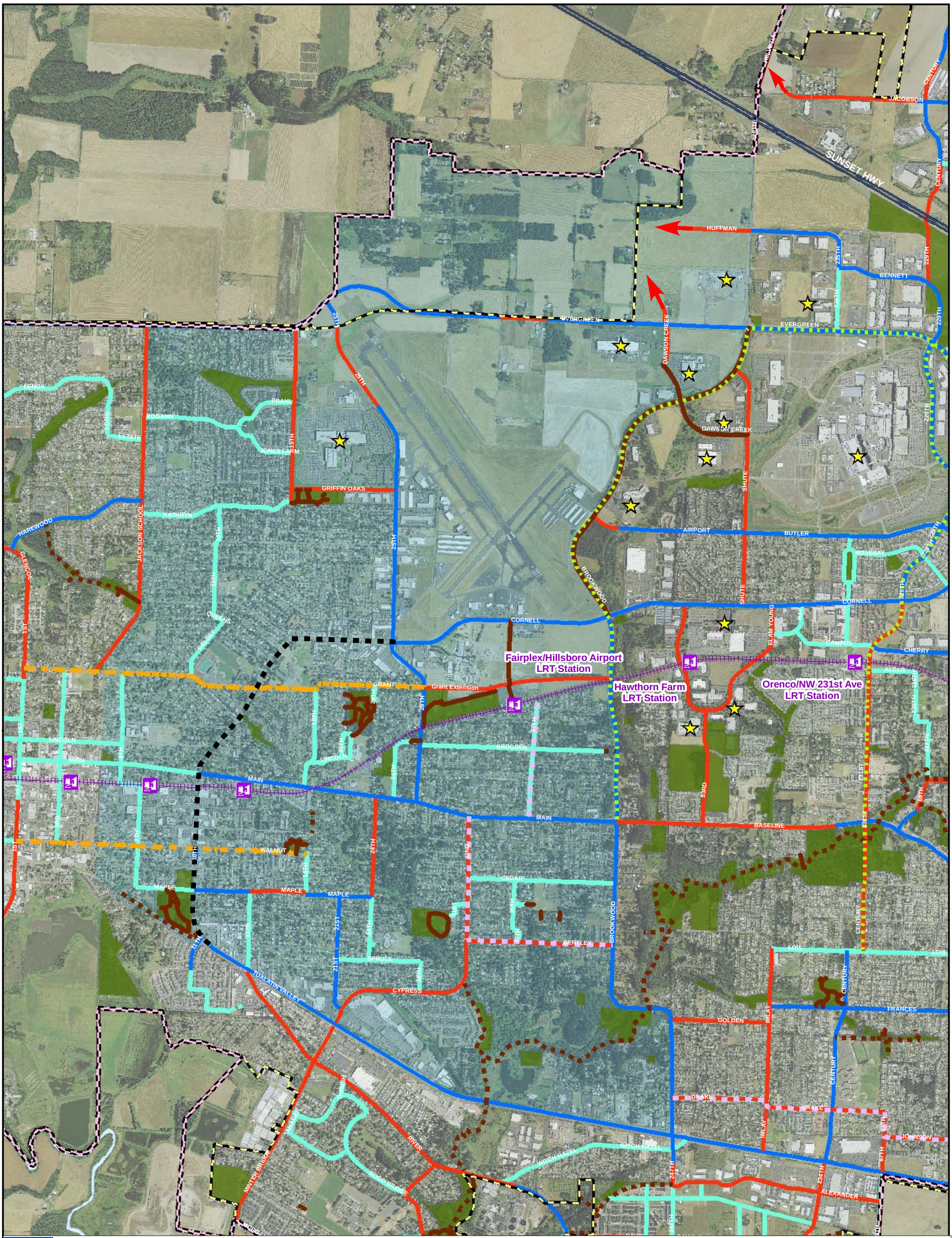

City of Hillsboro - Active Transportation Project

- West Hillsboro Multi-modal Commute Corridor
- Major Employers
- Parks
- Light Rail Station
- Light Rail Line
- Difficult Connection (use caution or sidewalk or find a different route)
- Existing Bike Lanes
- Planned Bike Lanes
- Bicycle Blvd
- Existing Bicycle Way Network
- Planned Bicycle Way Network
- Planned Off-street Shared Use Facility
- Planned Multi Use Path
- Existing Multi Use Path
- County Active Transportation Project
- City Limits
- Metro Urban Growth Boundary Line

Source:
-Metro (Regional Land Information System)
-City of Hillsboro
-Metro Regional Transportation Plan

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Multi-modal Hillsboro Commute Corridor	**Project Name**	**Project Location** From (start point) To (end point)	**Barriers/Gaps** Wide roads w/heavy traffic, signal timing, RR tracks, lighting/ visibility, environmental, ROW, unimproved road, no sidewalk, etc.	**Project Components** Protected bikeway, bike lane, bicycle way network, multi-use trail, sidewalk, LRT/ transit stop, bike signal, 2-step bike/ped crossing, way-finding signage, lighting, landscaping, etc.	**Estimated Project Cost**	**Leverages Other Projects or Future Investments**	**Schedule** **1-2 years** **3-5 years** **6-10 years** **10+ years**	**Potential Project Partners**
ALL	Way-finding elements/signage	Along multi-modal commute corridors from residential neighborhoods to employment, Light Rail Transit (LRT) stations, parks / recreational opportunities, and other key destinations.	No identification of direct, accessible, comfortable, enjoyable and safe routes for travel by bike or on foot to employment, LRT stations, parks and recreational opportunities, and other key destinations.	Signage and maps like "Bike There" or Portland's Bike/Walk and Bikeway maps	$1.0 million	Coordinate way-finding signage with County on 'secondary street' bike routes (entry or connecting routes) identified in 2020 Transportation Plan, and to develop City/ County maps	If federal funds obtained, then 1-2 years for existing system, then 3-5 years to add signage where projects are completed If local funds used, 10+ years	Washington County
ALL	Bicycle storage facilities or bike stations at four LRT stations, possibly in conjunction with an employer bicycle loaner program that provides bicycles from LRT to employment	Fair Complex/Hillsboro Airport, Hawthorn Farm, Orenco/231st Avenue and Quatama/205th Avenue LRT Stations	Inadequate bike storage facilities do not facilitate commuting by bicycle and LRT to jobs, especially for major employers: Intel, SolarWorld, Kaiser, The Standard, etc. LRT at/near capacity limiting ability for additional bikes on LRT.	Bike storage facilities or bike stations, potentially including lockers, restrooms, showers, self repair, parts vending machine, and air	$1.5 million	Potential projects/ partnerships with TriMet, Washington County and Major Employers: Intel, Kaiser, SolarWorld, The Standard, etc. (loaner bike programs)	If federal funds obtained, then 1-2 years for first LRT Station addition and to start bicycle loaner program, 3-5 years for remaining LRT Stations and expansion of bicycle loaner program If local funds used, 10+ years	TriMet Washington County Major Employers
EAST HILLSBORO	Cornell Road Pedestrian and Bicycle Crossing/Enhancement Project	Rock Creek Regional Trail segment on north side of Cornell Rd to Trail segment on south side of Cornell Rd	Rock Creek Regional Trail crosses Cornell Road approximately mid-block between 206th Ave/John Olsen Ave and Aloclek Drive. Cornell Road is a high volume (>30,000 ADT), high speed (45 mph), wide arterial street, with the nearest signalized intersection (206th/John Olsen Ave) about 775 feet away. The two trail segments are not directly across from each other, where the north segment is about 515 feet west of the south segment.	Option 1: Pedestrian refuge (median) with z-type crossing in median, sidewalk ramps, 2-step pedestrian signal (with traffic signal interconnect), high-visibility crosswalks, stop bars, pedestrian-scale light fixtures, street trees and landscaping, signs, a chain link fence, and widening of existing south sidewalk from 6- to 10-feet wide to connect with southern portion of the Trail. Option 2: Construct a trail tunnel under Cornell Road and bridge over Rock Creek and sensitive areas per AASHTO standards on south side to reconnect trail.	$550,000 $800,000	This project could serve as a model for use by other jurisdictions.	Option 1: 1-2 years if federal funding obtained Option 1: 6-10 years if local funds used Option 2: 3-5 years if federal funding obtained Option 2: 10+ years, if local funds used	Washington County Metro Hillsboro Parks & Recreation
EAST HILLSBORO	Evergreen Parkway Pedestrian and Bicycle Crossing	Rock Creek Regional Trail segment on north side of Evergreen Pkwy to Trail segment on south side of Evergreen Pkwy	Rock Creek Regional Trail crosses Evergreen Parkway mid-block approximately 1,200 feet west of the signalized John Olsen intersection, and about 1,300 feet east of the Aloclek Dr/Pl intersection. There is an existing raised median in this location. Evergreen Parkway is a high volume, high speed, wide arterial street.	Option 1: Remove 10-foot by 16 foot portion of median, install z-type crossing in median, sidewalk ramps, 2-step pedestrian signal (with traffic signal interconnect), high-visibility crosswalks, stop bars, and signs. Option 2: Construct trail tunnel under Evergreen Parkway with bridge over Rock Creek and sensitive areas per AASHTO standards to reconnect trail.	$550,000 $800,000	This project could serve as a model for use by other jurisdictions.	Option 1: 1-2 years if federal funding obtained Option 1: 6-10 years if local funds used Option 2: 3-5 years if federal funding obtained Option 2: 10+ years, if local funds used	Washington County Metro Hillsboro Parks & Recreation

Multi-modal Hillsboro Commute Corridor	**Project Name**	**Project Location** From (start point) To (end point)	**Barriers/Gaps** Wide roads w/heavy traffic, signal timing, RR tracks, lighting/ visibility, environmental, ROW, unimproved road, no sidewalk, etc.	**Project Components** Protected bikeway, bike lane, bicycle way network, multi-use trail, sidewalk, LRT/ transit stop, bike signal, 2-step bike/ped crossing, way-finding signage, lighting, landscaping, etc.	**Estimated Project Cost**	**Leverages Other Projects or Future Investments**	**Schedule** **1-2 years** **3-5 years** **6-10 years** **10+ years**	**Potential Project Partners**
EAST HILLSBORO	Rock Creek Regional Trail	From Orchard Park southwest to Cherry Lane and from that connection south to Wilkins Street which connects via bike lane and multi-use path to the Quatama/205th Ave LRT Station	Extension of Rock Creek Regional Trail south from Orchard Park so that it can provide a connection via Wilkins Street to the Quatama/205th Avenue LRT Station (e.g. provide connectivity to transit, jobs and recreation).	Construct multi-use trail with bridge(s) over Rock Creek and sensitive areas per AASHTO standards.	$1.43 million	$1,275,000 regional CMAQ $146,000 local match	1-2 years	Hillsboro Parks & Recreation
EAST HILLSBORO	John Olsen Avenue bike lanes	From Cornell Road to Evergreen Parkway	No bike lanes on this low volume, 3-lane collector street that connects residents located south of Cornell Road to employers located in the northern portion of the East Hillsboro Multi-modal Commute Corridor.	Restriping 3-lane collector street cross section to add 5-foot wide bike lanes on both sides of street.	$25,000	Access to Rock Creek Regional Trail.	1-2 years	The Standard (Tanasbourne Community Protective Covenants)
EAST HILLSBORO	206th Avenue bike lanes	From Brownstone Way to Wilkins Street	No bike lanes on this low volume, 3-lane collector street from Brownstone Way to Wilkins Street. The northwest corner of the intersection of 206th Avenue with Wilkins Street does not have sidewalks, landscape strips or street trees on either 206th Ave or Wilkins St, which would be constructed as part of this project along with striping for bike lanes on the 206th Ave/Wilkins Street frontage. Requires right-of-way purchase on both 206th Avenue and Wilkins Street.	Restriping 3-lane collector street cross section to add 5-foot wide bike lanes on both sides of street. Construct a half-street improvement on 206th Avenue and Wilkins Street at the northwest corner.	$125,000	Completes Wilkins Street bike/pedestrian gap from Cornelius Pass Road to Amberglen Parkway. Supports Amberglen Urban Renewal Area (URA).	3-5 years if federal funding obtained 6-10 years if local funds used	Amberglen Business Park
EAST HILLSBORO	206th Avenue bike lanes	From Wilkins Street to just south of Trailwalk Drive.	Bike lane gap on east side of street from Wilkins Street to just south of Trailwalk Drive. Bike lanes were striped from north of the LRT tracks to just south of Trailwalk Drive, however there is no curb, gutter or sidewalk on the east side of the street.	Widen east shoulder and add bike lane striping. Right-of-way is available.	$100,000	Supports Amberglen URA.	1-2 years	OHSU
EAST HILLSBORO	206th Avenue bike lanes	From Quatama Road to Baseline Road	This 3-lane collector street is not fully improved to full width (5-lane width) from Quatama Rd to Baseline Road, new bridge is required, lacks adequate bike lanes along its length and curb, gutter and sidewalks in many places.	Widen from 2/3-lane to 5-lane collector street cross section including bike lanes	$18.1 million	Supports Amberglen URA.	6-10 years	Washington County
EAST HILLSBORO	206th Avenue bike lanes	From Baseline Road to Rock Road	This 3-lane collector street is not fully improved to full width in many places from Baseline Road to Rock Road, also lacks bike lanes along its length and sidewalks in many places (no curb & gutter in sections).	Add curb, gutter, drainage where needed, fill in sidewalk gaps and stripe bike lanes along entire segment. Right-of-way purchase is required.	$3.0 million	Supports Amberglen URA. Provides direct access to LC Tobias Elementary School.	6-10 years	Washington County Hillsboro School District
EAST HILLSBORO	NW Aloclek Drive	From Cornelius Pass Road to Amberwood Drive	From Cornelius Pass Road to Amberwood Drive, this low volume, 3-lane collector street is partially improved (curb and gutter, pavement, sidewalk, no bike lanes), with no improvement from the stub to its intersection with Amberwood Drive about 540 feet north of stub. The City does not have the right-of-way for this section (21120 NW Amberwood Drive is at this intersection). The Rock Creek Regional Trail connects at the stub. Amberwood Drive has bike lanes at this intersection.	A full 3-lane collector street cross section including bike lanes for unimproved section, and addition of curb, gutter and sidewalk (for partially improved sections) and bike lanes from Cornelius Pass Road to unimproved section. Right-of-way acquisition required.	$2.0 million	Access to Orchard Park and Rock Creek Regional Trail.	3-5 years if federal funding obtained 6-10 years if local funds used	Hillsboro Parks & Recreation

Multi-modal Hillsboro Commute Corridor	**Project Name**	**Project Location** From (start point) To (end point)	**Barriers/Gaps** Wide roads w/heavy traffic, signal timing, RR tracks, lighting/ visibility, environmental, ROW, unimproved road, no sidewalk, etc.	**Project Components** Protected bikeway, bike lane, bicycle way network, multi-use trail, sidewalk, LRT/ transit stop, bike signal, 2-step bike/ped crossing, way-finding signage, lighting, landscaping, etc.	**Estimated Project Cost**	**Leverages Other Projects or Future Investments**	**Schedule** **1-2 years** **3-5 years** **6-10 years** **10+ years**	**Potential Project Partners**
EAST HILLSBORO	Aloclek Drive Bike Lanes	From Amberwood Drive to Evergreen Parkway	There are no bike lanes on this low volume, 3-lane collector street from Amberwood Drive to Evergreen Parkway.	Restripe 3-lane collector street to add bike lanes on both sides of street. There is 45 feet curb to curb width within a 70-foot right-of-way.	$25,000	Access to Rock Creek Regional Trail.	1-2 years	The Standard (Tanasbourne Community Protective Covenants)
EAST HILLSBORO	NW Amberwood Drive	From Cornelius Pass Road to 21555/21360 NW Amberwood Drive	From Cornelius Pass Road to 21555 NW Amberwood Drive (north side of street) and 21360 NW Amberwood Drive (south side of street), this low volume, 3-lane collector street is partially improved (no curb, gutter, sidewalk or bike lane).	A full 3-lane collector street cross section including bike lanes for this gap. Right-of-way acquisition required.	$1.0 million	Crossroads retail off-site mitigation.	3-5 years if federal funding obtained 10+ years if local funds used	PacTrust NW Natural
EAST HILLSBORO	NW Amberwood Drive	From Orchard Park to 21070 NW Amberwood Drive	From Orchard Park to 21070 NW Amberwood Drive (two properties to Amberwood Drive's intersection with Aloclek Drive) on the south side of Amberwood Drive, there are no curb, gutter, sidewalk or bike lanes. Dedication of approximately 5 feet of right-of-way would be needed for the 70-foot wide 3-lane collector street cross section.	A half street improvement for a 3-lane collector street cross section. Right-of-way acquisition required.	$500,000	Access to Orchard Park and Rock Creek Regional Trail.	3-5 years if federal funding obtained 6-10 years if local funds used	Hillsboro Parks & Recreation
EAST HILLSBORO	NW Cornelius Pass Road	From Wilkins Street to 1830 NW Cornelius Pass Road	From Wilkins Street to 1830 NW Cornelius Pass Road, no bike lanes and sidewalk in places.	Widen from 3-lane to 5-lane arterial street including sidewalks and bike lanes and bridge widening.	$12 million	Required for South Hillsboro, Amberglen and Evergreen/ Helvetia UGB.	3-5 years if federal funding obtained 6-10 years if local funds used	Washington County
EAST HILLSBORO	Edgeway Drive	From Holly Street to Walker Road	No street therefore no sidewalks or bike lanes.	3-lane collector street improvement including sidewalks and bike lanes	$4.0 million	Supports Amberglen URA.	Unlikely until redeveloped, 10+ years	None
EAST HILLSBORO	NW Evergreen Parkway	From Cornelius Pass Road to NW 215th Avenue	No bike lanes from Cornelius Pass Road to NW 215th Avenue. There is adequate right-of-way, same width as for NW 215th Avenue to NW 211th Avenue however the curb to curb width is about 8 feet narrower (about 62 feet).	Remove curb, gutter and portion of landscape strip (4 feet on both sides of street), reinstall, stripe for bike lanes. Re-profile road and remove former rail crossing.	$2.0 million	Completes last bike lane gap between NW 253rd Avenue and Cornell Road where Evergreen Parkway intersects.	1-2 years if federal funding obtained 6-10 years if local funds used	Washington County The Standard (Tanasbourne Community Protective Covenants)
EAST HILLSBORO	NW Quatama Road	Villa Capri Apartments/ 393 NW 209th Avenue to NW 227th Avenue	From Villa Capri Apartments (north side of street) 393 NW 209th Avenue (south side) to NW 227th Avenue, partially improved street, with curb, gutter, sidewalk gaps, and no bike lanes along its length. Also lack right-of-way in different sections.	Half street collector street improvement in sections, striping bike lanes in other sections that already have curb, gutter and sidewalks. Right-of-way acquisition required.	$2.6 million	Provides access to Quatama/205th Ave LRT Station via a low volume collector street.	3-5 years if federal funding obtained 6-10 years if local funds used	None
EAST HILLSBORO	NW Rock Road	From Cornelius Pass Road to 198th Avenue	From just west of 205th Avenue to 198th Avenue, Rock Road lacks curb, gutter or sidewalks in places and has no bike lanes. West of 205th Avenue, requires restriping for bike lanes and loss of "on-street" parking.	Some half street improvements including striping for bike lanes and some striping for bike lanes only (where curb, gutter and sidewalks are present). Right-of-way acquisition required.	$3.0 million	Supports Amberglen URA. Provides access to two elementary schools and one middle school.	3-5 years if federal funding obtained 6-10 years if local funds used	Washington County Hillsboro School District
EAST HILLSBORO	NW Walker Road	From Von Neumann Drive to 185th Avenue	From Von Neumann Drive to 185th Avenue, no curb, gutter, sidewalk, or bike lanes (except for section on north side of street by NW 191st Ave)	Widen from 3-lane to 5-lane arterial street including bike lanes, new bridge and right-of-way acquisition.	$17.6 million	Supports Amberglen URA. Direct access to the Capital Career Center.	3-5 years if federal funding obtained 6-10 years if local funds used	Washington County Beaverton School District

Multi-modal Hillsboro Commute Corridor	**Project Name**	**Project Location** From (start point) To (end point)	**Barriers/Gaps** Wide roads w/heavy traffic, signal timing, RR tracks, lighting/ visibility, environmental, ROW, unimproved road, no sidewalk, etc.	**Project Components** Protected bikeway, bike lane, bicycle way network, multi-use trail, sidewalk, LRT/ transit stop, bike signal, 2-step bike/ped crossing, way-finding signage, lighting, landscaping, etc.	**Estimated Project Cost**	**Leverages Other Projects or Future Investments**	**Schedule** **1-2 years** **3-5 years** **6-10 years** **10+ years**	**Potential Project Partners**
EAST HILLSBORO	NW Evergreen Parkway Off-street Shared Use Facility	From 185th Avenue to Cornelius Pass Road	Opportunity to add an off-street shared use facility on this high volume, high speed, arterial street. May need more right-of-way or easement modification from The Standard, if retaining existing bike lanes and landscaping, as there is only 90-foot wide right-of-way from Cornelius Pass Road to NW 188th Avenue. From 188th Avenue to 185th Avenue is 100-foot wide right-of-way. It also appears that most of the sidewalk is outside of the right-of-way on easements. Curb to curb width is 74 feet. No gaps or barriers present. Sidewalk and on-street bike lanes exist.	Options include: A. Moving curb to elevate existing bike lane and widen to 8 feet one-directional bikeway B. Widen existing sidewalk to 10 feet for shared use function and meander to protect trees	A. $2.5 million B. $800,000	Supports Amberglen URA. Improves bike connection from Tanasbourne/ Amberglen housing to high-tech employment to the west.	3-5 years if federal funding obtained 10+ years if local funds used	Washington County The Standard (Tanasbourne Community Protective Covenants)
EAST HILLSBORO	NW Stucki Avenue Off-street Shared Use Facility	From Evergreen Parkway to Walker Road	Opportunity to add an off-street shared use facility on this north-south 5-lane arterial street that passes through the heart of Tanasbourne/ Amberglen. Stucki Avenue has existing bike lanes from Evergreen Parkway to Walker Road. The existing right-of-way width is 90 feet from Evergreen Pkwy to NW Venetian Drive, where sidewalks lie outside of the right-of-way on easements. There is approximately 14 feet of width between the bike lane stripe and the western right-of-way line. From Venetian Drive to Cornell Road, the ROW is 90 feet, with the western sidewalk included in the ROW. On the east side of the street, sidewalks lie outside of the right-of-way on easements. This section is more constrained and perhaps the off-street shared use facility could transition to on-street bike lanes and sidewalk. From Cornell Road to Walker Road the ROW is 122 feet with sidewalks located on adjacent easements. There is an eastbound right turn lane between the northbound bike lane and curb onto Cornell Road. On the west side of the street there is about 18 feet between the bike lane stripe and the western right-of-way line.	Options between Cornell Road and Evergreen Parkway include: A. Moving curb to elevate existing bike lane and widen to 8 feet one-directional bikeway B. Widen existing sidewalk to 10 feet for shared use function and meander to protect trees Between Cornell and Walker Roads, the Amberglen URA proposes road realignment. This may present an opportunity for an off-street bikeway in each direction (Option A). If Amberglen URA fails, the options are as follows: B. Moving curb to elevate existing bike lane and widen to 8 feet one-directional bikeway C. Widen existing sidewalk to 10 feet for shared use function and meander to protect trees	From Evergreen Pkwy to Cornell Rd: A. $1.0 million B. $250,000 From Cornell to Walker Rd: A. $2.0 million B. $350,000 C. $150,000	Improves bike access to Kaiser Hospital and the Streets of Tanasbourne. Supports Amberglen URA.	1-2 years for Cornell Road to Evergreen Parkway if federal funding obtained Unlikely if local funds used From Cornell to Walker Road: 6-10 years federal or local funding Options B or C: 1-2 years if federal funding obtained Unlikely if local funds used	Kaiser Hospital The Standard (Tanasbourne Community Protective Covenants)
EAST HILLSBORO	NW Stucki Avenue Off-street Bikeway	From Walker Road to 206th Avenue near LRT	If the Amberglen URA is successful, as part of the Stucki Avenue realignment and extension from Walker Road to 206th Avenue near LRT, an off-street bikeway may be part of the street cross section.	The potential off-street bikeway could be on both sides of the street.	$10 million includes cost of new roadway	Supports Amberglen URA, Kaiser Hospital and Streets of Tanasbourne.	3-5 years if federal funding obtained 6-10 years if local funds used	The Standard (Tanasbourne Community Protective Covenants) Kaiser Hospital Streets of Tanasbourne

Multi-modal Hillsboro Commute Corridor	**Project Name**	**Project Location** From (start point) To (end point)	**Barriers/Gaps** Wide roads w/heavy traffic, signal timing, RR tracks, lighting/ visibility, environmental, ROW, unimproved road, no sidewalk, etc.	**Project Components** Protected bikeway, bike lane, bicycle way network, multi-use trail, sidewalk, LRT/ transit stop, bike signal, 2-step bike/ped crossing, way-finding signage, lighting, landscaping, etc.	**Estimated Project Cost**	**Leverages Other Projects or Future Investments**	**Schedule** **1-2 years** **3-5 years** **6-10 years** **10+ years**	**Potential Project Partners**
CENTRAL HILLSBORO	69th Avenue extension	From 227th Ave/Quatama Rd intersection, road extension to connect to NE 69th Avenue stub.	From the intersection of NW 227th Avenue at Quatama Road to the northerly stub of NE 69th Avenue, there is a 3-lane collector street gap. Completion of this street section would provide bike lanes and sidewalks from Quatama Road to Baseline Road.	3-lane collector street with bike lanes and sidewalks. Right-of-way acquisition required.	$1.0 million	Improves non-arterial street bike/pedestrian connectivity on a low volume collector street.	3-5 years if federal funding obtained 6-10 years if local funds used	None
CENTRAL HILLSBORO	231st Avenue	From Cornell Road to LRT tracks/Alder Street	NW 231st Avenue (a 3-lane collector street) is only partially improved, no curb, gutter, sidewalk or bike lanes. The existing right-of-way varies from its intersection with Cornell Road to the south as follows: 90-foot ROW at Cornell Rd south about 225 feet, then about 72-foot ROW to Cherry Drive/Campus Court, then 80-foot ROW to 66-foot ROW at north side of LRT tracks, 60-foot crossing over tracks to 80-foot ROW by eastern property on north side of Alder Street.	Improve street to a 3-lane cross section including sidewalks and bike lanes. If additional right-of-way is obtained for a 90-foot ROW in this section, then could include off-street shared use facility incorporated into the cross section, with no bike lanes, except for transition to bike lanes on west side of street by East Village at Orenco Station condos.	$3.0 million	Access to Orenco Town Center, Intel Ronler Acres and Orenco and Quatama Elementary Schools.	3-5 years if federal funding obtained 6-10 years if local funds used	None
CENTRAL HILLSBORO	231st Avenue	From Alder Street to Baseline Road	NW 231st Avenue (a 3-lane collector street) is partially improved with curb, gutter, sidewalks and bike lanes (primarily on west side of street). The existing right-of-way varies as follows: 79-foot ROW from Alder to Chestnut Street (ROW needed on east side of street), 78-foot ROW from Chestnut to approximately 150 feet south of Dogwood Street intersection (constrained by new development on east side of street), then 89-foot ROW to about 123 feet from Marina Court intersection, then 67-foot ROW to 80-foot ROW (by Dolores Park), then 76-foot ROW from Oelrich Rd to south edge of Dolores Park, then 88-foot ROW (along frontage of 420 NW 231st Ave), then 72-foot ROW (for about 213 feet), then 86-foot ROW to 74-foot ROW (about 308 feet from intersection with Baseline Rd).	Improve street to a 3-lane cross section including sidewalks and bike lanes primarily on east side of street. If additional right-of-way is obtained from the east side of the street, there may be room to put an off-street shared use facility on the east side of the street. Given the way in which development has occurred in this section, it may be difficult to add an off-street shared use facility in this section of 231st Avenue.	$8.0 million	Completion of key gap linking south Hillsboro housing to north Hillsboro employment once 231st Avenue/ Century Boulevard is extended across Rock Creek.	3-5 years if federal funding obtained 6-10 years if local funds used	None
CENTRAL HILLSBORO	NE 53rd Avenue/Elam Young Parkway (East & West)	From Baseline Road to Cornell Road	These 2- to 3-lane, low volume collector streets lack bike lanes. NE 53rd Avenue provides a connection to 53rd Avenue Park, Hawthorn Farm LRT Station, and Intel from Baseline Road. Elam Young Parkway (East & West) provides a connection to Intel, Hawthorn Farm LRT Station and 53rd Avenue Park from Cornell Road, and provides connection from LRT to northern employment areas.	Stripe to add bike lanes 6-foot wide bike lanes (5-foot wide paved width). Consider reducing the length and/or width of center turn lane where not needed.	$50,000	Provides direct access to new city park (53rd Avenue Park) and future aquatic center site.	1-2 years if federal funding obtained 6-10 years if local funds used	None

Multi-modal Hillsboro Commute Corridor	**Project Name**	**Project Location** From (start point) To (end point)	**Barriers/Gaps** Wide roads w/heavy traffic, signal timing, RR tracks, lighting/ visibility, environmental, ROW, unimproved road, no sidewalk, etc.	**Project Components** Protected bikeway, bike lane, bicycle way network, multi-use trail, sidewalk, LRT/ transit stop, bike signal, 2-step bike/ped crossing, way-finding signage, lighting, landscaping, etc.	**Estimated Project Cost**	**Leverages Other Projects or Future Investments**	**Schedule** **1-2 years** **3-5 years** **6-10 years** **10+ years**	**Potential Project Partners**
CENTRAL HILLSBORO	SE 67th Avenue (formerly SW 229th Avenue)	From Tualatin Valley Highway to SE Drake Street	This north-south, low volume, 2- to 3-lane collector street provides a connection to two collector streets planned for bike lanes (Drake Street and Johnson Street). It is partially improved with some sidewalks, but lacks curb, gutter, sidewalks and bike lanes along most of this section. The right-of-way is constrained due to existing residential development between Johnson and Drake Streets. Cars are parking on-street on the west side of the street by Fred Meyer (by their parking lot).	Widen where needed and fill in gaps for sidewalk and bike lanes for a 2- to 3-lane collector street cross section. Right-of-way purchase required.	$2.5 million	Connection to County Aloha Bike Boulevard Corridor Connector (ATP).	3-5 years if federal funding obtained 10+ years if local funds used	Washington County
CENTRAL HILLSBORO	Airport Road	From Brookwood Parkway to Triquint Semiconductor (southeast driveway).	Airport Road, a low volume, 3-lane collector street is partially improved from Brookwood Parkway to Triquint Semiconductor (north side of street), but a half-street improvement is needed on the south side along the Port property. There are no bike lanes in this section. Right-of-way is also needed along the Port property frontage.	Half-street improvement along south side of street, stripe for bike lanes on both sides.	$1.5 million	Provides access to Port of Portland industrial land. Completes bike lane and sidewalk gap (Airport Road/Butler Street) between Brookwood Parkway and Cornelius Pass Road and connects housing located between Cornell Road and Airport Rd/Butler Rd to employment areas.	3-5 years if federal funding obtained 10+ years if local funds used	None
CENTRAL HILLSBORO	Baseline Road	From Brookwood Parkway to 231st Avenue	Baseline Road, a 5-lane arterial street is partially improved and lacks curb, gutter, sidewalk and bike lanes.	Widen to 5-lane cross section with sidewalks and bike lanes.	$15 million	Key east-west multi-modal corridor.	3-5 years if federal funding obtained 10+ years if local funds used	Washington County
CENTRAL HILLSBORO	Brookwood Parkway Off-street Shared Use Facility	From Cornell Road to Baseline Road.	Opportunity to add an off-street shared use facility within the existing right-of-way (between the sidewalk and right-of-way) which would supplement the bike lanes on this high speed, arterial street. Could be completed in conjunction with 5-lane widening or could be separately constructed. Major barrier is LRT bridge width unless transition to on-street bike lane before 5-lane widening.	Addition of pavement between the sidewalk and right-of-way line (possible grading as well) and striping. The approach at the intersections with Cornell and Baseline Road would have to be adjusted to allow the transition to the bike lane for crossing of Cornell and Baseline Roads, respectively due to existing right turn lanes and on-street bike lanes south of Baseline. This would need to be done on the northwest and northeast corners of the Cornell Road intersection to allow direct access to existing multi-use path (off-street shared use facility) located north of Cornell Road.	$9.0 million if part of 5-lane widening $1.5 million if separate and no LRT bridge widening	Coupled with 2010 construction of Brookwood Avenue Improvements (3-lane street with sidewalks and bike lanes) it would enhance the north-south bicycle access from southern housing to northern employment areas and the Hillsboro Main Library. Serves new city park (53rd Avenue Park) on east side of Brookwood Parkway and links to LRT.	3-5 years if federal funding obtained 10+ years if local funds used	Washington County Hillsboro Parks & Recreation

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CENTRAL HILLSBORO	Campus Court extension	From Campus Court stub through City property to Ray Circle	Campus Court (a bicycle way network street) does not connect to Ray Circle (a bicycle way network street) as it dead ends at Orenco Creek. Campus Court, a lower speed street provides an east-west alternative to Cornell Road or Baseline Road to access Intel Hawthorn Farm and the Hawthorn Farm LRT Station. Would complete east-west route (Cherry Drive/Wilkins Street) east to Amberglen.	Option A: Future 3-lane roadway including bridge, with sidewalks and bicycle way network. Option B: Temporary timber bridge over Orenco Creek for bikes and pedestrians. Right-of-way acquisition required.	A. $1.5 million B. $250,000	Serves Orenco Town Center development and provides an off-arterial bike route to Amberglen.	3-5 years if federal funding obtained 10+ years if local funds used	None
CENTRAL HILLSBORO	Century Boulevard	From Baseline Road to Lois Street	Century Boulevard is planned for extension as a 3-lane roadway with sidewalks and bike lanes from Lois Street to Baseline Road and a new road segment is needed from Lois to Borwick Street.	Improve Century Boulevard to a 3-lane street with bike lanes. May be an opportunity to provide an off-street shared use facility. Option B: may consider a temporary trail as interior connection.	$16.5 million	Key north-south link connecting south Hillsboro housing with north Hillsboro employment. Also connects to Noble Woods Park.	3-5 years if federal funding obtained 6-10 years if local funds used	None
CENTRAL HILLSBORO	Drake Street	From SE 67th Avenue to SE Imlay Avenue	Drake Street, a low-volume, 2- to 3-lane collector street is partially improved with sidewalks and bike lanes (bike lanes from SE 67th Ave to Century Blvd, by Century High School, along the frontage for Drake Court subdivision, and the frontage for Rosewood Park Retirement Center, both on the south side of the Century Blvd intersection) in this section.	Widen where needed and fill in gaps for sidewalk and bike lanes for a 2- to 3-lane collector street cross section. Right-of-way acquisition required.	$1.8 million	Connection to County Aloha Bike Boulevard Corridor Connector (ATP) and Century High School.	3-5 years if federal funding obtained 10+ years if local funds used	Washington County Hillsboro School District
CENTRAL HILLSBORO	Drake Street	From Imlay Avenue to Brookwood Avenue	Drake Street, a low volume, 2- to 3-lane collector street is partially improved with sidewalks and no bike lanes on both sides of the street.	Widen where needed and fill in gaps for sidewalk and bike lanes for a 2- to 3-lane collector street cross section. Right-of-way available.	$1.5 million	Connection to County Aloha Bike Boulevard Corridor Connector (ATP) and Century High School.	3-5 years if federal funding obtained 6-10 years if local funds used	Washington County
CENTRAL HILLSBORO	Golden Road	From Imlay Avenue to Brookwood Avenue	Golden Road, a low volume, 2- to 3-lane collector is partially improved and lacks curb, gutter and sidewalks over most of its length. There are no bike lanes.	Widen where needed and fill in gaps for sidewalk and bike lanes for a 2- to 3-lane collector street cross section.	$2.0 million	Access to Imlay Elementary School and Century High School.	3-5 years if federal funding obtained 6-10 years if local funds used	Hillsboro School District
CENTRAL HILLSBORO	Imlay Avenue (formerly SW 239th Avenue)	From Tualatin Valley Highway to Lois Street	This north-south, low volume 2- to 3-lane collector street is partially improved (no curb, gutter, sidewalk or bike lanes) from Tualatin Valley Highway to Blossom Street, and has curb, gutter and sidewalk but no bike lanes from Blossom Street to Lois Street, except for approximately 644 feet on the east side of the street from Frances Street (which has bike lanes) to the south side of Imlay Elementary School (where a half-street improvement and widened crossing of Rock Creek is needed; right-of-way is also deficient).	Widen where needed and fill in gaps for sidewalk and bike lanes for a 2- to 3-lane collector street cross section. Right-of-way acquisition is required.	$2.0 million	Access to Imlay Elementary School and Century High School.	3-5 years if federal funding obtained 10+ years if local funds used	Hillsboro School District

Multi-modal Hillsboro Commute Corridor	**Project Name**	**Project Location** From (start point) To (end point)	**Barriers/Gaps** Wide roads w/heavy traffic, signal timing, RR tracks, lighting/ visibility, environmental, ROW, unimproved road, no sidewalk, etc.	**Project Components** Protected bikeway, bike lane, bicycle way network, multi-use trail, sidewalk, LRT/ transit stop, bike signal, 2-step bike/ped crossing, way-finding signage, lighting, landscaping, etc.	**Estimated Project Cost**	**Leverages Other Projects or Future Investments**	**Schedule** **1-2 years** **3-5 years** **6-10 years** **10+ years**	**Potential Project Partners**
CENTRAL HILLSBORO	Johnson Street	From Cornelius Pass Road to SE 67th Avenue	Johnson Street, a low volume 2- to 3-lane collector street provides a key east-west parallel street alternative to Tualatin Valley Highway (between 170th Avenue and Century Boulevard). Two schools are located on Johnson Street and Johnson Street connects to SE 67th Avenue which connects to Drake Street and Drake Street connects to Brookwood Avenue (this segment represents the remainder of the parallel alternative route). Johnson Street is partially improved but lacks curb, gutter, sidewalks and bike lanes along most of this section.	Widen where needed and fill in gaps for sidewalk and bike lanes for a 3-lane collector street cross section.	$8.0 million, which includes the section between 67th Avenue and Century Blvd. That section is not shown in the TSP as a bicycle way network or bike lane street.	Connection to County Aloha Bike Boulevard Corridor Connector (ATP).	3-5 years if federal funding obtained 10+ years if local funds used	Washington County Hillsboro School District
CENTRAL HILLSBORO	Shute Road	From Cornell Road to Dawson Creek Drive	Shute Road (Cornell Road to Airport Road/Butler Street, where it passes through residential neighborhoods) is a low volume, 2- to 3-lane collector street, and after its intersection with Airport Road/Butler Street, it's a low volume, 5-lane collector. Shute Road provides a direct connection between the Intel Hawthorn Farm and Ronler Acres campuses, and a connection between the other major employers (FEI, Radisys, Triquint) on the north side of Cornell Road to the Hawthorn Farm LRT Station (via Cornell Road/Elam Young Parkway – West). Shute Road is tree-lined on both sides, with mature trees except adjacent to Intel from Airport Road/Butler Street to Dawson Creek Parkway where the tree canopy is not mature or is lacking. Both sections of Shute Road are improved with sidewalks and no bike lanes, except for the section by the south Intel entrance (by Dawson Creek) to northernmost Intel entrance where the east side of the street (along Intel's frontage) lacks curb, gutter and sidewalk. The right-of-way is reduced from 80-foot wide ROW to 70-foot ROW, north of this section.	Option A: Restripe Shute Road between Cornell Road and Airport Road/Butler Street to add 6-foot wide bike lanes (5-foot wide if constrained). Option B: Restripe Shute Road between Airport Road/Butler Street to Dawson Creek Drive to add bike lanes and complete half street improvement including bike lanes on east side of street for section along Intel's frontage. The grass median south of Intel's south entrance may need to be reduced in width in order to accommodate bike lanes. There may be a possibility working with Intel to add an off-street bikeway (which would connect to the multi-use path on Brookwood Parkway) east of the trees (existing sidewalks are curb-tight with trees on the east side of the sidewalk) on Intel's property north of Dawson Creek Drive. This section of Shute Road is tree-lined with mature trees however the curb to curb width is constrained (about 63 feet wide). Note: on the west side of Shute Road north of Dawson Creek Drive (constrained curb-to-curb width in same location as above) there is a 10-foot wide multi-use path in Dawson Creek Corporate Park located outside of the right-of-way adjacent to trees, which has a public access easement over it.	A. $30,000 B. $1.0 million	Full improvement connects to multi-use path on Brookwood Parkway and bike lanes on Cornell Road.	Option A: 1-2 years if federal funding obtained 6-10 years if local funds used Option B: 3-5 years if federal funding obtained 10+ years if local funds used	Intel Dawson Creek Corporate Park businesses

Multi-modal Hillsboro Commute Corridor	**Project Name**	**Project Location** From (start point) To (end point)	**Barriers/Gaps** Wide roads w/heavy traffic, signal timing, RR tracks, lighting/ visibility, environmental, ROW, unimproved road, no sidewalk, etc.	**Project Components** Protected bikeway, bike lane, bicycle way network, multi-use trail, sidewalk, LRT/ transit stop, bike signal, 2-step bike/ped crossing, way-finding signage, lighting, landscaping, etc.	**Estimated Project Cost**	**Leverages Other Projects or Future Investments**	**Schedule** **1-2 years** **3-5 years** **6-10 years** **10+ years**	**Potential Project Partners**
WEST HILLSBORO	NE 15th Avenue	From Evergreen Road to NE Kathryn Street	NE 15th Avenue, a low volume, 3-lane collector street is mostly improved but lacks bike lanes, except for a few gaps where curb, gutter and sidewalk are not present and right-of-way is needed for a 70-foot wide ROW. First partially improved section located on west side of the street between Kathryn and Griffin Oaks Streets, where the right-of-way is 49 feet wide (on the west side of the street about 5 feet by 280 feet strip of ROW is needed, and on the east side by Griffin Oaks Park it is improved but the improvement is not part of the ROW as it is in the park (this should be rectified)). Second partially improved section located on east side of the street from Glencoe Swale (sidewalk ends about 88 feet south of Intel's northern property line to 3380 NE 15th Avenue (varying amounts of right-of-way are needed).	Complete half-street improvement with bike lanes for two gaps and restripe the remainder of NE 15th Avenue to add bike lanes. Right-of-way acquisition is required.	$1.2 million	Provides direct access to Intel.	3-5 years if federal funding obtained 10+ years if local funds used	Intel
WEST HILLSBORO	SE 24th Avenue	From E Main Street to SE Maple Street	This low volume, 2-lane collector street is partially improved (e.g. no curb, gutter, sidewalk or bike lanes) from SE Maple Street to SE Washington Court. A bridge over Turner Creek and right-of-way acquisition are needed.	Improve street to a 2-lane collector street cross section including bike lanes, a bridge over Turner Creek, and restripe if feasible from SE Washington Court to E Main Street to add bike lanes.	$4.0 million	Links southern housing to Fair Complex/Hillsboro Airport LRT Station and northern employment via bike lane connections on E Main Street and NE 28th Avenue.	3-5 years if federal funding obtained 10+ years if local funds used	None
WEST HILLSBORO	SE 32nd Avenue/Cypress Street	From E Main Street to Tualatin Valley Highway	This low volume, 3-lane collector street lacks bike lanes from E Main Street to Tualatin Valley Highway. It provides a connection for south Hillsboro residents to the Fair Complex/Hillsboro Airport LRT Station via E Main Street, which has bike lanes and NE 37th Avenue (a bicycle way network street), and to northern Hillsboro employment.	Restripe to add bike lanes.	$80,000	Provides access to two elementary schools, one city park, County Fairgrounds and LRT.	1-2 years if federal funding obtained 10+ years if local funds used	Hillsboro School District
WEST HILLSBORO	SE Bentley Street	From SE 32nd Avenue to Brookwood Avenue	This low volume, 2-lane collector street is partially improved and lacks curb, gutter, sidewalks and bike lanes. Right-of-way is needed for a 60-foot cross section.	Improve street to 2-lane collector street cross section including bike lanes. Right-of-way acquisition is required.	$3.0 million	Access to three elementary schools. Connection to County Aloha Bike Boulevard Corridor Connector (ATP) as a parallel resource to Tualatin Valley Highway.	3-5 years if federal funding obtained 10+ years if local funds used	None
WEST HILLSBORO	NE Cornell Road	From NE 25th Avenue to E Main Street	This 4/5-lane, 35 mph, arterial street lacks bike lanes.	Reconstruct to 5-lane arterial cross section including bike lanes.	$14.1 million	Connection to Poynter Jr. High School, County Fairgrounds and Regional Center.	3-5 years if federal funding is obtained 10+ years if local funds used	Washington County

Multi-modal Hillsboro Commute Corridor	**Project Name**	**Project Location** From (start point) To (end point)	**Barriers/Gaps** Wide roads w/heavy traffic, signal timing, RR tracks, lighting/ visibility, environmental, ROW, unimproved road, no sidewalk, etc.	**Project Components** Protected bikeway, bike lane, bicycle way network, multi-use trail, sidewalk, LRT/ transit stop, bike signal, 2-step bike/ped crossing, way-finding signage, lighting, landscaping, etc.	**Estimated Project Cost**	**Leverages Other Projects or Future Investments**	**Schedule** **1-2 years** **3-5 years** **6-10 years** **10+ years**	**Potential Project Partners**
WEST HILLSBORO	NE Grant Street extension	From NE 28th Avenue to NE Brookwood Parkway	Extend 3-lane collector street with an off-street shared use facility from where NE Grant Street (a bicycle boulevard street) intersects with NE 28th Avenue to NE Brookwood Parkway, which provides a parallel lower speed alternative to NE Cornell Road and an off-street link to future Brookwood Parkway off-street bikeway linking the Fair Complex/Hillsboro Airport LRT to high-tech employment along Brookwood Parkway.	Construct 3-lane collector street with bike lanes and off-street shared use facility.	$11.3 million	Leverage County Fairgrounds redevelopment.	3-5 years if federal funding obtained 6-10 years if local funds used	Washington County TriMet
WEST HILLSBORO	NE Griffin Oaks Street	From NE 15th Avenue to NE 25th Avenue	This low volume, 2-lane collector street is improved but lacks bike lanes. It provides a direct connection to Intel from residential neighborhoods to the west. There are turn pockets for a 3-lane cross section within a 40-foot wide paved width (60-foot right-of-way) where it intersects with NE 15th Avenue and NE 25th Avenue.	Restripe to add 6-foot wide bike lanes except at the intersection with NE 25th Avenue where the bike lanes are 5-foot wide and the two travel lanes and turn lane are 10-foot wide (or use a dashed line where the bicycle shares the lane with motor vehicles – not the preferred option).	$50,000		1-2 years if federal funding obtained 6-10 years if local funds used	Intel Hillsboro Parks & Recreation
WEST HILLSBORO	NE Jackson School Road	From Evergreen Road to NE Grant Street	NE Jackson School Road is partially improved but lacks curb, gutter and sidewalk in sections and has no bike lanes along its length. This collector street is a primary north-south route from residential neighborhoods to the north into downtown Hillsboro Regional Center and also connects to key bicycle network streets which provide access to Intel Jones Farm and east on Evergreen Road bike lanes to high-tech employment.	Widen 3-lane collector street cross section including bike lanes.	$7.0 million	Access to Jackson Elementary and Evergreen Middle Schools and Regional Center.	3-5 years if federal funding obtained 6-10 years if local funds used	Hillsboro School District
WEST HILLSBORO	SE Maple Street	From SE 13th Avenue to SE 18th Avenue	SE Maple Street, a low volume, 2-lane collector street is improved but lacks bike lanes in this section. Filling this gap would provide bike lanes from SE 10th Avenue (downtown) to SE 24th Avenue, which when improved to E Main Street connects south Hillsboro residents to the Fair Complex/ Hillsboro Airport LRT Station and northern employment.	Stripe to add bike lanes. (This project may not occur if the demand for on-street parking outweighs bike lane connectivity along this street and the bikeway facility type for this section changes to bicycle way network.)	$50,000	Provides residents and visitors with an east-west bicycle connection between Shute Aquatic & Recreation Center, Shute Park, Shute Library and Senior Center, WL Henry Elementary School and regional shopping area.	1-2 years if federal funding obtained 3-5 years if local funds used	None
WEST HILLSBORO	SE Walnut Street Bicycle Boulevard	From SE 6th Avenue to SE 18th Avenue	SE Walnut Street has been designated a bicycle boulevard street as it is a lower speed collector street that provides an east-west connection from S 1st Avenue (downtown) through a residential neighborhood with north-south connections to LRT, schools and parks.	There needs to be various improvements like adding way-finding signage and other simple improvements such as medians, pavement markings, bike loop detectors (10th Avenue), etc. that would calm traffic and improve bike safety on this shared roadway.	$50,000	Access to Family Resource Center and planned community garden at David Hill, a private school, and Walnut Street Park	1-2 years if federal funding obtained 3-5 years if local funds used	None