HILLSBORO COMPREHENSIVE PLAN

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(V) Implementation Measures
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   (B) Transportation
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   (D) Sanitary Sewer
   (E) Storm Drainage
   (F) General Government
   (G) Police Services
   (H) Fire Protection
   (I) Library Facilities
   (J) Schools
   (K) Parks and Recreation
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   (N) (Deleted)
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(IV) (Deleted)
(V) (Deleted)
(VI) (Deleted)
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Notes:
1. Space between curb and median minimum 19' with mountable curb design (to be coordinated with Fire Department).
2. Selection of placement of sidewalk and planter specific to application. Cross sections show two choices for reference.
3. Width of curb is included in sidewalk or planter strip width when adjacent to street.
4. Samples show the desirable applications given number of lanes; minimum standards can be applied case by case.
5. Actual width of street and sidewalk area can be adjusted within ROW based on modal priorities and adjacent land use.

Criteria
- Vehicle Lane Widths: 9 to 10 ft.
- On-Street Parking: 6 to 7 ft.
- Sidewalks: (minimum width) 5 ft.
- Landscape Strips: Required
- Neighborhood Traffic Management: Should not be necessary (under special conditions)

**Figure 13-1**
ALLEY, CUL-DE-SAC AND LOCAL RESIDENTIAL STREET SAMPLE STREET CROSS SECTIONS REQUIRED ROW WIDTH
Notes:
1. Space between curb and median minimum 18' with mountable curb design (to be coordinated with Fire Department).
2. Selection of placement of sidewalk and planter specific to application. Cross sections show two choices for reference.
3. Width of curb is included in sidewalk or planter strip width when adjacent to street.
4. Samples show the desirable applications given number of lanes; minimum standards can be applied case by case.
5. Actual width of street and sidewalk area can be adjusted within ROW based on modal priorities and adjacent land use.
6. Typically 1' is provided from ROW line to edge of concrete surface (for maintenance/utilities).
7. These are guidelines for future neighborhood rout development and does not require changes/revision to existing streets.

Criteria

<table>
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<tr>
<th>Item</th>
<th>Width</th>
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<td>Vehicle Lane Widths: (minimum widths)</td>
<td>10 ft</td>
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<tr>
<td>On-Street Parking</td>
<td>6 to 8 ft</td>
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<tr>
<td>Curb Extensions for Pedestrians:</td>
<td>Consider or Pedestrian Routes</td>
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<tr>
<td>Sidewalks: (minimum width)</td>
<td>5 ft</td>
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<tr>
<td>Landscape Strips:</td>
<td>Required</td>
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<tr>
<td>Neighborhood Traffic Management:</td>
<td>Appropriate when Warranted</td>
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</table>

Figure 13-2
NEIGHBORHOOD SAMPLE STREET CROSS SECTIONS REQUIRED ROW WIDTH
City of Hillsboro Transportation System Plan

List:
- Jacquetson Road
- Rock Creek Boulevard
- Shattuck Road
- South of Broadway
- Butler Road
- 231st Avenue
- NE Oregon Station Parkway
- 101st Place
- Amberwood Drive
- John Glenn Avenue
- 206th Avenue
- 205th Avenue
- 204th Avenue
- Elam Young Parkway
- 203rd Avenue
- Dogwood Street/227th Avenue
- 202nd Avenue
- 201st Avenue
- 200th Avenue
- 199th Avenue
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- 197th Avenue
- 196th Avenue
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- 1st Avenue
- 0th Avenue

Notes:
1. Space between curb and median minimum 18' with mountable curb design (to be coordinated with Fire Department).
2. Selection of placement of sidewalk and planter specific to application. Cross sections show two choices for reference.
3. Width of curb is included in sidewalk or planter strip width when adjacent to street.
4. Examples show the desirable applications given number of lanes; minimum standards can be applied case by case.
5. Actual width of street and sidewalk area can be adjusted within ROW based on modal priorities and adjacent land use.
6. Typically 1' is provided from R/W to edge of concrete surface (for maintenance/utilities).
7. Encourage use of curb extensions at intersections in commercial areas and on any pedestrian routes.
8. For constrained settings, a three lane cross section can be developed in 44 feet (6 ft. bike lanes, 10 ft. travel lane, 12 ft. turn lane/median).

Criteria

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<th>Vehicle Lane Widths: (minimum)</th>
<th>11 ft. Preferred</th>
<th>10 ft. Minimum (existent to 6 ft. John LANE)</th>
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<td>On Street Parking: (adds to right-of-way: Width)</td>
<td>Residential 7 ft.</td>
<td>Commercial 8 ft.</td>
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<td>Bicycle Lanes: (minimum widths)</td>
<td>New Construction = 6 ft.</td>
<td>Reconstruction = 5 to 6 ft.</td>
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<td>Sidewalks: (minimum width)</td>
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<tr>
<td>Landscape Strips:</td>
<td>Required</td>
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<tr>
<td>Medians:</td>
<td>3-Lane = Optional</td>
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<td>Neighborhood Traffic Management:</td>
<td>Under Special Conditions</td>
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Figure 13-3 COLLECTOR SAMPLE STREET CROSS SECTIONS REQUIRED ROW WIDTH

Note that, where appropriate, the median lane may not be provided resulting in 2 and 4 lane cross sections. The removal of the center turn lane must consider both safety and pedestrian needs. Reduced right-of-way between 64' - 69' can be considered through design exception (for example, station areas).
City of Hillsboro
Transportation System Plan

2 Lane 60' R/W

12' 14 Medians
Turn Lane

3 Lane 74' R/W

14 Medians
Turn Lane

5 Lane 96' R/W

7 Lane 122' R/W

List:
- Glennco Road/1st Avenue
- Jackson School Road
  (North of Evergreen)
- 39th Avenue/35th Avenue
- Mentor Bridge Road/Cypress
  Street/32nd Avenue
- Breakwood Parkway
- Shute Road
  (North of Brookwood)
- Helvetia Road
- Cornellis Pass Road
- 185th Avenue
- West Union Road
- Everest Road/Parkway
- Cornell Road
- Walker Road
- Baseline Road
- Baseline Street
- Oak Street
- TV Highway/10th Avenue
- River Road

Criteria

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<td>Bus Route = 12 ft.</td>
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<td>11 ft. (12 ft. Preferred)</td>
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<td>On Street Parking:</td>
<td>None (with few existing exceptions)</td>
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<td>Bicycle Lanes:</td>
<td>New Construction = 6 ft.</td>
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<td>Reconstruction = 5 to 6 ft.</td>
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<td>Sidewalks: (minimum width)</td>
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<td>Extensions on Ped Routes</td>
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<td>Medians:</td>
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<td>3 Lane = Optional</td>
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<td>Only Under Special Conditions:</td>
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<td>Selected Measures</td>
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Figure 13-4
SAMPLE STREET CROSS SECTIONS
REQUIRED ROW WIDTH

Notes:
1. Space between curb and median minimum 19' with mountable
   curb design (to be coordinated with Fire Department).
2. Selection of placement of sidewalk and planter specific to
   application. Cross sections show choices for reference.
3. Width of curb is included in sidewalk or planter strip width when
   adjacent to street.
4. Samples show the desirable applications given number of lanes;
   minimum standards can be applied case by case.
5. Actual width of street and sidewalk area can be adjusted within
   R/W based on modal priorities and adjacent land use.
6. Typically 1' is provided from R/W line to edge of concrete surface
   (for maintenance/utilities).

* Note that sidewalk widths above 6 ft. may require additional right-of-way.
Where appropriate, the median/lane may not be provided resulting in 2, 4 and
6 lane cross sections. The removal of the center turn lane must consider both
safety and pedestrian needs.
38' Standard Commercial

60' Right-of-way

40' Standard Industrial

62' Right-of-way

Notes:
1. These cross sections apply where fronting adjacent land uses are commercial or industrial and are not designated arterial or collector streets.
2. The wider right-of-way standard will apply where adjacent land uses vary.
3. Width of curb is included in planter strip width.
4. Samples show the desirable applications given number of lanes; minimum standards can be applied case by case.
5. Actual width of sidewalk may be adjusted to meet modal priorities of adjacent land use. Sidewalk widths above 10 feet require additional R/W.

Criteria

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<td>On-Street Parking:</td>
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<td>(minimum width)</td>
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<td>Landscape Strips:</td>
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<td>Industrial</td>
<td>Urban street trees or strip required</td>
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Legend

P - On-street Parking Lane

Figure 13-6
COMMERCIAL/INDUSTRIAL
SAMPLE STREET CROSS SECTIONS
REQUIRED ROW WIDTH
Figure 14-1
HILLSBORO FUNCTIONAL CLASSIFICATION PLAN

- DRAFT -
Figure 14-8
PARK-AND-RIDE SITES

LEGEND
P  LRT Park-and-Ride
P  Potential Freeway Park-and-Ride Sites

City of Hillsboro
Transportation System Plan

NO SCALE
Figure 20-1
Preferred Design Concept - Concept A

Legend
- Concept A (One 100 ac site)
- Concept A-1 (Three 50 ac sites)
- BPA Easement (9 ac)
- Site Tax Lots
- Tax Lots

- Flexibility to provide one 50-ac parcel while maintaining 100 ac in reserves for one user or two additional 50 ac parcels.
- Remaining acreage usable for smaller user needs.
- Huffman Rd extension to 253rd provides access to all parcels - no direct access from Shute or Evergreen necessary, limited public infrastructure required.
- Huffman Rd alignment pulls infrastructure across Shute Rd site to “area west of site” with connection to 253rd.
- Huffman Rd / BPA easement aligned.
- Allows for future 253rd/Cawson Creek Drive connection, if necessary with future expansion.
- Site concept does not preclude Meek Rd extension. Alignment alternatives to be discussed.
Figure 20-2
Alternative Design Concept - Concept B

Legend
- Concept B (One 100 ac site)
- Concept B-1 (Three 50 ac sites)
- SPA Easement (5 ac)
- Site Tax Lots
- Tax Lots

- Flexibility to provide one 50-ac parcel while maintaining 100 ac in reserves for one user or two additional 50 ac parcels.
- Remaining acreage usable for smaller user needs
- Huffman Rd extension to 253rd provides access to all parcels - no direct access from Shute or Evergreen necessary, limited public infrastructure required.
- Huffman Rd alignment pulls infrastructure across Shute Rd site to area west of site with connection to 253rd.
- Huffman Rd SPA easement not aligned.
- Allows for future 253rd/Dawson Creek Drive connection, if necessary with future expansion.
- Site concept does not preclude Meek Rd extension. Alignment alternatives to be discussed.
Figure 20-3

Transportation Plan

Concept A

Legend

<table>
<thead>
<tr>
<th>Type</th>
<th>Description</th>
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<tr>
<td>Concept A (Over 100 ac site)</td>
<td>Site Tax Lots</td>
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<tr>
<td>A</td>
<td>Install Signal</td>
</tr>
<tr>
<td>A.1</td>
<td>Install Signal</td>
</tr>
<tr>
<td>A.2</td>
<td>Signal Modifications</td>
</tr>
<tr>
<td>B</td>
<td>Install Stop Sign on all Approaches</td>
</tr>
<tr>
<td>C</td>
<td>Construct SB RT Lane</td>
</tr>
<tr>
<td>D</td>
<td>No Improvements</td>
</tr>
</tbody>
</table>

Recommended Improvements

A.1 Install Signal
- Construct WB RT Lane
- Construct SB LT and TH/RT Lane
- OR
- Construct EB LT Lane
- Realign NW 253rd Ave with Dawson Creek Dr at Evergreen Rd

A.2 Signal Modifications
- Construct WB RT Lane
- Construct SB LT and TH/RT Lane
- Restripe NB RT as NB TH/RT
- Construct EB LT Lane
- Realign NW 253rd Ave with Dawson Creek Dr at Evergreen Rd

B Install Stop Sign on all Approaches

C Construct SB RT Lane
- Widen Huffman Street to Provide WB TH Lane
- Construct NB LT Lane
- Construct EB LT Lane, TH Lane, Rt Lane
- Implement EB RT Overlap
- Extend Huffman Street West to NW 253rd Ave
Figure 20-4
Transportation Plan

Legend
- Concept B (One 100 ac site)
- Site Torx Lots
- Tax Lots

Recommended Improvements

A1 Install Signal
   Construct WB RT Lane
   Construct SB LT and TH/RT Lane
   OR

A2 Signal Modifications
   Construct WB RT Lane
   Construct SB LT and TH/RT Lane
   Restripe NB RT to NB TH/RT
   Construct EB LT Lane
   Realign NW 253rd Ave with Dawson
   Creek Dr at Evergreen Rd

B Install Stop Sign on all Approaches

C Construct SB RT Lane
   Widen Huffman Street to Provide WB
   TH Lane
   Construct NB LT Lane
   Construct EB LT Lane, TH Lane, RT Lane
   Implement EB RT Overlap
   Extend Huffman Street West to NW 253rd
   Ave

D No Improvements

July 2003

MAKKENZIE