

Century Boulevard Extension open house summary

The March 19-April 11, 2021, open house received 813 visitors and 178 comments. A summary of questions and responses is below.



How is Noble Woods Park being impacted? Will any improvements be included?

Noble Woods Park has a fence along the east park boundary, as shown on the design map. The project does not impact anything beyond the fence, except to plant trees. We are coordinating with Hillsboro Parks and Recreation Department (HPRD) to see if nature rehabilitation can mitigate impacts.

What environmental impacts are being considered?

A noise consultant is making a noise model and study. A natural resources specialist is looking at wildlife pathways and habitat. Both studies are anticipated for spring 2021 and will be shared with the public.

The project follows the Hillsboro municipal code and guidance from Clean Water Services. Although the municipal code exempts public projects from mitigation, Hillsboro is holding the project accountable to these standards. Significant natural resources will be replaced with three for each impact.

What will the impacts be on wildlife, including the new street lighting?

We will maintain connections for wildlife with the proposed bridge design. We are contracting with a consulting firm specializing in urban green spaces for guidance on animal crossings, reducing impacts on either side of the bridge and for best practices during construction.

Streetlights are necessary for safety. Dark Skies compliant light fixtures will focus light towards the road, reducing light in the nature area.

Why isn't dark sky compliancy being applied throughout the city?

Streetlights installed in the project area will have Dark Skies-compliant light fixtures that will direct the light towards the road and reduce light in the nature area. Streetlights Hillsboro roads are dark-sky friendly. To learn more about which roadways are owned and maintained by the city, see the Roadway Jurisdiction Map.

Are there other ways to mitigate the stormwater impact of the project that is more habitat and animal friendly?

The bridge will be built over an established floodplain. The stormwater management facility (SMF) should be outside of the floodplain to minimize impact to the habitat.

What is the proposed detention facility?

The proposed stormwater detention facility will collect and treat the stormwater runoff from Century Boulevard before being released into the environment.

Will the street trees create a canopy in the future and impact large trucks?

Trees help visually narrow a roadway and lower the speed drivers feel comfortable traveling. The Hillsboro Municipal Codes requires tree limbs lower than 15 feet over the road to be trimmed, reducing impact to vehicles. Century Boulevard is not a designated truck route, so truck traffic should be minimal.

Can the traffic volumes be underestimated?

The traffic volumes are based on the most development possible under current zoning. This is a conservative estimate.

Could a roundabout be installed at Century/Lois or set the traffic lights to a 4-way stop during outside of peak travel times?

The intersection meets the necessary requirements for a traffic signal. A mini roundabout would not accommodate the traffic. A larger roundabout would require the relocation of several residents. The signal will have sensors to prevent the light changing when there is no cross traffic.

Can speed bumps be installed to discourage speeding? Can the speed limit be reduced to 25 mph?

Century Boulevard is classified as a Collector and will serve as a primary access point for emergency vehicles. Speed cushions (bumps) are not allowed on Collectors. Speed limits are set by the ODOT based on road characteristics. The speed limit is expected to be 35 mph.

What are the neighborhood impacts between Borwick and Ariel? Have the property owners been contacted? Are the studies to discuss impact on property values, crime or homeless population?

Property owners have been contacted. The 2021 online open house invited owners to talk to a right-of-way agent. We are following right-of-way acquisition procedures to provide just compensation for impacts. View Acquiring Land for Highways and Other Public Projects for more information.

Why is the center lane so long on the bridge, and why does it extend down the length of the project?

The center turn lane is required on the bridge to provide the required queue length. The center turn lane extends throughout the project to allow vehicle to leave the travel lane to slow down or stop before making a left turn.

Why are the sidewalks and cycle tracks alongside each other through sections of the project? Can queue boxes be added at Main Street? Why are the cycle tracks concrete, are the joints a concern? How will cyclist make a left turn?

The bicycle facilities follow Hillsboro's design standards. The cycle track and sidewalk merge between Borwick and Ariel to allow better visibility for drivers leaving driveways and provide sight distance for cyclists to see if a car is turning in or out of a driveway.

The cycle track drops to street level near the intersections so a cyclist can make the choice to move to the center turn lane to make the turn, or cross the intersection first and then turn left.

Queue boxes were considered at Main Street but are not consistent with County standards. The County will continue to monitor this intersection and can install queue boxes later, if needed.

Concrete is used for the city standards. The joints will be cut to minimize impacts, similar to the cycle tracks in South Hillsboro.

Why isn't there a pedestrian crossing at Okja Ct and Ariel Street?

The intersection of all public streets is a legal pedestrian crossing, whether it is marked or unmarked. Okja Court will be the access point for the Habitat for Humanity development. While that development occurs, there will not be access to that property.

The Ariel Street and Century Boulevard intersection does not meet requirements for additional pedestrian crossing improvements. We will install a sidewalk connecting Ariel Street to Lois Street, where a signal is being installed for protected pedestrian crossings.

What are the impacts to Borwick Street?

Borwick Street is expected to have less traffic because a large number of trips connect to Main Street. A rectangular rapid flashing beacon (RRFB) will be installed on the north side of the Borwick Street and Century Boulevard intersection to provide an enhanced pedestrian connection.

We are not able to add a sidewalk extension east on Borwick Street with this project. The city will evaluate this and other sidewalk gaps for funding in its next 10-year Bicycle and Pedestrian Improvement Program. Community members are encouraged to comment on project selection.

What is being planned north of Main as part of this project?

Improvements north of Main Street are not included with this project. See the FAQ for more information on how the city is monitoring the intersections north of this project.

Has a traffic analysis been conducted at Frances/Century, and Century/Drake?

Intersections south of this project are being monitored by the city.

What is happening to the vacant lot at the south end of the project?

The vacant lot at Lois Street and Century Boulevard is being development by Habitat for Humanity.

Will my property taxes be affected with this project?

No, the project is funded through the County's existing Major Streets Transportation Improvement Program (MSTIP). This project will not change MSTIP property taxes.

Can Cornell receive a separated bike facility like the one Cornelius Pass road between Cornell and Hwy 26?

The bicycle facility along Cornelius Pass Road between Cornell Road and U.S. 26 is unique because there was right-of-way available to build the separated facility. Future improvements along Cornell Road will follow the County's Transportation System Plan.