

APPENDIX B: PUBLIC INVOLVEMENT SUMMARY

Public Involvement Plan

1. Introduction and Project Background

Proactive and effective citizen involvement is a cornerstone of planning practice, and focused public engagement is crucial to achieve success in land use and transportation planning initiatives that often impact the entire community. Hillsboro residents have consistently expressed an expectation that the City prioritize public engagement to maintain transparency and encourage participation through feedback in the Hillsboro 2020 and 2035 visioning projects, including providing avenues for meaningful citizen involvement, access to information, and opportunities for collaboration, with transparent and inclusive public engagement practices.

The Hillsboro Transportation System Plan (TSP) is the community's adopted guide for building and maintaining Hillsboro's transportation network. To update the TSP, we will study the existing network and envision what Hillsboro needs for the next 20 years. This plan will balance the needs of those using cars, transit, trucks, bikes and walking paths, and we will seek input from residents, businesses, and all transportation system users. The TSP will consider growth plans and trends in the region, while meeting the transportation needs of Hillsboro. The Transportation Planning Rule (TPR), OAR 660 Division 12 requires jurisdictions throughout Oregon to prepare and adopt regional or local transportation plans that serve as the transportation element for their comprehensive plans (660.012.0015 (2) (4)). Hillsboro's last TSP update was completed in January 2004, and an update is required to respond to transportation, land use, environmental, population growth, economic and social changes in the community.

The purpose of this Public Involvement Plan (PIP) is to outline the intent and expectations of public involvement efforts in the TSP project. The PIP sets forth principles that guide how we will involve the community in the project, how we will structure the public involvement program in a way that fits the needs of the public, the goals of our work, and how we will continually improve the program over the course of the project. This PIP is intended to be a foundational document for future evaluation of our work, and recommendations for refining our approach.

This PIP focuses on the outreach efforts specifically related to the TSP; however, a simultaneous update of the City's Comprehensive Plan is also underway, and some of the activities and outreach efforts will align with the public involvement work happening as part of the Comprehensive Plan engagement.

2. Community Overview

As a citywide project, the public involvement plan must consider the demographic profile of the entire community. Hillsboro has experienced growth since the adoption of the last TSP in 2004, and its unique demographic characteristics should be reflected in the project's public involvement program.

2.1 Community Demographic Summary

Hillsboro is currently home to 97,480 residents and 35,799 households of various sizes and compositions. Summarized demographic information for the City is shown below¹:

Age		Education		Ethnicity	
Under 15	21%	Less than High School	13.5%	Asian	8%
Age 15-24	13%	High School Diploma	20.0%	Black	2%
Age 25-44	32%	Some College	33.6%	Hispanic	25%
Age 45-64	23%	Bachelor's Degree	20.5%	Other	4%
Age 65+	10%	Graduate Degree	12.4%	White	61%
Household Size		Housing Tenure		Language at Home	
One person	24%	Own	54.4%	English Only	71.1%
Two people	30%	Rent	45.6%	Other than English	28.9%
Three people	18%				
Four or more people	28%				
Linguistic Isolation ²		Origin			
Some linguistic isolation	6.2%	Foreign-born	19.9%		
Languages most commonly spoken: Spanish, Vietnamese, Chinese, Korean		Native to United States	80.1%		
Disability Status		Median Income		Poverty Rate	
6.8% with any Disability		\$68,969 (Household)		11.6%	

¹ *Growing Great Things Public Involvement Plan*. July 2015.

² "Linguistic Isolation" is defined in the American Community Survey as one in which all members of a household 14 years and over have at least some difficulty with English.

2.2 Challenges

The demographic differentiators highlight a number of key challenges that need to be addressed in the public involvement plan:

- **Multilingual content:** Linguistic barriers will present a significant challenge for some community members to participate in the project. How can we deliver content that addresses language barriers? What languages should be included?
- **Diverse customs and practices:** Community events should reflect the diverse customs and practices of various groups in the community. How can we design events and activities to address and integrate different cultural practices and preferences?
- **Family-friendly events:** Events and activities should be structured such that families with children can easily participate. How can we lower barriers in terms of scheduling, venue, and availability of child care, among other items?
- **Youth outreach:** Community events and activities should be designed to engage the entire family, not just adults. How can we design events and activities to involve youth and solicit their input?
- **Renters and Owners:** Public outreach should be structured so that renters are welcomed and involved in engagement efforts. How can we design events, activities, and notification to encourage participation by renters and owners alike?
- **Businesses and Employees:** Public outreach should be structured so that all users of the transportation system are included in the outreach strategy. Those who work in Hillsboro and transport freight use the transportation system in unique ways. How can we engage these users and connect with local employers?

3. Public Involvement Program Overview

The project's PIP is informed by regulatory requirements, objectives which guide our approach, and prior community engagement efforts, discussed below.

3.1 Public Involvement Requirements

Statewide Planning Goal 1 requires municipalities to provide opportunities for citizen involvement at every step of the planning process from exploratory research to plan adoption and revision. Municipalities are required to provide technical information in simple and accessible forms and create mechanisms for citizens to provide feedback. The City will be required to make and support findings demonstrating compliance with statewide Goal 1

requirements for the TSP and Comprehensive Plan update projects (in addition to demonstrating that the revised plan itself complies with Goal 1).

The TSP and Comprehensive Plan updates resulting from this project will meet the definition of a Major Plan Amendment under the existing Hillsboro Comprehensive Plan. Major Plan Amendments require the City to:

- Establish a citizen involvement program (outlined by this document) approved by the Citizen Involvement Advisory Committee, and meeting state requirements;
- Identify issues to be addressed and related information to be collected, reviewed, and made available for public review; and,
- Provide an opportunity for citizen access to the related information and data, and for citizen input on these issues.

3.2 Relationship to the Hillsboro 2035 Community Plan and Comprehensive Plan

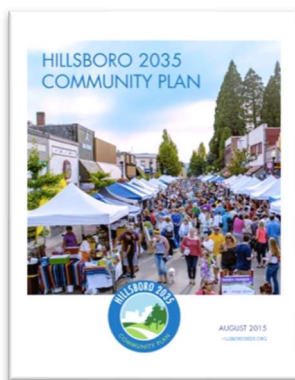
The Hillsboro 2035 Community Plan is the shared vision for Hillsboro’s future and a detailed action plan for working toward that collective vision. The ideas in the plan are based on input from thousands of community members in cooperation with local organizations who have agreed to share implementation responsibilities. The plan is organized into five focus areas and corresponding initiatives and actions. The “Economy and Infrastructure” focus area includes actions related to easing traffic congestion in and around Hillsboro while the “Livability and Recreation” focus area includes actions to promote walking, biking, and transit use. Thousands of people were engaged in the Hillsboro 2035 Community Plan outreach, and hundreds of comments related to transportation were logged. This body of input will serve as a starting point for performing additional research and developing proposed goals and policies to guide the TSP process and be incorporated into the City’s Comprehensive Plan Update.

The City’s Comprehensive Plan Update began in July 2015 and has a separate public involvement plan guiding the outreach and engagement efforts on a variety of topical areas including transportation. To minimize confusion during these simultaneous outreach efforts, the input gathered from the Comprehensive Plan public involvement on transportation goals and policies will inform the TSP Update.

Because the projects are so closely aligned, it may be difficult to adequately convey to the public the differences between these projects. The public may believe that they have already participated in project events or have provided input to the TSP project. The public involvement program will utilize these strategies to minimize potential confusion:

- The TSP update will be consistently and strongly characterized as an effort to implement the Community Plan, with clear references to the work that has already been done.
- The TSP effort will link to the work that is happening for the City’s Comprehensive Plan Update.

- Requests for additional community input will be placed within the context of the Community Plan. For example, a questionnaire would include a summary of what was learned during the visioning effort, and additional questions would be worded to elicit additional detail on what was already learned.
- The project will maintain a strong identity that is separate from and easily distinguishable from the Hillsboro 2035 Community Plan and the Comprehensive Plan Update, and will be integrated with the City's branding and style guides. The project will be strongly identified as a City-led effort to implement part of the 2035 Community Plan. While using the City of Hillsboro logo and style guide, the project could also use a unique tagline such as: Transportation System Plan – Moving Hillsboro Forward.



Hillsboro Comprehensive Plan



Hillsboro 2035
Community Plan



Advancing
Environmental
Sustainability



Bolstering
Community
Involvement



Building
Economy and
Infrastructure



Cultivating
Transportation
Choices



Enhancing
Livability and
Recreation



Fostering
Healthy
Ecosystems



Promoting
Health, Wellness
and Safety



2016 Hillsboro TSP
Update

3.3 Program Objectives

Creating an outreach strategy designed to involve citizens in a fun, engaging process that creates enthusiasm for planning for the future of the City is integral to the success of the project. It is also required by Oregon's Statewide Planning Goals and by the City's own Comprehensive Plan. The public involvement strategy is designed to achieve the following objectives:

- **Engage those who aren't usually involved.** Involving citizens who do not have time to attend City events is a considerable challenge. Nearly 30% of the Hillsboro's population is 25-39 years old. Parents with very young and school-aged children are often too busy to attend "yet another" event. This is also true of young adults and citizens who are heavily involved in "other" community activities, such as parent-teacher, business or sports organizations. Therefore, instead of expecting citizens to come to us at City Hall, we will go to them. We will also engage citizens electronically through online platforms.
- **Connect with diverse communities across Hillsboro.** Approximately 25% of Hillsboro's residents identify as Hispanic/Latino and 8% identify as Asian. Therefore, it is important to make a special effort to hear from these populations. The city should build relationships with key leaders and organizations in order to build relationships, to learn about these communities, and convey interest in involving immigrant residents in planning for the future. When feasible, materials should be translated and connections should be made with local news sources.
- **Empower youth.** The mission of the City's Youth Advisory Committee is to serve and improve the Hillsboro community through positive activities, strengthening relationships, appreciating diversity, and forming more supportive relationships between youth and adults. If we want to keep the youth in the community when they become adults they should have a voice in developing what the City provides in the future. The YAC should be used as a resource to float ideas for reaching out to youth. Additionally, partnering with the School District to engage students and teachers in activities can build stronger ties to government and cultivate future civic leaders.
- **Reach out to employers.** The American Community Survey estimates that 79% of Hillsboro workers live outside the City. It is important for the future of the community to understand what people who commute to work here, but don't live here, would want to see in a future transportation system. The City has had success in reaching out to larger business and getting feedback from employees. This feedback loop should be used and expanded. The City should also engage with small and medium sized businesses and ensure the inclusion of freight companies.
- **Build community connections by utilizing existing networks and information channels.** To maximize limited resources, it is critical to reach out to citizens through City-appointed boards and commissions and community organizations that have a history of

partnering with the City. Informing these groups about the process and engaging them to help disseminate information and get their constituents involved will create a more representative Plan. This is also a great opportunity to reach out to organizations with whom the City has not yet engaged to build new partnerships. It can also provide a foundation for ongoing coalitions to sustain progress toward achieving community goals.

- **Engage those who normally wouldn't attend an event specific to the TSP update by participating in existing, popular Hillsboro sponsored events.** Not everyone will be enticed to participate when an event is only about the TSP. Therefore, it will be important to attend popular Hillsboro events to engage a variety of people with a variety of interests. For example, intercept surveys could be conducted at events like the Hillsboro Tuesday Marketplace, Latino Cultural Festival and Hillsboro Farmers' Markets.

4. Implementation

The TSP Update is anticipated to last through Fall 2017, with public involvement activities corresponding with the major project milestones:

- Goals, Policies, Schedule and Process
- Existing Conditions and Forecast Growth
- System Deficiencies and Solutions
- Outcomes of Solutions Analysis, Preferred Direction
- Multi-Modal Transportation Need and Solutions
- Project Prioritization, Costs and Revenues
- TSP Draft and Final Report

Public engagement will involve scheduled events, such as open houses, and ongoing activities such as online resources, committee meetings, and targeted outreach activities. This section describes how these events will be implemented, and how they will be designed to address the challenges identified above.

4.1 Project Rollout

The project rollout will help to introduce the project to the community, provide information on how to get involved and stay informed, and encourage residents to sign up for email and social media updates. The rollout will also introduce the concept of transportation planning, outline the goals for the project and illustrate why this project is important to Hillsboro's future. Finally, during the rollout, it will also be explained how this project connects to the Hillsboro 2035 Community Plan, as well as the Comprehensive Plan Update.

The project rollout will coincide with existing community events (see section 4.3.5 for further information) to take advantage of publicity, attendance and family-friendly features. It will also happen through distribution of information through the City's communication networks (social media, website, newsletter, e-news, press release) in both English and Spanish.

4.2 Open Houses

There will be two open houses hosted in three different locations throughout the City for a total of six meetings. These open houses are intended to solicit input to understand current conditions and propose solutions for the future. Prior to the first round of open houses, draft goals and policies will be developed based on background report research and analysis on Hillsboro's transportation system. These goals will be reviewed by the Planning Commission and Transportation System Plan Steering Committee (TSPSC), and then presented to the community for input at the open house.

These goals and policies will be used as part of the Hillsboro Comprehensive Plan Update, and will feed into additional review and refinement by the Transportation Plan Steering Committee, Planning Commission and CAC, with additional public input through online surveying prior to review and adoption by the City Council.

4.3 Ongoing Activities

Public outreach for the project will include a number of ongoing activities, meetings, and resources detailed below.

4.3.1 Website, Social Media and Email

The project will have a dedicated page on the City's web site. The Web site will provide a platform for awareness and communication. The Web site will also be the primary outlet to report out to the public on progress made during the project and how the project has utilized public input. Social media will be a central component of the project's outreach strategy, utilizing the City's existing social media accounts. These accounts will be managed in coordination with the City's Communications and Marketing team overseeing existing social media platforms. E-mail lists will also be utilized in conjunction with the existing City implementation of Constant Contact. Both social media and E-mail will be used primarily as awareness tools. Calls to action would involve encouraging people to participate in online surveys or activities, or in-person events.

4.3.2 Community Stakeholder Outreach

Following the public project launch, project staff will begin reaching out to local stakeholder organizations to involve them in project events and activities. This outreach will likely include stakeholder interviews, a presentations to local groups and organizations representing various segments of the community, including various faith communities. This may also include targeted questionnaires, discussions, or small

meetings where focused attention to one particular issue may yield input beneficial to the project.

City staff will coordinate with the Transportation System Plan Steering Committee to brainstorm a set of organizations to approach. The host organizations will determine to what extent events or meetings will be open to the public, although a full list of all meetings held will be maintained on the Web site.

4.3.3 Public Meetings

The project's Transportation System Plan Steering Committee (TSPSC) advises staff and provides recommendations to the Planning Commission and City Council regarding the Transportation System Plan update. TSPSC membership will draw from existing City boards and commissions, Planning Commission, City Council, Vision Implementation Committee, the Hillsboro School District, Chamber of Commerce, Latino Engagement Committee, a young adult, and other at-large positions recruited through an open advertisement and nomination process similar to other City committees. TSPSC responsibilities include:

- Input on and review of major milestone deliverables
- Assist with select engagement activities
- Confirm content to be presented to public at key milestones
- Interpret/confirm public feedback on specific themes and questions
- Forward findings and recommendations to City Transportation Committee

The TSPSC will meet six to eight times during the project to review progress and provide input. Meetings will be open to the public (although they are not public hearings). Public comment will be received for up to ten minutes per TSPSC meeting.

Planning Commission and City Council will consider the Transportation System Plan update at regularly-scheduled public work sessions and public hearings. Additional special meetings may be necessary. These meetings will be conducted in accordance with Oregon Public Meetings Law.

Both types of meetings will be prominently publicized on the project Web site, the City's meeting calendar, and in public outreach materials.

4.3.4 ACCI/CIAC Involvement

ACCI and CIAC input and approval will be sought at the project outset to confirm the public involvement approach proposed here.

In addition, at two points during the project, staff will meet with ACCI and CIAC to report on progress, and solicit input to refine the PIP. These meetings will include a description and brief evaluation of the public involvement conducted to that point, along with any

specific questions or points where input would be helpful. The evaluation will cover the points discussed in section 5 below.

4.3.5 Community Events

Project outreach will coincide with existing community events to take advantage of publicity, attendance and family-friendly features. Staff will attend events to conduct intercept surveys and/or host booths to share information on the project and gather input. Where appropriate, bilingual staff will be present to engage non-English speaking community members. Events could include the Latino Festival, Tuesday Market, Celebrate Hillsboro and others.

4.3.6 Targeted Outreach

The staff and consultant team will monitor input throughout the course of the TSP update. Where necessary, additional targeted outreach may be conducted to reach under-represented audiences. This could include, for example, surveying of large employers, focus groups with multi-cultural community groups or intercept surveys with youth groups at existing events.

4.3.7 Community Mailer

The team may distribute a city-wide or several targeted mailings over the course of the project. The mailings could include project information and potentially several survey questions pertaining to a specific question or transportation preference. The City has used this method effectively in the past to ascertain resident perceptions regarding neighborhood access alternatives. The consultants would provide survey content and methodology while the City would manage distribution and collection logistics.

4.4 Strategies to Address Challenges

This section describes how these events will be designed to address the challenges identified in engaging the Hillsboro community.

Challenge	Strategies
Multilingual Content	<p><i>Web Site:</i> Where possible, key materials will be produced in Spanish and English. Interested parties may also use online translation tools to access web content.</p> <p><i>Effective Content:</i> In all Web and printed materials, use active-voice language that minimizes jargon and colloquialisms to enable effective translation. Use graphics that reinforce the text to help draw attention and convey the intended message.</p> <p><i>Public Events:</i> Wherever possible, Spanish speakers will be available at public events. There will also be an event hosted to target the</p>

	Hispanic/Latino population where discussions will be primarily facilitated in Spanish.
Diverse customs and practices	<p><i>Public Events:</i> During planning of public events, staff will work with representatives of community organizations and other bodies as appropriate to ensure that the design of the event is appropriate.</p> <p><i>Venues:</i> Where possible and appropriate, venues outside the Civic Center will be utilized. Venues will be selected to represent different geographic areas throughout the City.</p>
Family-friendly events	<p><i>Public Events:</i> Wherever possible, public events will be scheduled to avoid conflicts with existing events and major school functions. Some public events may be held multiple times to allow for schedule conflicts. Public events will include project-related activities for school-aged children. Where possible, events will be held in venues that are convenient to families.</p> <p><i>Access to event materials:</i> All materials, handouts, and presentations will be posted to the Web site for review by those who could not attend. Wherever possible, follow-on questions posted to the Web site will attempt to continue the discussion at the meeting, while allowing those who could not attend to participate.</p>
Youth outreach	<p><i>Social Media and Technology:</i> Emphasize frequent use of social media and other technology-facilitated communication in a manner that facilitates youth awareness and participation.</p> <p><i>School Outreach:</i> Staff will work with local high schools to involve their student organizations, classes, or other groups in public events and activities.</p> <p><i>Youth Advisory Council:</i> Staff will involve representatives from the Youth Advisory Council to design youth-specific activities and events.</p>
Renters and owners	<p><i>Notification:</i> When sending formal public notices, staff will investigate ways to broaden traditional owner-directed mailing lists to also include resident-directed mailings.</p> <p><i>Web Site and Social Media:</i> All public notices will be accompanied by notices posted to the City Web site, social media, and other outlets.</p> <p><i>Multi-family Targeted Outreach:</i> Work directly with the City's apartment complexes to distribute information, flyers and surveys. If possible, host a focus group at one of the complexes' community meeting spaces.</p>

Businesses and Employees	<p><i>Notification:</i> Work directly with businesses and the Hillsboro Chamber to conduct interviews, surveys and focus groups.</p> <p><i>Data Collection:</i> Gather input and data from employees who commute from outside Hillsboro, and collect information about their preferred mode of transportation and general commute experience. Gather data from companies transporting freight or providing services to Hillsboro’s neighborhoods (Waste/Recycling Haulers, etc.).</p>
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5. Assessment

Ongoing assessment of the engagement strategies will help staff and consultant team continually improve engagement efforts to yield maximum participation. Each activity in the PIP will be designed with evaluation in mind, and conducting a periodic review will allow for adjustment of tools and strategies.

The table below outlines the types of indicators that could be tracked over the course of the public engagement:

General Participation	<ul style="list-style-type: none"> • Number of people participating • Frequency of people participating (# of touches) • Share of repeat participants
Communications Channels	<ul style="list-style-type: none"> • Numbers and types of venues for presentations • Attendance at public events • Number of page views • Number of social media likes/comments/retweets/mentions
Input Characteristics	<ul style="list-style-type: none"> • Types of activities either online or at public events • Number and means of comments (written, online, email, meetings, etc.
Broad Engagement	<ul style="list-style-type: none"> • Number of organizations engaged • Number of non-English speakers participating in public events • Frequency of translation or use of translated materials • Demographic information about participants (where possible)

For each event and activity will involve some sort of participant assessment designed to provide feedback on the overall quality and effectiveness of the event or activity. If contact information is provided, City staff will follow up directly with participants who provide specific suggestions.

Public Involvement Summary

Community Engagement Summary

An essential component of the development of the Transportation System Plan (TSP) was the ongoing communication and engagement with the Hillsboro community. In a community that has a wide array of needs and experiences, a one-size-fits-all approach to compiling the transportation plans and project list is not sufficient. The statewide planning goals place public involvement right at the front – Goal 1. Consequently, a focus throughout the evolution of the TSP was to involve the community to both educate and to inform them about the planning process. The variety of community engagement strategies aimed to invite suggestions, feedback, and questions into the formation of the plan, while creating an approachable access to information and to staff resources.

Results of the engagement were shared with other departments, advisory groups, committees, and elected officials. Public comments were used to inform other ongoing transportation-related work like the Bicycle and Pedestrian Capital Improvement Program and Safe Routes to School.

The community engagement strategy evolved along with project phasing. Outreach activities, communication channels, and interactive tools were developed parallel to the completion of written policy products, plan maps, and analysis. The goal was that community members could receive information about the stage of plan development, comment on the work that was completed, and guide the direction of the next phase. This strategy created multiple feedback loops and opportunities to check-in, allowing input at multiple parts of the planning process rather than just at the beginning or end.

Ultimately, four phases of engagement were completed from 2018-2020. Phase 1 was used primarily to gather open-ended comments prompted by the question “Where in Hillsboro does transportation need the most love?” Responses from this phase were sorted and reviewed and used to guide the development of the individual plans for vehicles, transit, bicycles, and pedestrians in Phase 2. For the second phase, staff developed an online open house tool to share the individual modal (such as transit, walking, biking) plans along with some preliminary analysis to provide an opportunity to comment if the plans reflected the needs identified in Phase 1. Phase 3 was about specific projects, allowing the public to see the draft project list developed out of Phase 2 through another interactive online map. The map displayed the location of each project, the projected funding source, and icons indicating which modes were specifically benefitting from the investment. Finally, Phase 4 focused on the effort to prioritize these investments. Although the projects use different funding streams, each support different goals identified from the Comprehensive Plan. In order to start the prioritization process, the goal of Phase 4 outreach was to understand how the community would rank the project list. Which projects or areas of the City deserved implementation first? Unfortunately, the final engagement phase was cut short due to impacts from COVID-19 limiting the number of in-person events and the communication outlets that would have been used to promote interaction with the final survey.

Outreach Phases

Phase 1: Project Introduction & Online Comment Tool

The goals and policies for the TSP were developed as part of the Comprehensive Plan Update. The first phase of outreach specific to the TSP project launched in 2018 and focused on identifying our community's opportunities within and concerns around the existing transportation system. The key purposes of Phase 1 outreach were to introduce the public to the planning process and project; provide information about the project goals and timeline; allow for open-ended suggestions and feedback before plans were developed; understand the most common concerns; and develop a categorization system for analyzing the comments.

Outreach efforts included three open house events, booth presence at four community events, three presentation or pop-up events, and an online interactive comment map. The Hillsboro City Council has identified supporting cultural inclusion and expanded engagement with diverse community members as a priority city-wide. Title VI, which was enacted as part of the Civil Rights Acts, identifies six segments of the population as transportation disadvantaged, or more likely to rely on a mode other than a car for transportation: youth, seniors, persons of different abilities, low income households, communities of color, and persons with limited English proficiency. Accordingly, several events focused on these groups specifically including presentations at the Hillsboro Senior Center and to the Youth Advisory Council, an open house conducted in Spanish, and booths at events for the Hillsboro School District and Latino Cultural Festival. Additionally, staff established a Bicycle Working Group to review and provide feedback on the City's bicycle infrastructure planning efforts.

Events:

- 4 special event tables: Staff set-up booths with inviting and colorful informational posters, offered flyers and handouts, and provided options to provide comments on paper forms or online with a tablet. Event tables were hosted at the Civic Center for:
 - Proud to be HSD (Hillsboro School District)
 - Public Works Day
 - Latino Cultural Festival
 - Hillsboro 2035
- 3 open houses: These events used a more traditional format with large printed informational posters, handouts, and staff circulating to answer questions. Stickers, markers, dots, and post-it notes were available for direct comments and annotations on the written maps and materials. Spanish versions of many materials were available. Events were held at:
 - Portland Community College – Willow Creek Campus
 - Washington County Conference Center in Downtown Hillsboro
 - Spanish Open House hosted at the Hillsboro Senior Center – This event was conducted entirely in Spanish in partnership with Centro Cultural. Translated materials, dinner, and interpreters were provided.
- 2 library mini open houses: These smaller events were hosted at both Shute and Brookwood Library. Staff invited patrons to visit the website, which included an interactive comment tool, and were available to provide technical support and information as needed.

- 2 special presentations: These presentations communicated the project information to two of the six groups that represent segments of the transportation-disadvantaged population.
 - Hillsboro Senior Center – Staff visited the Senior Center over lunchtime to provide information about the Transportation System Plan update, to distribute a survey to understand specific transportation needs from the senior community, and to invite ongoing participation in the process.
 - Youth Advisory Council
- Bicycle Working Group Meeting #1 – This initial meeting was intended to solicit feedback from the working group members to understand their experience on existing bicycle facilities and the issues that pose the greatest challenges with riding throughout Hillsboro.

Additional Communication Tools:

Staff worked with other internal City teams to coordinate and leverage existing communications resources including posts on the City’s website and social media pages, promotions in the City Views newsletter, and mentions in Happening in Hillsboro. Additionally, the work of the TSP was advertised in the Hillsboro Tribune and ¡Creciendo Juntos!, the City’s Spanish-language newsletter. A variety of materials were available in English and in Spanish at every in-person event for distribution as needed, including maps, fact sheets, comment forms, and information stay updated through email newsletters and the project web page. The online interactive comment tool was hosted on the project web page as well.

Outcomes:

- Reached almost 1,500 people in-person and 1,000 online through the interactive web map
- 275 comments on paper forms from special events
- 1,284 project page visits

Staff compiled, organized, and distilled the public input to provide an indicator of the transportation needs in our community to supplement the results of the technical analysis. These identified needs were grouped and summarized by mode, type, and location to help specifically inform what projects may be proposed as solutions. Staff used the packaged comments as part of the TSP update process, particularly in development and review of the modal maps.

Phase 2: Modal Plans Story Map Presentation & Review

The purpose of Phase 2 was to present draft modal plans to the public for review and open ended feedback and to confirm that these plans for bicycles, pedestrians, vehicles, and transit reflected the comments presented in Phase 1.

In March 2019, staff presented the draft system plans to the Planning Commission. The packet of plan maps included the Roadway Master Plan, Vehicles Right-of-Way and Travel Lanes, Pedestrian Master Plan, Bicycle Master Plan, and Future Transit Conditions. Additional meetings were held with both the Technical Advisory Committee and Steering Committee to oversee the progress of the plan. The TSP Steering Committee is a group of 18 community members including local residents, businesses, institutions, and cultural and transportation advocacy organizations, as well as representatives from

other City committees and partners. These meetings provided project updates and a presentation, allowing for review and discussion of the draft vehicle, pedestrian, bicycle, and transit master plans.

Following committee review, staff released an online interactive tool highlighting how equity, safety, and community feedback were considered in the development of the system plans. Rather than posting a series of PDFs online, the web tool provided the public with the opportunity to view the plans and provide feedback in an interactive format. Each section included background information on how staff developed the modal plan, demonstrated how the comments from the first round of public feedback were incorporated, and set the stage for the next phase of public outreach for the draft project list. Links to the TSP online tool were provided in City Views and Happening in Hillsboro and featured at a variety of events hosted by staff. The public was invited to review the plans and let us know if we “got it right” with the solutions proposed. In addition to running a series of web articles about the TSP, staff handed out about 400 bookmarks promoting the online tool at the following events and pop-ups throughout spring 2019:

Events:

- 5 special event tables with informational posters and handouts
 - Día de los Niños at Centro Cultural
 - Orenco Station Farmer’s Market
 - Public Works Day and Downtown Farmer’s Market
 - Latino Cultural Festival at the Downtown Farmer’s Market
 - Pride Party at Orenco Station
- 3 business community outreach events
 - 1 business interest open house at Brookwood Library
 - Presentation to the Hillsboro Advanced Manufacturing Working Group
 - Presentation to the Hillsboro Chamber of Commerce
- 6 bookmark distribution pop-ups promoting the online story map
 - Downtown Transit Center
 - Orenco MAX Station and Mayor Willey Plaza
 - Quatama
 - PCC Willow Creek
 - Shute Park Complex (SHARC, Shute Library, Senior Center)
 - Brookwood Library
- Presentation to Youth Advisory Council
- Presentation to the Steering Committee and Technical Advisory Committee
- Bicycle Working Group Meeting #2: This meeting session focused on developing a network of low-stress bicycling routes that would be accessible for users of all ages and abilities.

Additional Communication Tools:

Similar to Phase 1, staff utilized City communication channels to disseminate information about the modal plans and provide a centralized location for promoting the online story map. Overall, staff published three articles on the City homepage, promoted the virtual open house through two newsletters, posted to social media, and consistently updated the TSP web page.

Outcomes:

Over 500 people visited the TSP project webpage and viewed the online tool. Important to note is that only a few comments were received regarding what the modal plans may have missed.

- 400 bookmarks distributed
- 550 in-person interactions
- 320 project webpage visits
- Bicycle Working Group comments led to the creation of the Low Stress Routes Bike Map

Phase 3: Project List

After developing the modal plans and checking in with the community to make sure we were on the right track, staff began to refine the draft project list. Many of these projects were carried forward from previous planning efforts and funding lists. However, new projects were added to the list in response to community feedback and present needs. This phase of engagement focused on distributing information about the draft project list and gauging the community's level of support for each individual project through the use of an interactive web map. The map showed the location of each project along with its likely funding source and icons representing the modes that would benefit most from implementation. These details were included on the web tool to provide additional information to the public before asking for their level of support. The interactive online tool provided an avenue for the community to respond in the case that a proposed project missed the mark; or, conversely express support for projects that specifically met their needs.

Meetings held for both the Steering Committee and Technical Advisory Committee provided opportunity to review the draft project list along with plans for intersection improvements, connectivity projects, and crossing enhancement locations.

Events:

- 14 pop-up events distributing bookmarks with information about the project stage and a web link to the online comment tool. Locations of distribution included:
 - 5 transit stations (Downtown, Hawthorn Farm, Orenco, Quatama, PCC Willow Creek)
 - Popular public spaces (Shute Park Complex, Brookwood Library, Civic Center, Public Works)
- 1 special event table at Celebrate Hillsboro to present the project list to the community
- 2 presentations to the Steering Committee and the Technical Advisory Committee

Additional Communication Tools:

Similar to previous phases, staff consistently utilized existing City communication channels to provide updates to the project web page, to present information and provide the online tool link to three different City newsletters, and to correspond to community member inquiries through the project email web form.

Outcomes:

Staff then organized the project-specific comments from Phase 3 to match with the locations of comments submitted in Phase 1. This exercise helped to understand if the issues identified in Phase 1 were addressed by the proposed project list and met with support.

- 200 online map tool comments
- 600 paper bookmarks distributed

Phase 4: Prioritization

The next evolution of community engagement was created to understand how the community would prioritize the implementation of the project list. While the funding source does limit the ranking to a degree, it was still important to understand where the community would begin work first, and why. However, asking the community to numerically rank the entire list of over 150 project would be cumbersome and likely ineffective to understand overall priorities. Consequently, staff filtered the project list through the lens of the transportation goals. Each project was given individual “tags” for the Comprehensive Plan goals that would be addressed through project construction. The goal tags then provided a way for projects to be grouped across modes to allow for the community to prioritize based on the goals they believed mattered most. Through the prompting questions “What types of projects would you like to see rise to the top?” and “What type of projects matter most to you?” participants were asked to rank the transportation goals themselves. The projects could be ranked accordingly, acting as the implementation method for attaining the 9 transportation goals and policies.

Events:

- 1 special event booth at M&M Marketplace: Staff joined a back-to-school event hosted at M&M Marketplace to set up a booth promoting this phase. Colorful posters were displayed that described each transportation goal (livability, equity, system design, safety, multi-modal, performance, trip reduction, economy, and funding) and provided sample photos of projects that would implement each goal. Over 140 families participated in an exercise in which individuals were given 5 tokens to vote on the transportation goals they thought were most important. Staff distributed free school supplies as a gift for participants.

Additional Communication Tools:

The event at M&M Marketplace was promoted through City communication channels and social media. A final online interactive tool was created to replicate the voting exercise in an online format. The goal tag posters were uploaded virtually and open ended survey questions asked participants their perspectives on project prioritization.

Outcomes:

Unfortunately, this phase of engagement was cut short due to the outbreak of Covid-19. Due to cancelled events and an understandable focus towards personal and public health, communication about this phase did not reach its planned potential. The online survey launched in mid-February and received 24 responses.

Conclusion

Community engagement has also been and will continue to be a critical part of planning Hillsboro’s transportation future. Public engagement processes are important to inform phases as they develop and provide checkpoints along the way for community feedback. Asking the community if we accurately captured what they said and if proposed solutions address their concerns helps to keep plans grounded

in real-time challenges and solutions. Balancing community input with analysis and policy helps create a final product that reflects not only the comprehensive plan goals but also the diverse needs of the Hillsboro community.

Public Comments



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City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
1	Online Tool	2018-04-17 17:30:57 UTC	Bike lane on Cypress ends where it's needed most - at the intersection with TV Highway.	Bicycles	Operations	Infrastructure, Bike Lanes	TV Hwy and Cypress
2	Online Tool	2018-04-17 17:43:09 UTC	Path ends, cyclists become pedestrians, defeating the purpose of going by bike.	Bicycles	Operations	Infrastructure, Bike Lanes	US 26 and Cornelius Pass
3	Online Tool	2018-04-17 17:52:42 UTC	This roundabout on Butler has a side raised path for bikes, but the bikes cross the intersection while being parallel to cars. Bikes should be at a 90° angle to cars when interacting.	Bicycles	Operations	Safety	Roundabout at Butler and 65th
4	Online Tool	2018-04-17 17:55:01 UTC	This kind of signal puts cyclists at the lowest priority.	Bicycles	Operations	Signals	Evergreen and Cornelius Pass
5	Online Tool	2018-04-17 18:03:27 UTC	This area needs signage to point people to MAX. I got lost here once.	MAX/WES Lightrail	Operations	Signs/Markings	Cherry
6	Online Tool	2018-04-17 18:18:50 UTC	Brookwood Pkwy (southbound): Bike lane gets worn down from drivers encroaching into lane to turn right on TV Hwy.	Bicycles	Maintenance	Infrastructure, Bike Lanes	TV Hwy and Brookwood Ave
7	Online Tool	2018-04-19 00:34:13 UTC	Bus stop needed on Corn Pass north of 26	Bus	System Request	Transit	Cornelius Pass north of US 26
8	Online Tool	2018-04-19 00:50:07 UTC	Traffic in this area has increased. It is getting harder and harder to turn East off of 24th onto River Rd. May be time for a light at this intersection.	Vehicles	Operations	Congestion	SE River and SE 24th
9	Online Tool	2018-04-19 00:55:08 UTC	Too much congestion during high use times. Vehicles leaving Tanasbourne Town Center, going west on Evergreen Pkwy, get backed up at 185th - not enough space for the vehicles.	Vehicles	Operations	Congestion	185th and Evergreen
10	Online Tool	2018-04-19 00:55:16 UTC	This area needs sidewalks. I frequently see motorized wheel chairs traveling on the road side where they are quite vulnerable, and it is a very busy street.	Pedestrians	System Request	Infrastructure, Sidewalks	TV Hwy between SE 30th and SE 40th
11	Online Tool	2018-04-19 00:58:20 UTC	TV Highway is already congested. I am concerned what actions are going to be taken with the additional traffic that will be generated by the development of southern Hillsboro.	Vehicles	System Request	Congestion	TV Hwy
12	Online Tool	2018-04-19 01:00:36 UTC	really need frequent bus service to/from MAX and Tanasbourne	MAX/WES Lightrail	System Request	Transit	Tanasbourne
13	Online Tool	2018-04-19 01:00:48 UTC	Too much congestion during high use times. Yielding to other cars is difficult. Too many cars backed up to 185th causes congestion at this intersection as well.	Vehicles	Operations	Congestion	Evergreen and Town Center
14	Online Tool	2018-04-19 01:03:36 UTC	First Tech Federal Credit Union is set to open their new headquarters at this location between NE 49th PL and NE Dawson Creek Drive around June/July. Is Hillsboro ready to handle the increased traffic coming up and down NE Brookwood Pkwy? What about rush hour when we are all heading home? Is the light at Dawson Creek/Brookwood gonna be able to handle the flow? What about the non light intersection at 49th and Brookwood? It has visibility challenges and the speed of Brookwood poses a challenge. This is going to be a fun end of summer beginning of fall site to behold.	Vehicles	System Request	Congestion, Signals, Safety	NE Brookwood
15	Online Tool	2018-04-19 01:07:50 UTC	High use road used for neighbors driving to Starbucks, other businesses, and TV Hwy access. Road is very narrow and in poor condition.	Vehicles	Maintenance	Road Condition, Safety	75th near TV Hwy
16	Online Tool	2018-04-19 01:09:50 UTC	Turning south on Brookwood from westbound Cornell needs a blinking yellow. Gas is wasted and the environment is impacted by idling cars waiting for a green when no cars are coming.	Vehicles	Operations	Signals	Brookwood and Cornell
17	Online Tool	2018-04-19 01:11:32 UTC	When going northbound on 28th across Cornell Rd, the signal doesn't detect people on bicycle. I've resorted to taking the car lane on a number of occasions if there is no car in sight. Else I'll be waiting forever.	Bicycles	Operations	Signals	Cornell and 28th
18	Online Tool	2018-04-19 01:13:04 UTC	Going south on 67th and turning left onto TV Hwy, too many cars to yield to. Very difficult to make it through.	Vehicles	Operations	Signals	67th and TV Hwy
19	Online Tool	2018-04-19 01:14:24 UTC	Going south on Century and turning left onto TV Hwy, too many cars to yield to. Very difficult to make it through.	Vehicles	Operations	Signals	Century and TV Hwy
20	Online Tool	2018-04-19 01:15:04 UTC	When going northbound on Elam Young pkwy across Cornell Rd, this signal doesn't detect people on bicycle. The good thing is there is no bike lane so I don't get honked at for taking the lane.	Bicycles	Operations	Signals	Cornell and Elam Young (east)

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
21	Online Tool	2018-04-19 01:15:51 UTC	Need stop sign on Cherry and NE 73rd so pedestrians can safely cross Curves on Cherry and speeding traffic make crossing by walking and cars turning onto Cherry dangerous	Vehicles	System Request	Crossings	Cherry and 73rd
22	Online Tool	2018-04-19 01:21:00 UTC	A traffic light here would be nice. Also nice would be a 30 mph speed limit all along tv highway, Hillsboro through Beaverton. Too many accidents!	Vehicles	System Request	Signals, Traffic Calming/Speed	32nd and TV Hwy
23	Online Tool	2018-04-19 01:22:25 UTC	Desperately need SIDEWALKS on NW Amberwood Dr approaching Cornelius Pass: a section starting at NE Cornelius Pass Rd headed West toward Orchard Park has no sidewalk. As an adult, I must weave back and forth to avoid getting hit by traffic, but I've seen young children with bikes enroute to the park dangerously trying to navigate around moving vehicles.	Pedestrians	System Request	Infrastructure, Sidewalks	Amberwood between Cornelius Pass and CalPortland Entrance
24	Online Tool	2018-04-19 01:27:23 UTC	Traffic signal doesn't detect people on a bicycle. They are forced to press the pedestrian crossing beg button.	Bicycles	Operations	Signals	Ronler and Cornelius Pass

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
25	Online Tool	2018-04-19 01:28:19 UTC	The #48 is an excellent route. As a Trip-Met rider, the frequent route is great during the week--but the weekend it runs only 1x per hour. Ridership has increased significantly on Sat/Sun, yet the every hour only option discourages many of us from using it more on the weekends. Please increase the runs on the weekends. Thank you!	Bus	System Request	Transit	Route 48 Bus
26	Online Tool	2018-04-19 01:28:55 UTC	This intersection needs painted crosswalks. Middle school students wait for the bus here, and it's a funnel where people from several square blocks of residents cross to access resources while avoiding busy Cornell.	Pedestrians	System Request	Intersection Design	Main and 9th
27	Online Tool	2018-04-19 01:29:09 UTC	Please add sidewalks on Golden Road between Brookwood and Imlay. People walk in the road, and there is quite a bit of car traffic. Thank you!	Pedestrians	System Request	Infrastructure, Sidewalks	Golden between Brookwood and Imlay
28	Online Tool	2018-04-19 01:29:20 UTC	When going eastbound on airport/butler, the traffic signal doesn't detect people on bicycle.	Bicycles	Operations	Signals	Shute and Airport
29	Online Tool	2018-04-19 01:31:21 UTC	Great job creating bicycle refuge islands and painting them green. However, what is one supposed to do when inside one of these? The traffic signals do not recognize a person waiting here. We are forced to walk over to the pedestrian crossing and push the beg button.	Bicycles	Operations	Signals	Evergreen and Brookwood
30	Online Tool	2018-04-19 01:34:37 UTC	South bound 1st making a left turn into east bound oak. Often only a car or two get through backing up first dramatically. People going straight south blind in first cram into the right lane. Sometimes backing up onto baseline or further up first. Very frustrating how long it takes to make that left turn too.	Vehicles	Operations	Congestion, Signals	1st and Oak
31	Online Tool	2018-04-19 01:37:23 UTC	Hillsboro/Beaverton, please pave a sidewalk on at least one side of the road on Walker Road between NW Amberglen Pkwy and SW 170th Ave. Presently it is a dangerous route for pedestrians; and there are several of us who make the attempt in order to access bus lines on 185th and utilize shopping options by foot (rather than adding more vehicles to the road). There are numerous teens who walk around these major intersections--and it is not safe where there are no sidewalks. Thank you!	Pedestrians	System Request	Infrastructure, Sidewalks, Safety	Walker between Amberglen and 170th
32	Online Tool	2018-04-19 01:37:25 UTC	Today I saw a line of cars trying to turn right from NB Brookwood Pkwy to EB Cornell Rd, all waiting in the bike lane. Please add a concrete island or at least signage to discourage the use of the bike lane as a turn lane.	Bicycles	Operations	Design, Safety, Signs/Markings	Brookwood and Cornell
33	Online Tool	2018-04-19 01:38:28 UTC	Excessively long back up 4-6 pm on southbound 25th north of cornell. Hard to turn into and out of businesses. Need longer southbound traffic light time, dedicated from the other three ways.	Vehicles	Operations	Congestion, Signals	25th and Cornell
34	Online Tool	2018-04-19 01:57:57 UTC	There is no bike lane the west side of Glencoe for sections between Camp Ireland and Glencoe HS. The bike lane also disappears on the west side south of Cory. The east side of Glencoe has a bike lane except for the short but crucial section in front of Glencoe HS.	Bicycles	System Request	Infrastructure, Bike Lanes	Glencoe between Camp Ireland and Glencoe HS
35	Online Tool	2018-04-19 02:00:40 UTC	Street narrows dramatically.	Vehicles	Operations	Design	Garibaldi east of Ebberts
36	Online Tool	2018-04-19 02:01:47 UTC	Sidewalks missing	Pedestrians	System Request	Infrastructure, Sidewalks	Garibaldi west of Ebberts
37	Online Tool	2018-04-19 02:16:53 UTC	This intersection (the Glencoe student parking lot entrance/exit) is extremely dangerous. So many accidents and injuries over the years.	Vehicles	Operations	Intersection Design, Safety	Glencoe HS Parking lot Entrance (north)
38	Online Tool	2018-04-19 02:35:01 UTC	Traffic does not stop for pedestrians waiting at this unmarked crosswalk and it's hard to get across. Something needs to be done to get drivers to stop when a pedestrian is waiting.	Pedestrians	System Request	Crossings	Oak and 9th

City of Hillsboro
TSP Public Comment Log

ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
39	Online Tool	2018-04-19 02:37:25 UTC	Traffic does not stop for pedestrians waiting at this unmarked crosswalk and it's hard to get across. Something needs to be done to get drivers to stop when a pedestrian is waiting.	Pedestrians	System Request	Crossings	Baseline and 9th
40	Online Tool	2018-04-19 02:39:12 UTC	1. This is a bus stop for kids but there are no sidewalks to keep them safe, so they stand on the road or the curb. 2. This is a residential area with multiple young children, but we have cars speeding through on 18th and on Hyde at all times of the day. It would be nice to have something in place to slow cars down throughout the neighbourhood.	Pedestrians	Operations	Infrastructure, Sidewalks, Traffic Calming/Speed	18th and Hyde
41	Online Tool	2018-04-19 02:52:30 UTC	There are lots of elementary and middle school kids walking on 18th and crossing over 18th to get to school/home. I watch daily drivers ignoring the stop signs and speeding on 18th Avenue. Speed Humps (not a speed bump) would do wonders on 18th Avenue in keeping speeds down.	Pedestrians	System Request	Traffic Calming/Speed	18th Ave
42	Online Tool	2018-04-19 03:10:50 UTC	There is no sidewalk here and there are a lot of kids that could walk or ride bikes to the elementary school, but lack of sidewalk makes the trek too unsafe.	Pedestrians	System Request	Infrastructure, Sidewalks	Century between Oelrich and Marina (east side)
43	Online Tool	2018-04-19 03:12:17 UTC	With the recent growth in the South Orenco Station area, there are a fair number of pedestrians that attempt crossing NE Century Blvd around the NE Dogwood St intersection. I've used this unmarked intersection as a walking path to get to the Orenco Woods Nature Park and it's a bit of a challenge with kids, strollers, bikes, pets, etc. and the increased traffic flow on NE Century Blvd.	Pedestrians	System Request	Crossings, Safety	Century and Dogwood
44	Online Tool	2018-04-19 03:18:30 UTC	I think this portion of NE Cherry Dr could benefit from a pedestrian crossing signal so that people wanting to cross Cherry (North-South) can trigger this signal for traffic to stop.	Pedestrians	Operations	Crossings, Signals	Cherry east of 72nd
45	Online Tool	2018-04-19 03:23:38 UTC	PLEASE put in some sort of flashing signal or crosswalk light for the Rosewood folks to get across this wide street to Fred Meyers.	Pedestrians	System Request	Crossings, Signals	Century and Johnson
46	Online Tool	2018-04-19 03:25:15 UTC	Needs a crosswalk. So many kids and pedestrians walking across to get to the park. Needs to be protected crosswalk with flashing lights.	Pedestrians	System Request	Crossings, Signals	53rd and Candlewood
47	Online Tool	2018-04-19 03:27:14 UTC	This driveway needs to be closed. So many people cut through the parking lot to beat traffic during the 4:30-5 rush. With all the turning lanes you never know who's turn it is.	Vehicles	Operations	Congestion, Safety	Elam Young and 53rd
48	Online Tool	2018-04-19 03:29:25 UTC	Needs a crosswalk that is protected with flashing lights for kids and pedestrians to cross. Lots of kids walk to the school down the street and don't have a safe way to cross.	Pedestrians	System Request	Crossings, Signals	Century and NE Carillion/Campus
49	Online Tool	2018-04-19 03:32:05 UTC	This is an alley of MAJOR POTHOLEs, unsafe to drive through, and dangerous to step in at night, which has happened to both my husband and myself. It is also too dark.	Vehicles	Operations	Road Condition, Safety	Alley from 7th to 8th between Walnut and Oak
50	Online Tool	2018-04-19 03:34:15 UTC	Drivers not obeying speedlimit is unsafe for pedestrians.	Pedestrians	Enforcement	Traffic Calming/Speed	Grant and NE 2nd
51	Online Tool	2018-04-19 03:34:32 UTC	This section of street needs another streetlight for pedestrian safety.	Pedestrians	Operations	Safety	7th between Oak and Walnut
52	Online Tool	2018-04-19 03:44:31 UTC	It is extremely difficult to turn left off of Bentley onto Brookwood during rush hour traffic. Also not safe for pedestrians to cross the street here. A traffic light at this intersection would be helpful.	Vehicles	Operations	Intersection Design	Brookwood and Bentley
53	Online Tool	2018-04-19 03:44:39 UTC	This section of 336th needs a streetlight on the pole already in place.	Pedestrians	Operations	Safety	NW 336th
54	Online Tool	2018-04-19 03:47:46 UTC	Bike path on Butler gets abused by cars. Cars honk at bicycles when they want to turn right.	Bicycles	System Request	Safety	Butler Bike Path near Shute
55	Online Tool	2018-04-19 03:49:54 UTC	Cornell road west bound from Brookwood can back up as far as Orenco and nobody moves	Vehicles	Operations	Congestion	westbound Cornell east of Brookwood
56	Online Tool	2018-04-19 03:53:57 UTC	Because of poor planning with traffic lights, this section of TV highway going east, can take 6+ cycles of the traffic light to get through	Vehicles	Operations	Signals	TV Hwy eastbound
57	Online Tool	2018-04-19 03:59:32 UTC	Needs a stop sign. People think the traffic on 7th has a stop sign so they go when traffic is coming. I've almost gotten hit numerous times, so now I stop just in case.	Other	Operations	Safety, Intersection Design	Cedar and 7th

City of Hillsboro
TSP Public Comment Log

ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
58	Online Tool	2018-04-19 04:00:22 UTC	There is a tree on the right side which is causing the road to start buckling up. Unfortunately, this is where I ride my bike, on the right side. This spot is also always covered in rotting leaves making it a dangerous spot in the winters for bicyclists.	Bicycles	Maintenance	Safety	Elam Young just south of Ray Circle (in front of Orenco Orthodontics)
59	Online Tool	2018-04-19 04:02:13 UTC	Traffic eastbound at commute time is incredible. I took a night class in Beaverton last fall and had to allow at least an hour to get there via TV Hwy. What will it be like when So. Hillsboro is fully built?	Vehicles	System Request	Congestion	TV Hwy east to Beaverton
60	Online Tool	2018-04-19 04:02:59 UTC	The road at the train crossing is very damaged and makes for an unpleasant ride. We need signs here to tell car drivers to not pass bicyclists when crossing rail tracks.	Bicycles	Maintenance	Signs/Markings, Road Condition, Safety	Elam Young and Max Tracks (east side)
61	Online Tool	2018-04-19 04:06:36 UTC	Great job creating bike box for bicyclists turning left from southbound brookwood onto Shute road, but the light doesn't detect cyclists. Please update the camera system.	Bicycles	Operations	Signals	Brookwood and Shute
62	Online Tool	2018-04-19 04:12:26 UTC	Add a sidewalk on the south side of Wilkins after the signal, East of 206th.	Pedestrians	System Request	Infrastructure, Sidewalks	Wilkins, east of 206th
63	Online Tool	2018-04-19 04:15:43 UTC	There is no sane way for a bicyclists on eastbound baseline to take this left onto 60th Avenue. We need islands in the road so that a pedestrian/bicyclist is not trying to cross 5 lanes with traffic at 45mph. Also install a bike box and light here.	Bicycles	System Request	Intersection Design	Baseline and 60th
64	Online Tool	2018-04-19 04:17:25 UTC	This curve in the 28th Ave to 25th Ave is so dangerous to bicycles. Cars just go straight onto the cycle path. This is a high risk point.	Bicycles	Operations	Safety	25th to 28th north of Grant
65	Online Tool	2018-04-19 04:17:50 UTC	There is a bend in the road on 10 th that was put in recently and people do not care that it is not their lane. I have almost been hit 3 times because people cross over the solid line. People in the left lane go straight instead of curving left, they do not look to see that the right lane has the right of way when their lane divides into 2 lanes	Vehicles	Operations	Safety, Signs/Markings	10th between Oak and Walnut
66	Online Tool	2018-04-19 04:39:29 UTC	Signs on both sides of the street say "No Truck Parking" yet each evening there are always several parked there and sometimes right under the "no truck parking" signs. What can be done to enforce what is already there?	Freight Trucks	Enforcement	Parking	11th and Oak
67	Online Tool	2018-04-19 04:43:16 UTC	No sidewalk, bike path, or reasonable alternative to these things along first street.	Pedestrians	System Request	Infrastructure, Sidewalks, Bike Lanes	1st St near Harewood
68	Online Tool	2018-04-19 04:46:49 UTC	Very difficult to turn at this intersection in either direction. I am concerned this will only get worse as the South Hillsboro developments are finished. A light and intersection would be very helpful.	Vehicles	System Request	Intersection Design	Bentley and Brookwood
69	Online Tool	2018-04-19 04:51:15 UTC	Some type of divider separating the new turn lanes at this intersection are needed, people speed into the turn lane and then expect everyone in the through lane to stop and allow them into the flow of traffic because they are in the wrong lane.	Vehicles	System Request	Intersection Design	Brookwood and Shute
70	Online Tool	2018-04-19 04:52:08 UTC	This intersection gets very backed up during rush hour, would like to see some type of improvement here.	Vehicles	Operations	Congestion, Signals	Brookwood and Cornell
71	Online Tool	2018-04-19 05:09:03 UTC	This on ramp/off ramp is still dangerous for Liberty students to walk through when trying to walk south from school.	Pedestrians	Operations	Crossings, Safety	Cornelius Pass exit off 26
72	Online Tool	2018-04-19 05:11:50 UTC	This intersection gets tons of pedestrians from local neighborhood foot traffic and from MAX commuters. Crossing Cornell here is dicey because the lanes on Orenco Station Pkwy are screwy. It never feels very safe to cross here.	Pedestrians	Operations	Crossings, Safety	Cornell and Orenco Station
73	Online Tool	2018-04-19 05:13:29 UTC	Road and sidewalk improvements needed. Street lighting needs installed for safety.	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	Quatama, east of Cornelius Pass
74	Online Tool	2018-04-19 05:13:41 UTC	So many accidents and near accidents here! Needs to be right turn only.	Vehicles	Operations	Safety	17th and Cornell
75	Online Tool	2018-04-19 05:15:55 UTC	On street parking improvements needed. Current situation makes for low and dangerous visibility when entering Quatama.	Vehicles	Operations	Safety	Quatama, west of Cornelius Pass
76	Online Tool	2018-04-19 05:17:13 UTC	Southbound 3 lanes should be converted into: 1) left-most is must-turn left, 2) middle is optional left or straight, 3) right-most is optional straight or right. This would not require major pavement changes, only re-painting and tweaking the traffic lights.	Vehicles	Operations	Intersection Design	25th and Cornell

City of Hillsboro
TSP Public Comment Log

ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
77	Online Tool	2018-04-19 05:17:32 UTC	Connection of Century needed.	Vehicles	System Request	Connectivity, Design	Century, over Noble Woods Park
78	Online Tool	2018-04-19 05:19:21 UTC	High frequency bus route needed along entire length of Cornelius Pass Road.	Bus	System Request	Transit	Cornelius Pass Road
79	Online Tool	2018-04-19 05:23:38 UTC	Traffic calming or speed reduction needed along Wilkins. Lots of speeding and loud cars making the area dangerous and unpleasant.	Vehicles	System Request	Traffic Calming/Speed	Wilkins
80	Online Tool	2018-04-19 05:26:35 UTC	Too many street lights is backing up traffic along CPR.	Vehicles	Operations	Congestion	Cornelius Pass
81	Online Tool	2018-04-19 05:27:41 UTC	With the addition of 30 new houses at the end of 40th ave south of Bentley, it is a serious danger for kids that have to walk to school. There is no place at all to walk except on the roadway which drops off into a drain ditch. Same with SE Bentley.	Pedestrians	Operations	Safety	SE Bentley and 40th
82	Online Tool	2018-04-19 05:28:20 UTC	Probably a county fix, but the bridge here needs fixed. High speed, curves and the narrow bridge make this bridge a death trap.	Vehicles	Maintenance	Safety	205th across Beaver Creek
83	Online Tool	2018-04-19 05:29:14 UTC	There definitely should be physical barriers here between the bike lane and the car traffic lane.	Bicycles	System Request	Intersection Design	25th to 28th north of Grant
84	Online Tool	2018-04-19 05:29:53 UTC	Walker Rd needs widening, bike lanes and sidewalks.	Vehicles	System Request	Infrastructure, Bike Lanes, Sidewalks	Walker Rd west of 185th
85	Online Tool	2018-04-19 05:30:26 UTC	There is no sane way for a bicyclists on eastbound baseline to take this left onto 53rd Avenue. We need islands in the road so that a pedestrian/bicyclist is not trying to cross 5 lanes with traffic at 45mph. Also install a bike box and light here.	Bicycles	System Request	Intersection Design	Baseline and 53rd
86	Online Tool	2018-04-19 05:31:25 UTC	MAX needs routed under or over 185th.	MAX/WES Lightrail	System Request	Transit, Congestion	MAX line on 185th
87	Online Tool	2018-04-19 05:33:11 UTC	Alternate express bus service needed to Portland along HWY 26. Will give some relief to the overcrowded and dirty MAX.	Bus	System Request	Transit	HWY 26
88	Online Tool	2018-04-19 05:36:45 UTC	Crosswalk needed.	Pedestrians	System Request	Crossings	Quatama near Park and Ride
89	Online Tool	2018-04-19 05:41:37 UTC	Extra (4th) lane needed to allow 2 lanes eastbound to make a right turn into 10th and two for left turn.	Vehicles	Operations	Intersection Design	10th and Oak
90	Online Tool	2018-04-19 05:45:00 UTC	Too many speeding cars along Wilkins.	Vehicles	Enforcement	Traffic Calming/Speed	Wilkins
91	Online Tool	2018-04-19 05:49:06 UTC	West side bypass needed!	Vehicles	System Request	Congestion	
92	Online Tool	2018-04-19 05:53:47 UTC	Consider a 4 way stop here. Difficult to leave the mall due to traffic and speeding cars.	Vehicles	System Request	Intersection Design, Signs/Markings	194th and Venetian
93	Online Tool	2018-04-19 07:26:25 UTC	Have lived on 3rd Ave for 13yrs and I dislike the one-way streets! Someone is always driving the wrong way and it takes longer to get around the downtown core! Thought the expensive research project stated one-way streets were out-of-date and actually hurt businesses in the core. Would love to see them go away!	Vehicles	Operations	Design	3rd Ave downtown
94	Online Tool	2018-04-19 07:29:46 UTC	Have lived on 3rd Ave for 13yrs and dislike the one-way streets in the downtown core! Often see cars going the wrong way and it takes longer to get around the core area! What happened to the expensive research that said one-ways were out-of-date and actually hurt downtown businesses?	Vehicles	Operations	Design	3rd Ave downtown
95	Online Tool	2018-04-19 13:27:09 UTC	Intersection of Cornell and Brookwood needs a second SB through lane and a second EB left turn lane.	Vehicles	Operations	Intersection Design	Cornell and Brookwood
96	Online Tool	2018-04-19 13:27:11 UTC	Sidewalk ends here, even though McKinney School yard has an exit 100 ft away. why did't they continue the sidewalk when they redid the road about a year ago?	Pedestrians	System Request	Infrastructure, Sidewalks	Connell and Darnielle

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
97	Online Tool	2018-04-19 13:29:36 UTC	Need BLINKING LIGHT crossing for pedestrians, just like the one a bit south of here.	Pedestrians	System Request	Crossings	15th and Prael
98	Online Tool	2018-04-19 13:31:44 UTC	This pedestrian crossing needs AT LEAST a blinking light to alert drivers, who are often still going 40-45 mph. Even better would be a RED LIGHT pedestrian crossing.	Pedestrians	System Request	Crossings, Traffic Calming/Speed	Oak and Armco
99	Online Tool	2018-04-19 13:39:24 UTC	Northbound on 10th, 2 general purpose lanes SWERVE in a dangerous way to create a left-turn-only lane, a left-or-straight lane, and a straight lane. I have been in a LOT of close calls (near accidents). Prior to the SWERVE, many cars in the left lane do NOT want to be in a left-turn-only lane - they want to continue to go straight. But the solid lines force them into a turn-only lane. If the want to go straight, they actually have to change lanes. Meanwhile, drivers from the original right lane see themselves having the right to change lanes into the new middle lane. But drivers from the original left lane often drive right through the solid line in an attempt to go straight. It's amazing that there aren't more accidents here! Please stop forcing drivers in the left lane to swerve into a turn-only lane. If they want to switch into the new left-turn-only lane, it should be optional. If drivers in the right lane see that drivers in the left lane can continue straight, they'd be much more careful about getting over.	Vehicles	Operations	Design, Safety, Signs/Markings	10th between Oak and Walnut
100	Online Tool	2018-04-19 13:41:05 UTC	There is no crosswalk button for pedestrians heading N, and the bikes don't trigger a left hand turn, so this is difficult for bikes to cross legally. A lot of cyclists head out this way toward Banks/Helvetia	Bicycles	Operations	Crossings, Signals	Evergreen and 25th
101	Online Tool	2018-04-19 13:42:46 UTC	This new traffic light seems to turn red to Evergreen traffic for no apparent reason. I'll be driving along at night, with no other cars in sight, and it will turn red. This is more than inconvenient - forcing cars to stop and go is bad for the environment.	Vehicles	Operations	Signals	Evergreen and Dawson Creek
102	Online Tool	2018-04-19 13:47:49 UTC	Rough road from Liberty HS to Cornelius Pass. Looks like trucks are making the impact. We drive it a couple days a week. Rough.....	Vehicles	Maintenance	Road Condition	Jacobson between Liberty HS and Cornelius Pass
103	Online Tool	2018-04-19 13:59:45 UTC	There seems to be a lack of North/South roads connecting Cornell to TV Highway in general. This creates traffic problems all over. While there are no easy solutions, this appears one of the only options. Making Brookwood parkway 4 lanes could also help.	Vehicles	Operations	Congestion, Design, Connectivity	Cornell to TV Hwy North/South Connections (Brookwood, Century)
104	Online Tool	2018-04-19 14:11:40 UTC	The light cycles from the neighborhoods into Cornelius Pass, particularly this one, are utterly ridiculous. So often there are ZERO cars coming from any direction, yet the wait to turn from Frances to Corn Pass is several minutes long. We laugh at how Google maps always shows RED here and yellow and green everywhere else. It's so unnecessary, wasteful, and causes lots of avoidable road rage incidents. We live on 74th and Frances. When we're driving to 53rd Park, we drive ALL THE WAY AROUND, turn right on Century, right on Borwick, and left on Baseline (or Main, now) just to be able to skip that stupid light.	Vehicles	Operations	Signals	Frances and Cornelius Pass
105	Online Tool	2018-04-19 14:27:02 UTC	West bound light at 5th Ave on Baseline out of sync with other lights. You used to be able to drive at the speed limit and stop at no more than one light. Now you usually have to stop at two to get through the one way section on Baseline.	Vehicles	Operations	Signals	5th and Baseline
106	Online Tool	2018-04-19 14:28:14 UTC	We need MAX line for South Hillsboro Area	MAX/WES Lightrail	System Request	Transit	South Hillsboro
107	Online Tool	2018-04-19 14:29:14 UTC	There is no pedestrian sidewalks on Farmington	Pedestrians	System Request	Infrastructure, Sidewalks	Farmington
108	Online Tool	2018-04-19 14:29:52 UTC	Expand the bike lanes	Bicycles	System Request	Infrastructure, Bike Lanes	Farmington
109	Online Tool	2018-04-19 14:35:29 UTC	We need a lights here as 4 way stops are always full	Vehicles	Operations	Intersection Design, Congestion, Signals	Alexander and Century

City of Hillsboro
TSP Public Comment Log

ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
110	Online Tool	2018-04-19 14:36:16 UTC	There is no bike lanes here. We need one.	Bicycles	System Request	Infrastructure, Bike Lanes	? Geotagged Alexander and Oakmeade
111	Online Tool	2018-04-19 14:54:13 UTC	Traffic is really bad here during the evening rush hour for everyone trying to get on 219 and get out of town. You can get through one light but get stopped because the queue is to long.	Vehicles	Operations	Congestion	1st and Oak
112	Online Tool	2018-04-19 15:06:54 UTC	I work in North Portland, so every day, I travel Cornelius Pass Road between Lois and Germantown Rd. On my return commute home between 5:30-6pm, the traffic volume has already significantly increased from past years. I am concerned that when the South Hillsboro development is completed, because CPR is the closest North/South thoroughfare, the traffic volumes will worsen in general, and certainly during rush hour(s), especially since CPR is only two lanes each direction from TV Hwy to Frances. What are the plans for easing traffic volume on CPR and other nearby streets once the South Hillsboro development is completed?	Vehicles	System Request	Congestion	Cornelius Pass Road
113	Online Tool	2018-04-19 15:30:27 UTC	Why is there a light at the Max stop. It seems redundant. I purposely avoid this road because the light will turn with no pedestrians or Max.	MAX/WES Lightrail	Operations	Signals	Century at Orenco MAX Station
114	Online Tool	2018-04-19 15:34:06 UTC	Getting thru the signals from Main St to Walnut St is horrific in particular when going Southbound. It has forced me to go back streets such as down 7th st to Walnut to get around the signals.	Vehicles	Operations	Signals	10th between Main and Walnut
115	Online Tool	2018-04-19 15:35:57 UTC	The timing of lights on this intersection needs to be changed. During busy times, eastbound traffic turning left from Cornell to Brookwood can sit through multiple light change cycles before being able to turn. Ditto southbound traffic on Brookwood whether turning left or going straight.	Vehicles	Operations	Signals	Cornell and Brookwood
116	Online Tool	2018-04-19 15:38:10 UTC	On street parking blocks view of Main Street traffic making it challenging to see traffic while also watching for pedestrians. Perhaps not permitting parking within a certain distance of the intersections. might be helpful.	Vehicles	Operations	Parking	7th and Main
117	Online Tool	2018-04-19 15:38:20 UTC	The entire section from East Elam Parkway to Brookwood is a nightmare from 4:45 to 6:30 pm. the Left Turn at Brookwood needs to have a longer lane to thru traffic can get past. Also the changes to the Eastbound Cornell and Brookwood intersections is awful with the recent changes. now only 4 cars can make the left onto Northbound Brookwood. I have already been forced to take alternate routes.	Vehicles	Operations	Signals	Brookwood and Cornell
118	Online Tool	2018-04-19 15:39:28 UTC	Highway 26 Westbound narrows to 2 lanes...this needs to remain at 3 lanes until at least past Shute road.	Vehicles	Operations	Congestion, Design	HWY 26
119	Online Tool	2018-04-19 15:40:35 UTC	I live at Birchwood Dr and Jackson St, close to Cornell. why do the trains have to blast so loud that it sounds like they are in my livingroom? it's horrific.	Other	Operations		Birchwood and Jackson
120	Online Tool	2018-04-19 15:42:41 UTC	Traffic from Intel uses Orenco Station surface streets to get to Cornell despite the signs prohibiting through traffic and Intel's assurance that this would not happen..	Vehicles	Enforcement	Signs/Markings, Traffic Calming/Speed	Orenco Station (Butler and 65th)
121	Online Tool	2018-04-19 15:47:53 UTC	Put a pedestrian/bike flyover from the west side of Cornell over Brookwood and back down onto east side of Cornell. Give the pedis and bikes a break.	Bicycles	System Request	Design, Sidewalks, Bike Lanes	Cornell and Brookwood
122	Online Tool	2018-04-19 15:51:03 UTC	A dedicated east bound turn lane is needed here with a separate bike lane.	Vehicles	System Request	Intersection Design	Cornell and Brookwood
123	Online Tool	2018-04-19 15:54:37 UTC	Extreme traffic congestion/backup at lunch hour and 4-6.	Vehicles	Operations	Congestion	25th near Griffin Oaks/Airport
124	Online Tool	2018-04-19 16:09:31 UTC	Construction is set to begin next year on this street but speed is the problem. It should be renamed to Jackson school speedway. Widening the road is only going to make it worse.	Vehicles	Enforcement, Operations	Traffic Calming/Speed	Jackson School Road
125	Online Tool	2018-04-19 16:12:54 UTC	Please paint crosswalks on all sides of this intersection. Children crossing here on the way to LSES are expected to cross to the east side of 8th at Main, then cross back to the west side to cross Lincoln.	Pedestrians	System Request	Intersection Design	8th and Lincoln
126	Online Tool	2018-04-19 16:22:33 UTC	Sidewalks are needed to keep pedestrians safe.	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	Arrington west of Linden
127	Online Tool	2018-04-19 16:46:44 UTC	With 2 or 3 school buses in the morning trying to cross TV highway on Cypress/Minter Bridge, no one can get through the light because the buses have to stop for the rail road tracks.	Vehicles	Operations	Congestion	TV Hwy on Cypress/Minter Bridge

City of Hillsboro
TSP Public Comment Log

ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
128	Online Tool	2018-04-19 16:51:02 UTC	Pave this section of road.	Vehicles	Maintenance	Road Condition	29th between Evergreen and Ronler
129	Online Tool	2018-04-19 16:53:32 UTC	Put a light here or better view of traffic. Its hard for cars turning off of Jacobsen to see traffic on Helvetia.	Vehicles	Operations	Safety, Signals	Helvetia and Jacobson
130	Online Tool	2018-04-19 16:57:17 UTC	The lack of side walks on John Olsen makes accessing the MAX difficult in the winter. There are puddles in the entire walkway, meaning pedestrians must walk on the road.	Pedestrians	System Request	Infrastructure, Sidewalks	206th and Wilkins, towards the Quatama MAX stop
131	Online Tool	2018-04-19 17:19:57 UTC	The left heading East on Wilkins onto 206 is difficult during rush hour. The left turn going the other way usually has a long line of cars. Before the Amberglenn apartments went up, there was a line of sight to see on-coming cars. Now, the sight is blocked and it's nearly a blind turn. It's not that big of an issue, as that left can be avoided by taking Quatama, but I have noticed a number of accidents at that intersection.	Vehicles	Operations	Intersection Design, Safety	206th and Wilkins
132	Online Tool	2018-04-19 17:28:26 UTC	Sidewalks are much needed in this area. There is no way out of our neighborhood without walking on the road (Witch Hazel) where cars are barreling past at 45+ mph. As a walker/runner and a driver, I have seen too many close calls here.	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	Witch Hazel and Brookwood
133	Online Tool	2018-04-19 17:31:10 UTC	This intersection should never have a blinking yellow left turn light. Visibility coming to the intersection is poor due to the slope.	Vehicles	Operations	Intersection Design, Safety	Brookwood and Cornell
134	Online Tool	2018-04-19 17:53:03 UTC	NE 3rd Street between Jackson and Grant needs repaving!! Time to love the old streets from Grant to Jackson!	Vehicles	Maintenance	Road Condition	3rd between Jackson and Grant
135	Online Tool	2018-04-19 18:12:27 UTC	There needs to be a cross walk across Baseline so people living to the North can reach the park.	Pedestrians	System Request	Crossings	Main, west of Century near 64th - crosswalk to Noble Woods Park
136	Online Tool	2018-04-19 18:17:55 UTC	SE 24th between SE Maple and Main St. No shoulders, no place to walk except on pavement which is very narrow. It is the only north-south connect between Main and TV hwy after Brookwood and 10th Street.	Pedestrians	System Request	Infrastructure, Sidewalks	SE 24th between Maple and Main
137	Online Tool	2018-04-19 18:19:04 UTC	This trail/ road needs to be connected to Orenco Meadows	Bicycles	System Request	Connectivity	60th Ave between Wetherby and Saida to Marina Ct (Orenco Meadows)
138	Online Tool	2018-04-19 19:52:49 UTC	SB vehicles on 17th are always backing up (especially trying to turn left onto Cornell) as well as EB Cornell turning onto 17th. While worse during typical rush-hour traffic, it's a problem more often than not.	Vehicles	Operations	Congestion, Intersection Design	Cornell and 17th
139	Online Tool	2018-04-19 19:55:14 UTC	A right turn only here would only dramatically increase traffic through the neighborhood streets to find another intersection to turn left at, just moving the problem.	Other	Operations	Congestion, Intersection Design	Cornell and 17th
140	Online Tool	2018-04-19 19:59:02 UTC	I would like to see one of the new LED flashing pedestrian signs here. Children crossing here to Brookwood Elementary would be much safer.	Pedestrians	Operations	Crossings, Safety	32nd and Cedar
141	Online Tool	2018-04-19 20:04:40 UTC	Need more bus service in the north industrial area for longer hours. Many employees are on extended/swing shifts and the North Hillsboro shuttle only works for a "normal" 8-5 job.	Bus	Operations	Transit	Jacobson and Cornelius Pass
142	Online Tool	2018-04-19 20:07:22 UTC	Traffic signal needed at the entrance to Hillsboro High. The current configuration of Southbound traffic not stopping makes it very difficult and dangerous to leave the school parking lot at high traffic hours. A 4-way stop would just make traffic even worse.	Vehicles	Operations	Intersection Design, Signals	Rood Bridge Road at entry to Hillsboro HS
143	Online Tool	2018-04-19 20:14:37 UTC	Even though there is a pedestrian crossing with lights the people that come out of Elam Young can't see the people waiting to cross and they just go even though there is people ready to cross	Pedestrians	Operations	Crossings, Safety	Cornell and Elam Young
144	Online Tool	2018-04-19 20:17:13 UTC	24th Ave. it is a school zone and there are No sidewalk for the children to walk safely on	Pedestrians	System Request	Infrastructure, Sidewalks	24th between Main and Maple
145	Online Tool	2018-04-19 20:21:45 UTC	people that take shute Rd from cornell think it is a racing track going very fast and we need to remember a lot of families walk and bike in that area.	Bicycles	Enforcement	Traffic Calming/Speed, Safety	Shute Road near Cornell

City of Hillsboro
TSP Public Comment Log

ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
146	Online Tool	2018-04-19 20:27:56 UTC	There should be a crossing in farmcrest and shute to help people in the neighborhood cross when there is a lot of traffic it can take 3 minutes to cross the road	Pedestrians	System Request	Crossings	Farmcrest and Shute
147	Online Tool	2018-04-19 20:29:37 UTC	we only have one car and I do not mind taking the bus or the max I just wish there will come more often on Cornell so you do not need to wait that long for the next one specially the weekend	Bus	Operations	Transit	Cornell
148	Online Tool	2018-04-19 22:08:10 UTC	As someone who lives in this area, I would greatly appreciate not seeing an increase in traffic at the intersection of E Main St and NE Century Blvd. The excessive noise from certain types of vehicles negatively affects the quality of living in this area. I'd rather see other major thoroughfares -- such as Cornelius Pass or Brookwood -- be expanded to accommodate more traffic flow.	Vehicles	Operations	Congestion	Century and Main
149	Online Tool	2018-04-19 22:08:39 UTC	The limited bus service on Brookwood makes it difficult for even library employees to get to work. On the weekends there is no bus to the library, which means many free events are still inaccessible to low-income families.	Bus	System Request	Transit	Brookwood
151	Online Tool	2018-04-19 22:27:20 UTC	We need bus service on Minter Bridge Road.	Bus	System Request	Transit	Minter Bridge Rd
152	Online Tool	2018-04-19 22:44:52 UTC	The road formerly known as 231st does have the ability to accommodate additional traffic from residents south of Baseline. Is this not why Corn Pass was widened? Brookwood may also work, but punching a road through there into the neighborhood south of Noble Woods would put a lot of traffic into a neighborhood with narrow streets, cars parked on streets, and lots of kids.	Vehicles	System Request	Congestion, Design	Century Blvd
153	Online Tool	2018-04-19 22:49:44 UTC	Too many cars driving too fast. Need speeding enforcement	Vehicles	Enforcement	Traffic Calming/Speed	21st near Spruce
154	Online Tool	2018-04-19 22:51:17 UTC	Please do not these two roads here. The roads south of this point are not wide enough to accommodate the traffic push. This includes the Pullman woods area. There is not enough room to handle that traffic. The folks in Orenco Gardens need to continue to funnel to Century Pkwy and Elam Young.	Vehicles	System Request	Design, Congestion	60th between Wetherby and Oelrich
155	Online Tool	2018-04-19 22:53:21 UTC	Cars frequently running red lights here. A red light camera would be good here,	Vehicles	Enforcement	Traffic Calming/Speed	Brookwood and Cornell
156	Online Tool	2018-04-19 23:07:36 UTC	There needs to be a sidewalk from Birkshire Ct. down to where the park starts. This city promotes walking yet you put your life on the line trying to walk this stretch because there are no sidewalks.	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	15th, from Birkshire to Griffin Oaks
157	Online Tool	2018-04-19 23:09:34 UTC	WE NEED BIKE LANES IN DOWNTOWN	Bicycles	System Request	Infrastructure, Bike Lanes	Downtown Hillsboro
158	Online Tool	2018-04-19 23:23:35 UTC	Please do not connect Willowgrove to Main. There are already speeding issues on Willowgrove and increased traffic would make this worse.	Vehicles	System Request	Design, Connectivity	Willowgrove to 69th (connection to Main)
159	Online Tool	2018-04-19 23:58:50 UTC	I see walkers along this high-congested Glencoe Road all day long. A believe a top priority is to install a sidewalk so the neighborhoods can have a safe place to walk into downtown. This builds community to have pedestrian and bicycle access to the core of downtown.	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	Glencoe/1st towards downtown
160	Online Tool	2018-04-20 00:00:23 UTC	Please consider adding a traffic light at Grant and Glencoe as traffic builds up during rush hour.	Vehicles	Operations	Signals, Congestion	Grant and Glencoe
161	Online Tool	2018-04-20 00:01:56 UTC	For bicyclists going westbound on Cornell and turning south on Brookwood, the only option is to use the crosswalk paralleling Brookwood. Can you add a bike waiting area in between the straight and right-turn lane on Brookwood so that bikes can join the traffic in crossing?	Bicycles	Operations	Intersection Design	Brookwood and Cornell
162	Online Tool	2018-04-20 00:03:00 UTC	I live on busy Birchwood Rd which serves as a main through-street from Jackson to Grant streets. I would like to see stop sidewalks along Birchwood for all the foot traffic and to provide a safe place for walkers to be rather than in the middle of the road which is a very common.	Pedestrians	System Request	Infrastructure, Sidewalks	Birchwood between Jackson and Grant
163	Online Tool	2018-04-20 00:09:20 UTC	Remove the bike markings from the Butler roundabout sidewalks, so that it will be clear to all that cyclists can legally ride the safe, and recommended way through the roundabout, on the roadway with other traffic, rather than by crossing other traffic like ducks in a shooting gallery.	Bicycles	Operations	Intersection Design, Safety	Butler and 65th (at the roundabout)

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
164	Online Tool	2018-04-20 00:11:01 UTC	Severe backups turning left onto John Olsen during rush hour. A protected left turn here would help greatly	Vehicles	Operations	Intersection Design	John Olsen and Wilkins
165	Online Tool	2018-04-20 00:15:04 UTC	No sidewalk	Pedestrians	System Request	Infrastructure, Sidewalks	Quatama near 209th
166	Online Tool	2018-04-20 00:37:04 UTC	DEADLY PEDESTRIAN VS CAR INTERPHASES - The fact is we opened a MAGNIFICENT CITY PARK at Orenco Woods and put 5,000 residents North of the Light Rail and there are daily near misses with near deadly incidents daily along Alder and Birch Streets. Car travel to the park is now 10 times what we had prior to the Park and Pedestiran flow is up 1,000 percent and we have 1) NARROW STREETS 2) NO Sidewalks and No relief areas. School buses, Park maintenance vehicles, and residents and visitors are all meshing with Park Visitors on foot and bike and we are one day away from a disaster. We have submitted trail plans and alternate plans and no actions have been taken. There is a simple solution and yet we do not see any movement. Please be aware of this terrible problem. The Park has sidewalks all the way from the East and South but not one sidewalk from the West! Help!!!	Pedestrians	System Request, Operations	Infrastructure, Safety, Sidewalks	Alder St, Birch St towards Orenco Woods
167	Online Tool	2018-04-20 00:37:37 UTC	SIDEWALKS needed.	Pedestrians	System Request	Infrastructure, Sidewalks	24th, north of Maple
168	Online Tool	2018-04-20 00:57:15 UTC	General Policy--The TSP ought to specify that all traffic signals detect all vehicles. Wherever loop detectors can't be set sensitive enough to detect bicycles without also detecting motor vehicles in adjacent lanes, then the detectors should be replaced with video detection. Wherever hidden (paved over) loop detectors work, but cyclists can't identify the narrow location of detection, that "sweet spot" should be marked with a bike detection symbol.	Other	Operations	Intersection Design, Signals	Citywide
169	Online Tool	2018-04-20 01:16:27 UTC	When driving southbound it's very easy to get stuck at every single light with a red which can take upwards of five-plus minutes to go through three intersections. Please make a change that allows green lights. I can understand waiting for a red light but not going green red wait then green to another red light and wait even longer and then another green light to just go one more block to yet another red light.	Vehicles	Operations	Signals	Cornell and Main
170	Online Tool	2018-04-20 01:27:04 UTC	The east-west is on the wrong side of the street. Where it crosses there isn't even a sidewalk, but there is on the other side of the street. I would let my kids walk to Patterson elementary and Evergreen middle schools if the crosswalk situation was better.	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	Glencoe and Evergreen
171	Online Tool	2018-04-20 01:49:02 UTC	65th has a stop sign; Rosebay does not. Needs signs on 65th that "Cross Traffic Does Not Stop".	Vehicles	Operations	Intersection Design, Signs/Markings	65th and Rosebay
172	Online Tool	2018-04-20 01:50:11 UTC	Blind corner to the left for cars entering from Century. Needs Stop or Yield on Ashberry.	Vehicles	Operations	Intersection Design, Signs/Markings	Century and Ashberry
173	Online Tool	2018-04-20 01:56:02 UTC	Is there a way to convert the old road to the west of New Seasons into a freight entrance for the store. This would keep trucks off Brighton, which is really a residential street.	Freight Trucks	Operations	Design	Cornell between 61st and Ray Circle
174	Online Tool	2018-04-20 03:59:03 UTC	Make westbound from Walbridge left turn onto westbound Cornell a 2-lane left turn instead of 1 lane. Can make right land a through and left combo. Typically there are many more cars turniing left at this intersection than are going straight.	Vehicles	Operations	Intersection Design	Walbridge and Cornell
175	Online Tool	2018-04-20 04:06:52 UTC	Find a way to move trucks off Brighton. Typically they get to New Seasons either via a right off westbound Cornell at 61st then a left into New Seasons lot (which is very tight for a semi with a 53' box), or west off Century onto Brighton, which means a 5+ block drive along Brighton, which is narrow and has extended curbs at corners. Convert the old, unused driveway to the west of New Seasons into a truck entrance/exit for New Seasons deliveries. With a wider drive and less-sharp corners, this could be made easy for trucks.	Freight Trucks	Operations	Design	Cornell between 61st and Ray Circle
176	Online Tool	2018-04-20 04:08:37 UTC	Ban New Seasons-bound semis from using Brighton. Convert the driveway west of New Seasons to a truck entrance since it cannot be used for anything else now (access to Pahlisch property is cut off.)	Freight Trucks	Operations	Design	Cornell between 61st and Ray Circle

City of Hillsboro
TSP Public Comment Log

ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
177	Online Tool	2018-04-20 04:59:12 UTC	Need pedestrian crosswalk to cross Century at Walbridge/Rose Bay	Pedestrians	System Request	Crossings	Century and Walbridge
178	Online Tool	2018-04-20 05:27:39 UTC	If traveling north on 185th and trying to turn left onto Baseline, there seems to be a glitch with the left turn signal. If the train crosses by, all of the northbound signals lose their turn and turn red, including the left turn signal. Then, due to the mis-timing of the trains, if the train traveling the opposite direction comes, the same thing happens again, the northbound traffic loses its turn. You can wind up getting stuck there in the turn lane for well over 15 minutes during rush hour.	Vehicles	Operations	Signals, Congestion	185th and Baseline
179	Online Tool	2018-04-20 05:33:23 UTC	It would be very helpful if we could get no parking designations immediately before and after the alleys. Currently we have to pull out of the alleys blind if there are large cars parked on the sides of the alley, and I've nearly been hit several times.	Vehicles	Enforcement	Parking	Alleys in the neighborhood area east of 205th and north of Kirkwood St
180	Online Tool	2018-04-20 06:36:13 UTC	Needs longer turn light!! Making a left turn from Northbound Century onto NE Cornell needs a much longer light. There is only time for 1-2 cars to get through the light before it is red again. A turning car sometimes has to sit through 3 light rotations just to turn onto Cornell. Many cars run the light, making it very dangerous!	Vehicles	Operations	Signals, Congestion	Century and Cornell
181	Online Tool	2018-04-20 15:48:07 UTC	Bike lanes and sidewalks would be very helpful for safety here	Bicycles	System Request	Infrastructure, Bike Lanes, Sidewalks	north side of Elam Young between 53rd and Cornell
182	Online Tool	2018-04-20 16:32:23 UTC	The speed limit in Quatama Road is much less than the speed limit in Old Orenco but cars cutting through to Century Blvd don't slow down to 25 when they enter Old Orenco, they just blast through	Vehicles	Enforcement, Operations	Traffic Calming/Speed	Century from Baseline to Cornell (geotag is on Quatama near Cornelius Pass)
183	Online Tool	2018-04-20 16:33:56 UTC	Improving the bridge will not help the traffic flying through Orenco. We prefer a one-lane bridge that protects our historic neighborhood	Vehicles	Maintenance	Traffic Calming/Speed, Road Condition	Quatama bridge over Rock Creek
184	Online Tool	2018-04-20 16:35:53 UTC	a means for peds to cross the MAX tracks to access the park would be awesome!	Pedestrians	System Request	Infrastructure, Trails	Connection over MAX tracks near 225th and entrance to Orenco Woods Park
185	Online Tool	2018-04-20 16:45:26 UTC	Intersection needs a left turn arrow. Too many times oncoming traffic is too steady and the car trying to turn left onto Oak waits the whole light cycle and can't go. I have seen drivers cut through the parking lot to avoid the corner and turn unsafely to get through the light. Drivers often go down Walnut to avoid the turn and that's not safe to neighborhoods.	Vehicles	Operations	Intersection Design, Safety	Oak and Adams
186	Online Tool	2018-04-20 17:02:17 UTC	The signal lights at the max crossing are not working as they should. Multiple times they go from Green to Red then back to Green in seconds with walk signals out of sync with the lights. This is extremely dangerous for pedestrians and cyclists that use the crossings.	Pedestrians	Operations	Safety, Signals	MAX line crossing at Century
187	Online Tool	2018-04-20 17:05:34 UTC	Please put in sidewalks on this street. Walking in the street is dangerous. This is near a school and kids walk here. The cars do not give pedestrians enough room to be safe. Thank you.	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	21st and Grant
188	Online Tool	2018-04-20 17:23:47 UTC	A stop sign would be beneficial here. There is a true blind spot for people coming out of this neighborhood turning onto Davis. There was a deadly crash due to this a couple of years ago at this site.	Vehicles	Operations	Safety, Signs/Markings	Davis and Hare
189	Online Tool	2018-04-20 18:31:45 UTC	Stop Sign, north and south bound NE Hawthorne.	Other	Operations	Safety, Signs/Markings	Hawthorne and Kennedy
190	Online Tool	2018-04-20 18:32:26 UTC	side walk along NE Sunrise Lane	Pedestrians	System Request	Infrastructure, Sidewalks	Sunrise Lane
191	Online Tool	2018-04-20 18:33:54 UTC	side walk from NE Sunrise Lane to NE Griff Oaks St	Pedestrians	System Request	Infrastructure, Sidewalks	15th from Sunrise Lane to Griffin Oaks St

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
192	Online Tool	2018-04-20 18:51:19 UTC	Brookwood needs to be widened to 5 lanes, from TV HWY to Cornell.	Vehicles	System Request	Design	Brookwood from TV Hwy to Cornell
193	Online Tool	2018-04-20 19:27:17 UTC	Need either a light or a pedestrian bridge here. Pedestrians often running across tv hwy to get to bus stop. Also, people turning left off of imlay onto tv hwy block traffic as tv hwy is never clear.	Pedestrians	Operations	Crossings, Intersection Design	Imlay and TV Hwy
194	Online Tool	2018-04-20 20:17:47 UTC	Why is there no bus route along Cornelius Pass Road?	Bus	System Request	Transit	Cornelius Pass Road
195	Online Tool	2018-04-20 20:31:51 UTC	Always super congested in this area, takes forever to get past CPR on TV Hwy	Vehicles	System Request	Congestion	TV Hwy and Cornelius Pass Road
196	Online Tool	2018-04-20 21:05:05 UTC	<p>There is NO SAFE PLACE to cross Century Blvd. between the MAX tracks at Orenco Station, and a mile south of there, at the Main St. intersection. Families with children, elderly residents, and completely able-bodied people have to make a dangerous crossing if:</p> <ol style="list-style-type: none"> 1. One wants to get from "Old Orenco" neighborhoods across Century Blvd. to walk on the sidewalk up to the MAX station or the Orenco retail area. 2. One wants to walk from Orenco Gardens to us the Orenco Woods Nature Park. I've seen many mothers and fathers RUNNING across Century Blvd. with kids in strollers or carrying them, just trying to get to the park. <p>Please create a pedestrian crossing light and crossing walk, or a regular traffic light at the corner of Dogwood St. and Century Blvd. This is NOT SAFE!</p> <p>I wrote to the Transportation Dept. a year ago, but they said it wasn't a priority. I'm glad to see other comments addressing this problem.</p>	Pedestrians	Operations	Crossings, Safety, Signals	Dogwood and Century, Century Blvd between Orenco MAX station and Main
197	Online Tool	2018-04-20 21:10:29 UTC	<p>Century Blvd. is a frequent drag strip for people who have fast cars, and no mufflers nor brains. At any time of the day or night, if there is an opening in traffic, they race up Century Blvd. or down Century Blvd. There have been many mentions of this in the "Nextdoor Orenco" group site, and many there have said they reported it to the police.</p> <p>Isn't there a law requiring mufflers on passenger cars?</p> <p>Is it possible to set some speed control on Century Blvd.?</p> <p>It is not just disturbing the peace, but is also threatening the lives of pedestrians who are crossing Century Blvd.</p>	Vehicles	Enforcement	Traffic Calming/Speed	Century Blvd
198	Online Tool	2018-04-20 21:24:06 UTC	Right turn on red not allowed and it really should be. Visibility is fine	Vehicles	Operations	Signals	Brookwood and TV Hwy
199	Online Tool	2018-04-20 21:25:03 UTC	Split road is hard to see for new drivers. Have had uber drivers almost end up driving wrong way down road making left from SE TV Hwy onto SE Brookwood.	Vehicles	Operations	Safety, Signs/Markings	Brookwood and TV Hwy
200	Online Tool	2018-04-20 21:27:19 UTC	Left turn yield here sometimes does not work well. May need protected lefts from 24th and from parking lot	Vehicles	Operations	Intersection Design	24th and TV Hwy
201	Online Tool	2018-04-20 21:31:25 UTC	Cars often try to hit pedestrians crossing in the crosswalks here (when making left turn from Rood Bridge onto River	Pedestrians	Operations	Crossings, Safety	Rood Bridge and River
202	Online Tool	2018-04-20 22:00:07 UTC	Bikes going southbound need to be extra careful of the right turn only lane. Although there is a sign, would be good to have a bike lane that goes onto the road, similar to Veterans	Bicycles	Operations	Signs/Markings, Infrastructure, Bike Lanes	Brookwood and Cornell

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
203	Online Tool	2018-04-20 22:00:10 UTC	I agree with the other poster - that spot where the leftmost lane swerves a little left, and the right splits in two is dangerous. A small number of drivers decide to continue straight while in the leftmost lane, almost ramming into people in the rightmost lane who are properly going into the new middle lane.	Vehicles	Operations	Design, Signs/Markings	10th between Oak and Walnut
			I disagree with their solution.				
			I think our traffic engineers should look at the lanes and figure out what will make the most sense to get traffic through these intersections quickly, and improve the signage so that there is less confusion or deliberate violations.				
204	Online Tool	2018-04-20 22:07:48 UTC	Install turn light. Especially needed coming W on Quatama and turning S onto Corn. Pass.	Vehicles	Operations	Signals	Quatama and Cornelius Pass Road
205	Online Tool	2018-04-20 22:10:28 UTC	Add turn light. Traffic backs up during rush hour, especially when driving W on Wilkins and turning left onto John Olsen Ave.	Vehicles	Operations	Signals	Wilkins and John Olsen
206	Online Tool	2018-04-20 22:12:03 UTC	Driveway into daycare, restaurants, storage facility, vet clinic, dental office is too steep (most vehicles drag bottom exiting.) There's also a fairly good slope in the street coming out of Costco and turning left, which is dangerous when the road is slippery and in snow/ice.	Vehicles	Maintenance	Road Condition, Safety	48th and Cornell
207	Online Tool	2018-04-20 22:12:40 UTC	We could use a crossing walk marked here. There's one further east on Harewood, but a lot of people cross right here - there's a path out of the Preserve that comes through here and connects on the other side.	Pedestrians	Operations	Crossings	Harewood between Jackson School Nature Preserve and Autumn Rose Way
208	Online Tool	2018-04-20 22:17:47 UTC	Lanes from 3 directions are merging into 1 lane in very short distance. Pattern flow doesn't make sense.	Vehicles	Operations	Design	Century and Cornell
209	Online Tool	2018-04-20 22:18:16 UTC	Install barrier so cars turning onto Borwick (from Baseline) cannot make a hard left into the Shell station lot. The round bumps are just driven over by many people.	Vehicles	Operations	Intersection Design	Borwick and Baseline
210	Online Tool	2018-04-20 22:35:29 UTC	Really need a traffic signal here, it's very dangerous! Several people have almost been hit by cars when trying to cross the street to/from the two Max bus stops and the preschool and Hillsboro Parks' community garden that are both at the church on that corner. Parents with strollers, small children, and dogs cross this street all day and there have been many, many close calls with vehicles. Cars are also driving way faster than the speed limit on Century Blvd and they swerve around stopped cars waiting to turn and go into the bike lane. This is especially dangerous when someone is trying to cross the street at same time, thinking it's safe because cars are stopped and then one suddenly swerves around the stopped car and is heading right towards them! The traffic has drastically increased with development of Orenco Station, Intel, 2 elementary schools, and multiple housing developments that have gone in. It's time for traffic safety conditions to catch up with the growth before someone is killed.	Pedestrians	Enforcement, Operations	Signals, Safety, Intersection Design, Traffic Calming/Speed	Century and Oelrich
211	Online Tool	2018-04-20 22:38:51 UTC	Impossible to turn left on to Century Blvd from Oelrich, both from the east and west of Century. Need a traffic light with crosswalks.	Vehicles	Operations	Intersection Design, Signals	Century and Oelrich
212	Online Tool	2018-04-21 00:04:39 UTC	The center of the round about is too high. From 65th, going north, it is difficult to see some lower type cars coming south from Intel (around the roundabout). This leaves little time to react when a car is coming quickly when entering the roundabout. There should be clear visibility for roundabout traffic. And Intel traffic needs to slow down!	Vehicles	Operations	Intersection Design, Traffic Calming/Speed	Butler and 65th (at the roundabout)
213	Online Tool	2018-04-21 00:05:26 UTC	Folks on their way to New Seasons often speed on Brighton forgetting it is indeed a residential street. It is particularly bad on the weekend.	Vehicles	Enforcement	Traffic Calming/Speed	Brighton and Century towards 61st

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
214	Online Tool	2018-04-21 00:10:19 UTC	The students at the Helicopter School need a course on bicycle rules of the road. They often are riding on the wrong side of the road or on the sidewalk. This part of Cornell Road has a lot of cyclists and is pretty dangerous even when they are obeying bicycle rules of the road. Bike lanes and slower speed limits are needed	Bicycles	Enforcement, Operations	Infrastructure, Traffic Calming/Speed, Safety, Bike Lanes	Cornell near HIO
215	Online Tool	2018-04-21 00:50:40 UTC	This should be a 3 way stop.	Vehicles	Operations	Intersection Design, Signs/Markings	Brighton and Orenco Station
216	Online Tool	2018-04-21 00:53:39 UTC	Speed humps should be installed to slow the speed of traffic by the park..	Vehicles	Operations	Traffic Calming/Speed	65th south of Rosebay, west of Rosebay Park
217	Online Tool	2018-04-21 00:57:04 UTC	Speed humps should be installed along Brighton. Cars drive too fast in the neighborhood.	Vehicles	Operations	Traffic Calming/Speed	Brighton between Century and 61st
218	Online Tool	2018-04-21 03:25:49 UTC	At the intersection of 65th and Rosebay, there are stop signs on 65th but not on Rosebay. People driving down 65th often assume it is a 4-way stop and I have had several close calls driving down Rosebay. Can you at least put little signs below the stop signs saying "oncoming traffic does not stop"?	Vehicles	Operations	Signs/Markings	65th and Rosebay
219	Online Tool	2018-04-21 04:22:18 UTC	Northbound cars on OSP should have a sign that reads "cross traffic has NO stop signs".	Vehicles	Operations	Signs/Markings	Brighton and Orenco Station
220	Online Tool	2018-04-21 14:23:02 UTC	I've asked and not gotten an answer, what is the maintenance plan for brookwood bike path, there are multiple problem areas with tree roots and broken pathway. Not great for commuting cyclists but no bike lanes on Brookwood makes that also uncomfortable	Bicycles	Maintenance	Road Condition	Brookwood Bike Path
221	Online Tool	2018-04-21 14:24:58 UTC	The bike path needs to have an off ramp at Dawson creek so you can turn left. Right now you have to either hop down the curb, or you have to go right on dawson and make a u turn. Many cyclists want to go onto Dawson to get to Evergreen vs. going all the way up to the large and busy intersection	MAX/WES Lightrail	Operations	Intersection Design	Bike path on Brookwood at Dawson Creek
222	Online Tool	2018-04-21 14:25:53 UTC	Almost all the rail crossings are in terrible shape with broken pavement. Very difficult for cyclists	Bicycles	Maintenance	Road Condition	Rail crossings throughout the City (geotagged 13th and TV Hwy)
223	Online Tool	2018-04-21 14:29:52 UTC	Evergreen is an important east west corridor for bicyclists but is always full of glass, gravel and garbage, could we get more frequent street sweeping for this bike corrdior, please!	Bicycles	Maintenance	Road Condition	Evergreen
224	Online Tool	2018-04-21 14:31:42 UTC	This is a huge choke point for bicyclists. The road narrows and cars are wanting to get through the intersection are surging ahead. Bicyclists need more room	Bicycles	Operations	Design	Minter Bridge and River Rd
225	Online Tool	2018-04-21 15:37:58 UTC	This area needs a sidewalk badly. There is no way for local residents to the east to access Noble Woods Park without walking in the road. This is especially dangerous as vehicles come around the corner at high speeds. A kid was struck by a car in this section a few years ago. At the very least, the property owner at this corner should have his bushes trimmed to allow safer passage. I believe that local residents should be able to safely walk to local parks just like kids should be able to safely walk to school.	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	Century and Borwick
226	Online Tool	2018-04-21 16:26:25 UTC	Sidewalks or larger pedestrians/bike area along Jackson School	Pedestrians	System Request	Infrastructure, Sidewalks, Bike Lanes	Jackson School between Evergreen and Rogahn
227	Online Tool	2018-04-21 16:27:15 UTC	need side sidewalks	Pedestrians	System Request	Infrastructure, Sidewalks	Brogden between 28th and 43rd
228	Online Tool	2018-04-21 16:58:52 UTC	Too many loud, speeding cars (especially between 8 PM and 3 AM) every night. Quite a nuisance, danger, and noise concern.	Vehicles	Enforcement	Traffic Calming/Speed	Wilkins between Cornelius Pass and John Olsen
229	Online Tool	2018-04-21 17:08:04 UTC	Too many noisy, speeding cars on NW Wilkins Road - especially at night.	Vehicles	Enforcement	Traffic Calming/Speed	Wilkins between Cornelius Pass and John Olsen
230	Online Tool	2018-04-21 17:39:07 UTC	This intersection is extremely dangerous and has had multiple vehicular accidents. Only matter of time before ped/cyclist involved (or has it happened already?) Needs re-design which could address other concerns simultaneously.	Vehicles	Operations	Intersection Design, Safety	Cornell and Brookwood

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
231	Online Tool	2018-04-21 17:40:21 UTC	Speed limit of 55mph? This is ridiculously high for this area. Should be 45 max, stop the madness of cars changing lanes and cutting people off like a race track.	Vehicles	Enforcement, Operations	Signs/Markings, Traffic Calming/Speed	Brookwood north of Evergreen
232	Online Tool	2018-04-21 17:52:38 UTC	Before ODOT repaved, there was marked crosswalk. Asked COH when this would be put back, was told to contact ODOT, did this, still nothing after 2 years. Please make DT more pedestrian-friendly.	Pedestrians	Operations, Maintenance	Crossings	9th and Baseline
233	Online Tool	2018-04-21 17:54:58 UTC	Every day we hear a number of cars honking their horns at this intersection because someone has not stopped when crossing Rosebay on 65th. It is only a matter of time before there is a serious accident at this corner.	Vehicles	Operations	Intersection Design, Safety	65th and Rosebay
234	Online Tool	2018-04-21 17:55:45 UTC	The "slip road" to E Main should have a light. Cars do California-stops and there is never a break in traffic on E Main. Residents cannot exit driveways and makes more dangerous for pedestrians.	Vehicles	Operations	Intersection Design, Signals, Safety	Cornell and Main (right lane on Cornell to WB Main St)
235	Online Tool	2018-04-21 17:59:45 UTC	Curb extensions along E Main intersections would calm traffic, make safer for students and pedestrians and help build community by tying together residential, businesses and health sciences districts. Would also tie-in with the Biz District design and match design on Grant.	Other	Operations	Design, Traffic Calming/Speed	Main St downtown (geotagged 7th and Main)
236	Online Tool	2018-04-21 18:00:57 UTC	The roundabout should be only one lane rather than two. Cars must cross traffic to exit onto 65th and through traffic on Butler often doesn't slow down or yield at this point.	Vehicles	Operations	Design	Butler and 65th (at the roundabout)
237	Online Tool	2018-04-21 18:03:13 UTC	Speed limits within Orenco Station should be limited to 15 (or, at most, 20) MPH due to the narrow roadways and parking allowed on both sides of the road in many areas, making two-way traffic dangerous.	Vehicles	Enforcement, Operations	Design, Traffic Calming/Speed	63rd and Brighton
238	Online Tool	2018-04-21 18:30:13 UTC	How about closing 8th avenue to cars as suggested by the COH Downtown Enhancement Program (and Urban Land Institute) and to enhance connections to Downtown businesses from Health/Education district	Vehicles	System Request	Design	8th Ave downtown
239	Online Tool	2018-04-21 20:58:59 UTC	Too many cars are parked on both sides of Freeman. Leaving only one lane of traffic to get through. We need no parking signs near the intersection of Freeman and Main	Vehicles	System Request, Operations	Parking, Signs/Markings	Freeman and Main

City of Hillsboro
TSP Public Comment Log

ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
240	Online Tool	2018-04-22 00:49:28 UTC	Orenco Station particularly associated with the traffic to and from Intel on Butler St and the roundabout on Butler and NE 65th Ave.	Vehicles	Enforcement, System Request	Traffic Calming/Speed, Safety	Butler and Century, Butler and 65th (at the roundabout)
			Three years ago we asked the City to come to our Master Board meeting and discuss the excessive speeding and traffic, including thru truck traffic on Butler St between Shute and then NE 67th Ave. When the City came the City told us that the average speed on Butler was not excessive and in fact close to the 35 mile speed limit. The board members questioned the City about why the City's numbers where so different then what the residents where actually experiencing. The City's response to the residents concerns was less than positive.				
			In the last 3 years since that meeting the speeding and number of vehicles using Butler Ave, particularly during Intel shift changes and at lunch time has increased significantly and Butler especially during these times has become an extremely dangerous thoroughfare to drive on or to try and cross on bike or on foot.				
			Individuals during these times speed into the roundabout and then up and down Butler Ave. The speeds on Butler during these times are clearly in excess of the posted speed limits of 35 and many are doing 45 and 50+.				
241	Online Tool	2018-04-22 02:09:20 UTC	During lunch time individuals speed thru the roundabout from Intel and then speed thru the intersection at NW 65th Ave and NE Cooper Beach and never yield to Orenco traffic coming from the right on Cooper Beach and then continue to speed through Orenco Station to the shops on Cornell or at New Seasons.	Vehicles	Enforcement, System Request	Traffic Calming/Speed, Design, Safety	Cornell and Orenco Station
			The other problem for Orenco residents is that other then the roundabout, there is no other marked crosswalk for bikes or pedestrians anywhere on Butler Ave from Century Blvd (old NW 67th Ave) to Shute. With all the increased traffic and speeding this is a very dangerous situation for Orenco Station residents. It would be nice if the City considered putting in a controlled bike and pedestrien crosswalk with signals, on Butler at the T from Orenco Station Parkway, which is the major exit out to Butler for Orenco Station residents.				
242	Online Tool	2018-04-22 02:26:54 UTC	I understand the difficulty with trying to continually monitor the speeding on Butler Ave with our police officers but hope that the City can come up with structural traffic controls to reduce the speeding on Butler Ave.	Vehicles	Enforcement, System Request	Traffic Calming/Speed, Design, Safety	Cornell and Orenco Station
			Cornell Road speed limit through Orenco has to be reduced. Currently 45mph which is too fast for the foot traffic trying to cross the road at the NE Orenco Station Parkway crossing.				
243	Online Tool	2018-04-22 13:23:41 UTC	Make the intersection of Cornell an NE Orenco Station Parkway traffic lights an all way stop for pedestrians. Cars sneak right hand turn from NE Orenco Station Parkway ignoring pedestrians crossing Cornell. This has happened to me a couple of times. Stopping ALL traffic and allowing pedestrians to cross will prevent an accident at this intersection.	Pedestrians	Operations	Crossings, Intersection Design	Cornell and Orenco Station
244	Online Tool	2018-04-22 13:28:05 UTC	Speed humps should be on the parkway to help slow traffic. Very fast traffic cutting through the neighborhood.	Vehicles	System Request	Traffic Calming/Speed	Butler and Orenco Station
245	Online Tool	2018-04-22 13:30:45 UTC	People riding bikes on the sidewalk all the time in the Orenco / Intel area. I run and walk this area all the time and shouldn't have to move for bike riders on the sidewalk.	Bicycles	Operations	Signs/Markings	Butler/Orenco Station area - sidewalks
246	Online Tool	2018-04-22 13:51:47 UTC	Speed limit is too fast in Orenco Station. So much traffic cutting through the neighborhood at high speeds. There are a lot of seniors, children and people with dogs walking this area.	Vehicles	Enforcement, System Request	Traffic Calming/Speed, Design, Safety	Orenco Station (geotagged Orenco Station and Rosebay)
247	Online Tool	2018-04-22 14:00:00 UTC	Because of diagonal on street parking, cars leaving Lincoln Street ES parking lot can not see oncoming traffic on Lincoln Street. Especially when larger vans or trucks are parked on the street near parking lot exit.	Vehicles	Operations	Parking, Safety	7th and Lincoln

City of Hillsboro TSP Public Comment Log								
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location	
247	Online Tool	2018-04-22 13:59:56 UTC	Muffler repair heaven. Driving from Cornell to/from KinderCare, Chipotle, Mod Pizza has a very steep down and up, causing cars to go very slowly at best ,and scrape their undercarriage at worst. This should be resolved on behalf of the new, very popular food places.	Vehicles	Operations, Maintenance	Design, Road Condition	48th and Cornell	
248	Online Tool	2018-04-22 16:39:11 UTC	Yield sign on southbound entrance from Intel is on a pole AFTER vehicles are in the intersection. It needs to be further north. Maybe painted on a speed bump before they get to the roundabout!	Vehicles	Operations	Signs/Markings	Butler and 65th (at the roundabout)	
249	Online Tool	2018-04-22 16:40:42 UTC	Road surface failing. Cracks/potholes rough road.	Vehicles	Maintenance	Road Condition	Butler west of Cornell	
250	Online Tool	2018-04-22 16:45:28 UTC	Adding turning lanes from Cornell onto southbound century and instantly crunching them into 1 lane is a great idea for local auto body shops but expensive for those drivers.	Vehicles	Operations	Intersection Design, Safety	Cornell and Century	
251	Online Tool	2018-04-22 16:50:14 UTC	Need better signage BEFORE Evergreen that the far left thru lane on southbound Brookwood becomes left turn only at Shute. The number of accidents and close calls might be good for the ambulance company HQ near by, but painful for drivers	Vehicles	Operations	Intersection Design, Signs/Markings	Brookwood and Shute	
252	Online Tool	2018-04-22 17:50:43 UTC	When this storage facility opens up, a new traffic light will need to be installed due to this new street.	Vehicles	System Request	Signals	Cornelius Pass Road between the MAX rail and Quatama	
253	Online Tool	2018-04-22 21:00:19 UTC	Add frequent bus service on Century Blvd between S. Hillsboro and Orenco MAX Station once missing link between Main and Borwick is completed.	Bus	System Request	Transit, Connectivity	Century between S. Hillsboro and Orenco MAX station, Century between Main and Borwick	
254	Online Tool	2018-04-22 21:03:34 UTC	Connect Walker Rd and Amberwood Drive so Walker is a continuous route. Good alternative to Cornell. Years ago, Walker was connected to Old Cornell Rd (now Amberwood Dr.) before Amberglen Business Center was developed.	Vehicles	System Request	Design, Infrastructure	Walker from Amberglen to Amberwood	
255	Online Tool	2018-04-22 21:05:47 UTC	Extend WES from Beaverton to Forest Grove via existing freight tracks. Consider mid-day and weekend service to serve Washington Square.	MAX/WES Lightrail	System Request	Transit	Beaverton to Forest Grove	
256	Online Tool	2018-04-22 21:53:28 UTC	Traffic through here is just stupid! Way too much traffic for the roads. What are you going to do when 3,000 new homes go in along here?	Vehicles	System Request	Congestion	TV Hwy	
257	Online Tool	2018-04-22 21:56:30 UTC	This intersection slows TV hwy traffic way down, waiting for people to turn onto 209th. There obviously should be a turn lane or something so that the rest of traffic can keep moving with such a jam! What are the plans for this stretch of road?	Vehicles	Operations	Intersection Design	TV Hwy and 209th	
258	Online Tool	2018-04-22 22:02:44 UTC	After waiting through 3 changes of the light to make it through this intersection, I've had enough! So I now go up to Shute Rd and have to come from the opposite direction to hit the library. Add to this whole intersection, the back up from people trying to get into Costco and it's a mess! What is going to happen when S. Hillsboro adds 3,000 homes?	Vehicles	Operations	Congestion, Intersection Design	Cornell and Brookwood	
259	Online Tool	2018-04-22 22:07:22 UTC	There is a LOT of pedestrian traffic here! If you are on Maple, trying to turn left or right onto TV hwy, by the time people get across the intersection, only 2 or 3 cars get through this light! It creates unnecessary aggravation! Something needs to be done here. When swim events are going on at the pool it's even more confusing!	Vehicles	Operations	Congestion, Intersection Design	10th and Maple	
260	Online Tool	2018-04-22 22:11:26 UTC	I've lived in Hillsboro my entire life. One of the great pleasures was being able to drive out into "the country" in just a few minutes. These are all country roads out here that are handling far more traffic now than they were ever meant to. When the expansion of south Hillsboro goes in, this whole area is just going to be buried in cars and people unless better flows of traffic are figured out!	Vehicles	System Request	Congestion	South of TV Hwy on River Rd	
261	Online Tool	2018-04-23 00:12:21 UTC	I would like to see this intersection converted to a 4-way stop. Traffic is too fast and you can't see if you are turning from 63rd onto Brighton due to cars parked along the street.	Vehicles	Operations	Intersection Design, Signs/Markings	63rd and Brighton	
262	Online Tool	2018-04-23 00:14:53 UTC	I would like to see additional stop signs added on Copper Beach to make this a 4-way stop. Traffic on 65th heading South does not stop at the stop sign.	Vehicles	Operations	Intersection Design, Signs/Markings	65th and Cooper Beach	

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
263	Online Tool	2018-04-23 01:00:35 UTC	With the park, library, and aquatic center here this is a very busy intersection for both cars and pedestrians. This is also a 4-way stop but drivers often don't realize this because one of the stops is exiting from the library parking lot. Drivers seem to think they have the right of way if they are driving along Maple and disregard the 4-way stop procedures. The confusion has created many close calls and dangerous situations for pedestrians. I have almost been hit twice and have witnessed many scary almost hits.	Pedestrians	Operations	Crossings, Safety	9th and Maple
264	Online Tool	2018-04-23 02:50:57 UTC	Too many vehicles run the red light driving west to east.	Vehicles	Enforcement	Safety	7th and Oak
265	Online Tool	2018-04-23 02:53:59 UTC	It's so common for cars driving east to stop, not realizing you have a north/south stop sign and west/east doesn't. The one-way grid doesn't seem to make sense to drivers on Lincoln (although, honestly, I like it along Main).	Vehicles	Operations	Intersection Design, Signs/Markings	3rd and Lincoln
266	Online Tool	2018-04-23 05:12:12 UTC	Please put speed bumps on 15th, Intel workers always speed when the limit is only 35. I have almost been hit multiple times when I'm out on a run.	Pedestrians	System Request, Operations	Traffic Calming/Speed	15th between Griffin Oaks and Evergreen
267	Online Tool	2018-04-23 16:01:12 UTC	What does the lack of bike lanes in the entirety of the downtown area say about the City of Hillsboro's values?	Bicycles	System Request	Infrastructure, Bike Lanes	downtown Hillsboro
268	Online Tool	2018-04-23 16:02:25 UTC	There's plenty of right of way on Baseline to create an awesome and critical bicycle route. Do it.	Bicycles	System Request	Infrastructure, Bike Lanes	Baseline
269	Online Tool	2018-04-23 16:02:47 UTC	There's plenty of right of way on Oak to create an awesome and critical bicycle route. Do it.	Bicycles	System Request	Infrastructure, Bike Lanes	Oak
270	Online Tool	2018-04-23 16:05:20 UTC	Bike lanes on Cornell between Main and 25th are an absolute must.	Bicycles	System Request	Infrastructure, Bike Lanes	Cornell between Main and 25th
271	Online Tool	2018-04-23 16:07:05 UTC	Few locations demonstrate the mess Hillsboro has created for itself by prioritizing automobiles as well as 10th does.	Vehicles	Operations	Signals	10th
272	Online Tool	2018-04-23 16:08:19 UTC	Ridiculous amounts of debris in the bike lanes on Main for what seems like most of the year.	Bicycles	Maintenance	Road Condition	Main
273	Online Tool	2018-04-23 16:13:10 UTC	This intersection is absurd. Way too many lanes for anyone to feel comfortable or safe crossing on foot.	Pedestrians	Operations	Intersection Design	Cornelius Pass Rd and Evergreen
274	Online Tool	2018-04-23 16:18:32 UTC	Cornell through Orenco is like a fly in a fine glass of wine. How about slowing cars through here?	Pedestrians	Enforcement, System Request	Traffic Calming/Speed	Cornell and Orenco Station
275	Online Tool	2018-04-23 18:43:43 UTC	The entire length of Brighton is too narrow for two lanes of traffic plus parking on both sides. That commercial vehicles including large tractor/trailer trucks use Brighton to get to/from is even more problematic. Visibility is limited due to the cars parked on both sides.	Vehicles	System Request, Operations	Design, Parking	Brighton
276	Online Tool	2018-04-23 19:02:43 UTC	Travel on NB Cornelius Pass Road (45mph) is abruptly halted because a single vehicle exits WB 26 to head north on Cornelius Pass. The light is actuated to turn green for the off-ramp traffic (usually only 1 car that is going to turn right and can do that on a red anyway...). It causes huge back-ups on Corn Pass, especially on the overpass.	Vehicles	Operations	Signals, Congestion	Cornelius Pass and Hwy 26
277	Online Tool	2018-04-23 19:07:02 UTC	There is no right turn lane from SB 185th Ave to WB West Union Road (because of the pub), which is a huge amount of traffic in the morning rush hour. Can a right turn lane be added behind the back of Rock Creek Corner?	Vehicles	Operations	Intersection Design	West Union and 185th
278	Online Tool	2018-04-23 19:11:45 UTC	This intersection needs a turn lane/light. People trying to turn right onto oak from 1st might have to wait completely through the light, then practically run the red light to be able to go! I personally cut through the parking lot right next to this signal rather than go through that mess!	Vehicles	Operations	Intersection Design	Oak and Bailey
279	Online Tool	2018-04-23 20:05:07 UTC	NE 65th in Orenco Station has become a thoroughfare for Intel employees who are bypassing Century Blvd. At the speeds I've observed, plus the fact that the street passes by Rosebay Park and our Rec Center, this is an accident waiting to happen, especially with distracted children. In addition, I'm with others that see the need to make the intersection of NE 65th and Rosebay a 4-way stop.	Vehicles	Enforcement, System Request	Signs/Markings, Traffic Calming/Speed	65th near Orenco Station

City of Hillsboro
TSP Public Comment Log

ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
280	Online Tool	2018-04-23 20:59:41 UTC	Rebuild 209th and TV Hwy interface. Rebuild 209th some distance away from intersection to allow safe passage of bicycles and capacity for cars. South Hillsboro is coming. This needs to be done soon.	Vehicles	System Request	Intersection Design	209th and TV Hwy
281	Online Tool	2018-04-24 03:25:37 UTC	Cars traveling from Cornell to Butler travel to fast from the hours 6-7:30 am and 4-7 pm	Vehicles	Enforcement	Traffic Calming/Speed	Orenco Station between Cornell and Butler
282	Online Tool	2018-04-24 03:27:08 UTC	I'm wondering how the city is planning to handle the increase in North-South traffic as the South Hillsboro development really gets booming? The current options are already overcrowded, and making Century a thru-street will hardly help, as it will always bottleneck around the Platform area since those apartments butt right up to the street. As a resident living off of Century north of Main, I'm very concerned about this street becoming a "mini-highway" like Brookwood and Cornelius Pass. When asked questions about how increased traffic will be handled with the development of South Hillsboro, I haven't ever seen this issue addressed. Yes, I understand that the idea is that SH will be a sort of self contained community, but you're dreaming if you think those people aren't all going to be commuting and using 26 on a regular basis. I think this development is going to be a nightmare for traffic in the area, and I'm afraid it's going to turn Hillsboro into a congested mess.	Vehicles	System Request	Congestion	South Hillsboro
283	Online Tool	2018-04-24 03:30:19 UTC	People use this as a cut through to and from Intel. Travel to fast with the number of people walking. Speed humps should be added.	Vehicles	Operations	Traffic Calming/Speed	Orenco Station
284	Online Tool	2018-04-24 03:38:28 UTC	Large trucks should NOT be allowed on Orenco pkwy from Cornell to NE Brighton Dr.	Freight Trucks	Enforcement, Operations	Signs/Markings	Orenco from Cornell to Brighton
285	Online Tool	2018-04-24 05:36:11 UTC	Golden Rd needs sidewalks	Pedestrians	System Request	Infrastructure, Sidewalks	Golden Road between Brookwood and Imlay
286	Online Tool	2018-04-24 15:14:36 UTC	No sidewalks. People have to walk in the street. Very dangerous.	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	24th between Maple and Main
287	Online Tool	2018-04-24 15:18:51 UTC	This crosswalk and turn lane are so dangerous. When using this turn lane you have to watch to the left to be sure the cars have come to a stop, BUT you also have to watch for pedestrians. It would be great is the crosswalk was removed and peds were not allowed to us that side as a cross walk. We just watched an accident here a few days ago. A woman didn't see the light had turned red and ran into a motorcycle who had stopped. He went flying off of his bike.My guess is that she was probably checking for pedestrians or that traffic stopped on the left.	Other	Operations	Intersection Design, Safety	10th and Oak
288	Online Tool	2018-04-24 15:19:04 UTC	Need a bike lane for westbound traffic. Road carries trucks and a lot of cars at rush hours.	Bicycles	System Request	Infrastructure, Safety, Bike Lanes	Jacobson, near Century
289	Online Tool	2018-04-24 15:19:29 UTC	Max line should be expanded into forest grove and end at pacific university. This will create more options for students and take traffic off the rds	MAX/WES Lightrail	System Request	Transit	MAX line to Forest Grove
290	Online Tool	2018-04-24 15:21:11 UTC	The close proximity of Town Center Dr to 185th makes this intersection a mess at the best of times. Better synchronization between the two intersection lights may help to keep traffic from clogging between the two roads but that seems it would be only a minor improvement. A redesign of Town Center Rd to route traffic better and alleviate the close proximity of the two intersections is really what's needed.	Vehicles	System Request, Operations	Design, Intersection Design, Congestion	Evergreen between Town Center Drive and 185th
291	Online Tool	2018-04-24 15:21:40 UTC	Needs a traffic light. Perhaps a blinking red/yellow for most of the day and a full light during morning and evening rush hours. Poor visibility and high speeds on Helvetia make this dangerous.	Vehicles	Operations	Safety, Signals	Brookwood and Jacobson
292	Online Tool	2018-04-24 15:22:54 UTC	There needs to be directional arrows painted on the road. People turn left onto 6th from Lincoln going one way and drive all the way down to Grant in the left lane.	Vehicles	Operations	Signs/Markings	6th between Lincoln and Grant
293	Online Tool	2018-04-24 15:22:55 UTC	The bike turn lane really needs to be improved here. Vehicular traffic routinely uses the bike lane as a turn lane and typically seem oblivious to bicycles. This entire intersection should actually be much more bike friendly to improve safety for everyone involved.	Bicycles	Operations	Infrastructure, Signs/Markings, Bike Lanes	Cornell and Brookwood

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
294	Online Tool	2018-04-24 15:23:59 UTC	It feel like most people traveling down River Road (and most other "rural" roads with unmarked speed zones) don't know that the speed limit changes. It would be of great help to everyone commuting to have posted speed limits on Hillsboro's rural roads. Alternatively, with as many out of state people have moved into Oregon, I have found that no one know's or has heard of the Basic Rule. Our lack of speed signs on heavily used roads like River Road, causes slower speeds and frustrations with lots of observed weird driving behaviors.	Vehicles	Enforcement	Signs/Markings, Traffic Calming/Speed	River Rd (and other "rural roads")
295	Online Tool	2018-04-24 15:30:01 UTC	This intersection should not have a flashing left turn signal but a solid green instead. Too many drivers ignore the flashing and it makes it unsafe for pedestrians.	Pedestrians	Operations	Safety, Signals	11th and TV Hwy
296	Online Tool	2018-04-24 15:31:17 UTC	With the addition of restaurants (Mod Pizza, etc) in this business area, combined with the existing day care and other businesses has added to the number of cars entering and exiting to Cornell. When exiting, the proximity of the western lot entrance is too close to Brookwood for easy exits so many cars drive to the eastern exit at the traffic light, which takes them across the front of the daycare center. At daycare drop off and pickup peak times this traffic situation is very hazardous, especially given the number of kids in the mix.	Vehicles	System Request, Operations	Congestion, Intersection Design, Safety, Signals	Brookwood and Cornell
			Adding to the problem, the eastern exit from this lot is very steep and requires cars to go very slow when exiting. The complexity and slow pace of cars leaving creates frustration in some drivers who then dart and dash around trying to get out.				
			All of this is a serious accident waiting to happen. At the least, the grade of the lot entries can be addressed to allow cars to flow out better. The light timing should be examined as well to allow the lot to empty and perhaps limiting exits to right turns only from both lot accesses may speed things up by preventing cross traffic on Cornell.				
297	Online Tool	2018-04-24 15:33:00 UTC	There needs to be a right turning lane here, due to the amount of heavy traffic and accidents from drivers turning right. There is a lot congestion regardless on the time of day, and the school buses also cause congestion turning right as well, due to the tracks. We will have an increase in population/ traffic and this really needs to be addressed at this intersection.	Vehicles	Operations	Intersection Design, Congestion	209th and TV Hwy
298	Online Tool	2018-04-24 15:35:39 UTC	Stop sign on 9th and Arrington. Something to keep drivers from mistaking it for the Woodburn drag strip.	Vehicles	Operations	Signs/Markings, Traffic Calming/Speed	9th and Arrington
299	Online Tool	2018-04-24 15:38:02 UTC	Turning right from Butler into Shute is difficult on a red light due to the limited visibility of north-bound Shute and the speed of the cars. If you need to go straight or choose to wait at the red light, impatient cars will cut into the bike lane and turn right ahead of you. Consider adding a "no-right-turn-on-red" sign here. This will prevent unsafe turning and stop riskier cars from taking the bike-lane to turn.	Vehicles	Operations	Signs/Markings, Safety	Butler and Shute
300	Online Tool	2018-04-24 15:38:17 UTC	Needs sidewalks!	Pedestrians	System Request	Infrastructure, Sidewalks	24th between Maple and Main
301	Online Tool	2018-04-24 15:38:23 UTC	This pathway connecting the Jackson School Neighborhood to NE 3rd Avenue needs some attention. It currently is completely unlit (safety concern), improved with only wood chips (which are slippery in wet months), and has some areas of steep slopes. This pathway is the absolute best pedestrian connection for between Jackson School Neighborhood and Downtown and it needs to be prioritized accordingly.	Pedestrians	Maintenance	Road Condition, Safety	3rd Ave pathway connection from Goldie Dr to 3rd Ave
302	Online Tool	2018-04-24 15:44:23 UTC	Sidewalk incomplete on both sides of street making walking dangerous in front of elks lodge. Kids often end up in the road here with busy traffic. Please finish sidewalk on one side of street or other for safety.	Pedestrians	System Request	Infrastructure, Sidewalks	Quatama between Cornelius Pass Rd and 227th, particularly near Elks Lodge

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
303	Online Tool	2018-04-24 15:46:51 UTC	No parking signs along this blind corner to make it safe for kids coming from Ladd Acres rear entrance and families coming to the park at this intersection. Commercial vehicles, trailers, and trucks parked here all the time force a single lane of travel and make it impossible to stay within the lanes defined by the newly applied bump strips.	Other	Operations	Signs/Markings, Safety	74th and Augusta Ln
304	Online Tool	2018-04-24 15:47:51 UTC	Johnson Street is terribly dangerous, people are driving way too fast, dangerous by the school, with poor visibility. We need sidewalks, bike lanes, perhaps speed bumps? I'm not sure what the solution is, but it really needs to be looked at.	Pedestrians	Enforcement, Operations	Infrastructure, Traffic Calming/Speed, Safety, Bike Lanes, Sidewalks	Johnson St
305	Online Tool	2018-04-24 15:55:50 UTC	There isn't a way to walk on a sidewalk from Alderbrook neighborhood and north to downtown. A 1758' sidewalk between 1319 Connell and 779 Connell would fix it.	Pedestrians	System Request	Infrastructure, Sidewalks	Connell from 1319 Connell to Darnielle St
306	Online Tool	2018-04-24 15:57:59 UTC	Several times have had people leaving the smoke shop and trying to go east bound on tv highway, but are using the turn lane for vehicles turning onto northbound brookwood. This causes a head on crash situation. Sorry a bit difficult to explain please contact me if more info needed.	Vehicles	Operations	Safety, Design	north side of TV Hwy and Brookwood (smoke shop is 5121 SE TV Hwy)
307	Online Tool	2018-04-24 15:59:47 UTC	This is where kids cross the street to walk to school. Many drivers speed right past the crossing guard. Harewood needs speed control.	Pedestrians	Enforcement, Operations	Safety, Traffic Calming/Speed	Harewood and Jamie Dr
308	Online Tool	2018-04-24 16:19:58 UTC	Going north and turning left at this intersection: * The left-turn signal can be *very* short, and even one slow/inattentive person can leave a lot of people waiting for another whole iteration (which is quite a long time) * Also, there are large gaps in southbound traffic, and it would be nice to have a blinking-yellow left turn, so we don't have to wait through the whole iteration and can take advantage of the very large openings	Vehicles	Operations	Signals	Ronler and Cornelius Pass
309	Online Tool	2018-04-24 16:29:15 UTC	How many people have to die at this intersection to get at least a marked crosswalk and at best, 4 way stop signs? This intersection is deceptive because the exit from the Walgreens/Taco Bell/24 hr Fitness is always busy, but it's not clearly marked as a road, like on this map. There is a 4 way stop at the road one block north of this intersection, why is there not one at this intersection, considering it is closer the businesses that cause most of the issues. In addition, another drive thru business is planned at the sw corner of this intersection, how many businesses are you going to add before you are going to make this safe?	Pedestrians	System Request, Operations	Signs/Markings, Intersection Design, Safety	Johnson St, west of Century Blvd
310	Online Tool	2018-04-24 16:41:10 UTC	Traffic is going too fast past Rosebay Park. Typically during rush-hour. Many people cutting through to avoid traffic on Century from Intel. People looking at phones, speeds too high. This is a high-use park and lots of pedestrians in this area. PLEASE add speed bumps before someone is hurt or killed.	Vehicles	Operations	Traffic Calming/Speed	65th near Rosebay Park
311	Online Tool	2018-04-24 16:41:25 UTC	I live south of this point and take MAX into PDX for work. I would ride my bike to the fairgrounds if this was a safe place to do that. Daily, I see walkers trying not to get hit on this road because there are no sidewalks. I have only walked it twice and I have lived here for 12 years. It needs safety improvements!	Bicycles	System Request, Operations	Infrastructure, Safety, Sidewalks	24th between Maple and Main
312	Online Tool	2018-04-24 16:43:41 UTC	Please convert the right-most, northbound lane to a right turn only. Then AFTER the intersection, expand the lane to northbound traffic. There are a lot of commuters that head East on Evergreen at that intersection and are stuck behind people that insist on occupying the right most lane even though they are not turning right.	Vehicles	Operations	Intersection Design	Brookwood and Evergreen
313	Online Tool	2018-04-24 16:49:18 UTC	This uncontrolled intersection is a hazard for cars and persons on foot or bike. Traffic coming from Intel or neighborhood on 65th is rarely cognizant of the fact this is an uncontrolled intersection and cars very unlikely to slow down or yield at this intersection. I have been in many near misses here. This intersection requires speed bumps to slow traffic exiting traffic round-about at higher than the speed they'd typically do a 'turn' at, plus a stop sign.	Pedestrians	Operations	Intersection Design, Safety	65th and Copper Beech
314	Online Tool	2018-04-24 16:55:52 UTC	We really need bike lanes!! It is insane with that many lanes that cars will aggressively tailgate and harass a person on a bicycle but it happens and it is dangerous and scary.	Bicycles	System Request	Infrastructure, Bike Lanes	Baseline (geotagged at Baseline and 6th)

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
315	Online Tool	2018-04-24 16:56:21 UTC	Recent Car vs Pedestrian accident here. Even after that accident, and after a correspondence went out to Intel staff about being careful, I have observed rolling stops and even 'no' stops here by Intel employees.	Pedestrians	Enforcement	Safety	60th and Butler
316	Online Tool	2018-04-24 16:56:49 UTC	We really need bike lanes!! It is insane with that many lanes that cars will aggressively tailgate and harass a person on a bicycle but it happens and it is dangerous and scary.	Bicycles	System Request	Infrastructure, Bike Lanes	10th (geotagged at 10th and Maple)
317	Online Tool	2018-04-24 17:02:26 UTC	Traffic exiting at 65th from inner lane of this circle has to cross a lane of traffic with very little room to signal this lane-change. As a result frequently a car will cross over the outer lane and exit at 65th without realizing they've just crossed an active lane of traffic. Why this was ever constructed as a double lane round-about is very confusing. It is too small to allow for this. Further, the distance between the exit onto 65th and the next intersection (which is uncontrolled) is a risk due to the high speeds at which traffic exits. Instead of slowing traffic to execute this turn, the curved exit encourages acceleration.	Vehicles	Operations	Signs/Markings, Safety, Traffic Calming	65th and Butler
318	Online Tool	2018-04-24 17:11:33 UTC	With Bentley being a main E-W road, why is Cedar being improved first? When will Bentley get sidewalks, widening and drainage upgrades?	Vehicles	System Request	Design, Sidewalks	Bentley
319	Online Tool	2018-04-24 17:13:51 UTC	When traffic on John Olsen Ave is busy, it's hard for pedestrians to cross it along Von Neumann Dr (to walk between the residential neighborhood to the west and the Amberglenn park and employers to the east). Not all drivers are paying attention to the unmarked crosswalk, and not all drivers know that they are supposed to let the pedestrians cross if the crosswalk is unmarked. It would be great to add pedestrian crosswalk markings (zebras) to make drivers pay more attention to the pedestrians crossing John Olsen.	Pedestrians	Operations	Crossings, Signs/Markings	John Olsen and Von Neumann Dr
320	Online Tool	2018-04-24 17:14:56 UTC	Remove the candlesticks from 25th. They are nowhere near as flexible as necessary for safety in case a cyclist hits any of them with a handlebar. They make it difficult to change lanes for a left turn. They make it difficult for through cyclists to leave the bike lane to avert right hook collisions. They impede the normal street sweeping machinery, so the bike lane has even more debris than normal bike lanes.	Bicycles	Operations, Maintenance	Design, Road Condition, Safety	25th and Cornell
321	Online Tool	2018-04-24 17:36:27 UTC	There was a stop sign at this intersection 9-10 years ago, but it was inexplicably removed. No sidewalks for kids walking to and from school, and speeders take this narrow turn each side of the median island at a dangerous pace day and night. High pedestrian traffic, dog-walkers etc. Residents have sustained property damage and serious accidents/collisions have occurred. In response to complaints and concerns, City has repeatedly stated there was never a stop sign and there is no problem. Very disappointing to many of us in the area, since apparently something BIG needs to happen to get the city to step up...	Vehicles	Operations	Signs/Markings, Traffic Calming/Speed	59th and Maple
322	Online Tool	2018-04-24 18:00:15 UTC	People drive way too fast on this road. There also isn't a center line, so drivers often drive down the center. It's dangerous for the neighborhood.	Pedestrians	Enforcement, System Request	Traffic Calming/Speed, Safety	Alexander near Davis
323	Online Tool	2018-04-24 18:03:31 UTC	Bad traffic here in the morning driving towards Beaverton.	Vehicles	System Request	Congestion	185th and TV Hwy
324	Online Tool	2018-04-24 18:03:42 UTC	Need to run express service in the mornings that stops at fewer stations. Maybe alternated the stations each train stops at.	MAX/WES Lightrail	System Request	Transit	MAX Blue Line
325	Online Tool	2018-04-24 18:13:18 UTC	Please add sidewalk from HilHi down to Rood Ridge Park	Pedestrians	System Request	Infrastructure, Sidewalks	Hillsboro High School to Rood Bridge Park on Rood Bridge Rd
326	Online Tool	2018-04-24 18:16:58 UTC	Making a left turn onto Glencoe Road from Harewood feels dangerous because of the speed of drivers on Glencoe. This intersection is an accident waiting to happen.	Vehicles	Operations	Intersection Design, Traffic Calming/Speed, Safety	Glencoe and Harewood
327	Online Tool	2018-04-24 18:20:18 UTC	This intersection cannot handle the amount of travel heading south on 25th, especially in the afternoon. Weekdays traffic backs up all the way to Griffin Oaks starting around 4:00 pm.	Vehicles	Operations	Intersection Design, Congestion	25th and Cornell

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
328	Online Tool	2018-04-24 18:24:55 UTC	This intersection needs 3 stop signs one for each approaching road. And NO right turns without stopping. I have seen several near misses.	Vehicles	Operations	Safety, Intersection Design, Signs/Markings	Imlay and Patterson
329	Online Tool	2018-04-24 18:30:36 UTC	Th entire traffic pattern on Glencoe Road around the high school is a big mess. Lots of accidents and very little way to regulate traffic. The crosswalk is down at plaid pantry but does not help with the congestion in and out of the parking lot. The school now wants everyone to drop off at the school parking lot here- not in the front where there is a light. THERE NEEDS TO BE A LIGHT HERE INSTEAD OF THIS CROSSWALK for traffic management. Kids are crossing from Camp Ireland neighborhood with lots of risk becacuse there is no crosswalk further down or a light. THIS area has not been managed well at all. Really need to put kids first here instead of quick fix. There needs to be a light, feasible crosswalk and sidewalks on both sides. Frogger skills shouldn't be required to walk to school.	Pedestrians	Operations	Intersection Design, Signals, Safety	Glencoe between Cory St and Lenox St (by Glencoe High School)
330	Online Tool	2018-04-24 18:42:03 UTC	NE 25th backs up most weekday afternoons	Vehicles	Operations	Congestion	25th and Cornell
331	Online Tool	2018-04-24 18:42:56 UTC	Need left turn signals going both ways on NW Wilkins. I realize this would involve adding an extra lane on the east side of the intersection, but cars don't seem to wait until the oncoming traffic is clear before attempting to turn left. (I know- my car got totaled here by a car making a left turn into my car)	Vehicles	Operations	Intersection Design, Safety	Wilkins and John Olsen
332	Online Tool	2018-04-24 18:43:59 UTC	This entrance onto Cornell should be closed permanently. Traffic entering Cornell should be forced to use the lights, or go 48th St and then to Brookwood. I've seen too many people turn right out of here, then turn left or right onto Brookwood. Cornell is sorely in need of better ingress/egress at this location. Adding a light at Brookwood and Airport would make it easier to get onto Brookwood in either direction.	Vehicles	Operations	Intersection Design	entrance onto Cornell between 48th and Brookwood
333	Online Tool	2018-04-24 18:45:54 UTC	Add traffic light here to aid those coming from Airport and businesses like Costco onto Brookwood, either north or south. The blind corner and high speed of traffic going north on Brookwood makes this very dangerous currently.	Vehicles	System Request, Operations	Safety, Signals	Brookwood and Butler
334	Online Tool	2018-04-24 18:46:51 UTC	Vacant lot in deplorable condition, poison oak, dog waste, trash, yard debris, large trees with limbs ready to drop, makes turns at this intersection into Jay Kay park dangerous and blind, pedestrians/many children from Imlay at risk. Clean it up!	Pedestrians	Maintenance	Road Condition, Safety	Imlay and Patterson
335	Online Tool	2018-04-24 19:19:29 UTC	In addition to comments at the intersection already (209th heading to TV area)-which I agree with-want to add, if two lanes extended back further, it would decrease congestion. Often I see the left turn lane full-preventing people who want to go straight, or turn right from moving ahead. It is a little better since the turn light was put in-but I expected more improvement. Possibly also looking at length of time this intersections lights are given. Left turn light here-big improvement if it also flashed yellow-often little traffic is coming straight ahead and more cars could turn left onto TV highway.	Vehicles	Operations	Congestion, Signals	209th and TV Hwy
336	Online Tool	2018-04-24 19:21:59 UTC	EXTREMELY dangerous intersection here for cars/bikes/pedestrians trying to cross or turn onto 209th (either from W or E). I would recommend a roundabout, really like these-doesn't slow traffic as much as lights.	Other	Operations	Intersection Design, Safety	209th and Rosedale
337	Online Tool	2018-04-24 19:49:29 UTC	Difficult to turn left onto brookwood when there is heavy traffic. We deal with this by turning into the turning lane and waiting for a break in traffic to merge in, though it can be harrowing with people going at full speed. If there is an intersection or light, please make it a sensitive one. It would be unhelpful if traffic was light but the lights are timed so we would still have to wait anyway.	Vehicles	Operations	Signals, Congestion	Brookwood and Bentley
338	Online Tool	2018-04-24 19:51:13 UTC	Can be dangerous to walk down this road as the side turns into ditches. However it is something I can live with as I don't want people's land being taken away like it has been on Cedar.	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	40th and Bentley
339	Online Tool	2018-04-24 19:52:18 UTC	The bicycle lanes here become unusable when they get filled with evergreen duff and twigs, and bicyclists are forced into the road instead of staying in the bike lane.	Bicycles	Maintenance	Road Condition, Safety	Cypress
340	Online Tool	2018-04-24 19:55:08 UTC	Eastbound Veterans Dr. doesn't detect bikes in the bike lane at this intersection. I've have to ride over to the sidewalk and activate the Walk/Wait button.	Bicycles	Operations	Signals	Veterans and Brookwood

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
341	Online Tool	2018-04-24 20:33:00 UTC	there is speed Reduction sign here often hidden behind vegetation that transitions from 55 to 45 essentially at a residential area. it would be a good idea to move that sign 100-200 yards south on river road to improve visibility and reduce instances of vehicles doing 55 through a residential area	Vehicles	Operations	Signs/Markings, Traffic Calming/Speed	River Rd just south of Oakhurst
342	Online Tool	2018-04-24 21:01:35 UTC	The "crosswalk closed" signs are in the middle of the sidewalk and should be moved off the sidewalk. And since 3 of 4 crossing are closed at this disjoint intersection, the crosswalk should be marked and maybe have flashing lights, since it's also a blind corner. Crossing is not very safe due to poor visibility and high vehicle speeds. The many "no crosswalk" signs also lead to visual clutter especially in the mornings and evenings when light reflects off the signs at oblique angles - making it difficult as a driver to see what's a pedestrian and what's a sign.	Pedestrians	Operations	Safety, Crossings	Baseline and 195th
343	Online Tool	2018-04-24 21:04:27 UTC	There is insufficient drainage at this intersection so after even a mild rain, water accumulates to several inches deep at the SE corner of this intersection. This will more quickly degrade the road and causes water to be splashed up on pedestrians waiting to cross - who must also cross through a large deep puddle.	Pedestrians	Maintenance	Road Condition	Baseline and 197th
344	Online Tool	2018-04-24 21:32:13 UTC	There is a fence and bushes here that block the view of cars coming from Taco Bell and/or 24 hour Fitness.	Vehicles	Maintenance	Safety	Johnson west of Century
345	Online Tool	2018-04-24 21:39:03 UTC	Side walk ends, there is a warning sign forcing pedestrians out to the street. Lighting at night is not strong enough for cars to see danger. Have witnessed cars with excessive speed reacting to pedestrians in the area. This portion of Drake has become a higher traffic way for those avoiding a left hand turn on to TV HWY.	Pedestrians	Operations	Safety, Infrastructure, Sidewalks	Drake between Imlay and Century
346	Online Tool	2018-04-24 21:40:01 UTC	NE 25th really needs to be at least 3 lanes, with more adequate bike lanes and turn lane, similar to what was done on 28th. The vast amount of overheads wires also brings down the aesthetics of the neighborhood.	Vehicles	System Request	Design, Bike Lanes	25th
347	Online Tool	2018-04-24 21:47:05 UTC	As mentioned elsewhere, the heavy rush hour(s) traffic is horrendous. Getting out of Intel HF or any of the other businesses on Elam Young onto Cornell Rd westbound is very slow as traffic is usually backed up from the 48th intersection, leaving almost no opportunity for entry onto Cornell. Having the 48th and Brookwood lights turn red 10 seconds after this one would really be helpful as it would drain some of the Cornell traffic away.	Vehicles	Operations	Signals, Congestion	Cornell and Elam Young
348	Online Tool	2018-04-24 21:53:11 UTC	24th ave needs a right turn lane so the traffic does not have to wait for the light to turn green. More traffic turns right at the light than goes straight into Safeway parking lot.	Vehicles	Operations	Intersection Design	24th and TV Hwy
349	Online Tool	2018-04-24 21:59:44 UTC	Very difficult situation here as business entrance is too close to major intersection. Shortens turning lane on SB 25th onto Cornell, so people frequently use the NB turning lane into Cornell Square. Making SB 25th traffic in sync with EB turning signal would help, then cycling to NB 25th traffic with WB turning traffic. Separate the NB and SB traffic signals.	Vehicles	Operations	Signals, Congestion	25th and Cornell
350	Online Tool	2018-04-24 22:20:51 UTC	This intersection is a NIGHTMARE for people trying to get out of the Shaleen/Nelly neighborhood trying to go North on Cornelius Pass. It's impossible to turn left, and very often impossible to make a right, move immediately to the far left lane of the Baseline/Cornelius Pass intersection to make a u-turn.	Vehicles	Operations	Congestion, Design	Shaleen and Cornelius Pass (west side)
351	Online Tool	2018-04-24 22:43:21 UTC	At the four lights to enter the Sunset Esplanade (S.E. 24th-T.V. Highway, T.V. Highway-Main Entrance, Cypress-T.V. Highway, Cypress, S.E. 21st) need some re-lighting. Getting out of the Sunset Esplanade is horrendous. The vehicles on T.V. Highway/Cypress get way more time to turn or keep going than exiting the shopping center. Coming out of the Sunset Esplanade needs an extra lane for turning at all of the exits.	Vehicles	Operations	Signals, Congestion, Design	Sunset Esplanade and TV Hwy (21st/Cypress, Cypress/TV Hwy, 24th/TV Hwy, Sunset Esplanade main entrance)
352	Online Tool	2018-04-24 22:47:37 UTC	Highway 26 needs to be widened each way from I-405 to brookwood. It is an absolute nightmare coming home from an event or rush hour	Vehicles	System Request	Congestion, Design	Hwy 26
353	Online Tool	2018-04-24 22:53:55 UTC	Horrible. There needs to be some sort of traffic flow. This is a major idea but a double roundabout would be nice.	Vehicles	Operations	Congestion, Intersection Design	185th and Evergreen

City of Hillsboro
TSP Public Comment Log

ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
354	Online Tool	2018-04-24 22:55:42 UTC	There should be a better connection from Alexander to River, I's inconvenient to go on to Davis when there could just be a road connecting the two.	Vehicles	System Request	Connectivity, Design	Alexander connection to River Rd, north of Davis
356	Online Tool	2018-04-24 22:58:37 UTC	Imlay should be re-paved like whats going in on Blanton in south Hillsboro, the asphalt is wearing out and is getting bumpy	Vehicles	Maintenance	Road Condition	Imlay
357	Online Tool	2018-04-24 23:00:10 UTC	Street lighting is very low. Many complaints of car prowling and break ins on nextdoor.	Other	Operations	Safety	Alika Ave between Leander and Bianca
358	Online Tool	2018-04-24 23:03:45 UTC	Brookwood has been expanded around north hillsboro but what happens in 2021 and south hillsboro is complete and people coming from 26 going south? they will have to file in somewhere or brookwood could be widened to two lanes going north and south	Vehicles	System Request	Congestion	Brookwood
359	Online Tool	2018-04-24 23:08:03 UTC	During evening rush-hour, the westbound traffic on Cornel gets backed up because the left turn lane backs up into the straight lane, we should increase the length of the left turn lane and have the left turn arrow green before turn on before the straight green.	Vehicles	Operations	Signals, Congestion	Cornell and Brookwood
360	Online Tool	2018-04-24 23:09:02 UTC	I know Century boulevard is getting extended but if that could happen quicker that would be nice. only extending it a few feet isn't going to help traffic from Fred Meyer go south to Rosedale road.	Vehicles	Operations	Connectivity, Design	Century Blvd south of TV Hwy
361	Online Tool	2018-04-24 23:10:01 UTC	During rush-hour, the southbound traffic is backed up for many light cycles. Should widen road to allow 2 southbound lanes through the intersection.	Vehicles	System Request	Congestion, Intersection Design	Brookwood and Cornell
362	Online Tool	2018-04-24 23:12:40 UTC	Northbound traffic is often backed up for many light cycles, we expect to see more traffic through this area because of the new neighborhoods so there should be a dedicated right turn lane.	Vehicles	Operations	Congestion, Intersection Design	Century and TV Hwy
363	Online Tool	2018-04-24 23:14:07 UTC	Should allow right turn on red for northbound Brookwood Ave.	Vehicles	Operations	Intersection Design	Brookwood and TV Hwy
364	Online Tool	2018-04-24 23:14:26 UTC	Need stop light at 18th and Main. Very difficult getting onto Main from 18th. Apartment on south side of main also have a problem getting on.	Vehicles	Operations	Signals	18th and Main
365	Online Tool	2018-04-24 23:15:34 UTC	This probably isn't your problem but the parking lot at Rosedale Elementary is absurd. If those two houses weren't there, it could have a way bigger capacity and with south hillsboro going in, it's only going to get worse.	Other	System Request	Parking	Rosedale Elementary (south of TV Hwy on 229th)
366	Online Tool	2018-04-24 23:19:20 UTC	It would be nice to have Blanton and Cornelius Pass open soon.	Vehicles	Operations	Design, Infrastructure	Blanton, Cornelius Pass
367	Online Tool	2018-04-24 23:22:33 UTC	This intersection is horrid in the morning. I know there is plans for this but I think it should be a priority than set for the last year of South Hillsboro. There HAS to be a tuning lane to get on to 209th from TV highway and getting on to TV highway from 209th going east.	Vehicles	System Request	Congestion, Intersection Design	209th and TV Hwy
368	Online Tool	2018-04-24 23:23:06 UTC	Cornell and Brookwood needs a longer left turn lane light going east. We have sat through 3 lights before getting through the light. Normally 3 cars make green, one yellow and sometimes one on red. Traffic backs up into the left through lane many times, especially during mornings and afternoons.	Vehicles	Operations	Intersection Design, Congestion	Cornell and Brookwood
369	Online Tool	2018-04-24 23:24:21 UTC	NE Imbrie Drive needs to be widened to four lanes. The current road capacity is insufficient for peak hour traffic and as a result there have been many accidents and near misses.	Vehicles	System Request	Congestion, Design	Imbrie
370	Online Tool	2018-04-24 23:25:20 UTC	Middle school and high school students cross here going to and from school. There is a cut-through here from the Spring Meadows neighborhood on the west side of Glencoe. Students also cross at Camp Ireland Street. There are no crosswalks in either of these places, and this is very dangerous! To reach ANY crosswalk, however, these students would have to walk along Glencoe Road, where there is no sidewalk, which is also dangerous. There is sidewalk along the west side of Glencoe Road but only on the portion adjacent to the neighborhood - it ends south of Milne and ends just past Camp Ireland - so there is no safe sidewalk to reach a crosswalk.	Pedestrians	System Request	Infrastructure, Crossings, Safety, Sidewalks	Glencoe and Milne, Glencoe and Camp Ireland
371	Online Tool	2018-04-24 23:26:54 UTC	Sidewalk on T.V. highway on the side of the tracks for the people getting on/off the bus stop. Why isnt this here already?	Pedestrians	System Request	Infrastructure, Sidewalks	south side of TV Hwy between Brookwood and Imlay

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
372	Online Tool	2018-04-24 23:28:22 UTC	Sidewalks here please. it looks ugly.	Pedestrians	System Request	Infrastructure, Sidewalks	Imlay north of Drake
373	Online Tool	2018-04-24 23:29:04 UTC	Widen Brookwood to two travel lanes in each direction before this area becomes more congested. Large, slow to accelerate vehicles fail to trigger traffic sensors in time to keep traffic lights green. Sometimes only a handful of vehicles will get through at a time, causing long back-ups.	Vehicles	System Request	Congestion, Design	Brookwood
374	Online Tool	2018-04-24 23:30:56 UTC	There should be sidewalks here on the south side of T.V. highway. for the people walking from the bus stop, it's really inconvenient and ugly looking.	Pedestrians	System Request	Infrastructure, Sidewalks	south side of TV Hwy between Century and 67th
375	Online Tool	2018-04-24 23:31:56 UTC	Should be a turning lane from eastbound T.V. highway to southbound Century boulevard.	Vehicles	Operations	Intersection Design	Century and TV Hwy
376	Online Tool	2018-04-24 23:34:24 UTC	Possible light to fairly flow traffic? Turning left or right onto River Rd, coming from Witch Hazel can be very difficult.	Vehicles	Operations	Signals	Witch Hazel and River Rd
377	Online Tool	2018-04-24 23:36:43 UTC	The round-a-bout was a good idea, but now Witch Hazel and TV Hwy are pretty bogged down. Possible expanding the road?	Vehicles	System Request	Congestion, Design	Brookwood and Witch Hazel
378	Online Tool	2018-04-24 23:49:11 UTC	There always seems to be a line up of cars waiting to get onto 1st. With many making risky moves to get on 1st. Either a four way stop or a traffic signal would make it much safer.	Vehicles	Operations	Intersection Design, Safety, Signals, Signs/Markings	1st and Grant
379	Online Tool	2018-04-24 23:52:57 UTC	Need pedestrian beacon on west side of street or restrict parking. Even with beacon pedestrians need to enter traffic lane to see oncoming traffic when cars are parked on E Main. Both North and South visibility is bad.	Pedestrians	Operations	Crossings, Safety	8th and Main
380	Online Tool	2018-04-24 23:57:00 UTC	Put a beacon on west side of 8th and E Main and restrict parking near this intersection. Pedestrians and bikers need to be in the travel lane to see oncoming traffic when cars are parked on Main. Obviously the City is encouraging this corridor for pedestrians and possibly (hopefully) bikes. If its encouraged, it needs to be safe which it currently isn't.	Bicycles	Operations	Crossings, Safety	8th and Main
381	Online Tool	2018-04-25 00:01:07 UTC	There are no busses on river road and the walk to the nearest stop requires walking where there is no sidewalk or even a bike lane effectively cutting us all off from mass transit	Bus	System Request	Transit, Infrastructure, Sidewalks, Bike Lanes	River Rd (near Witch Hazel)
382	Online Tool	2018-04-25 00:03:06 UTC	If the light on Veterans Dr was timed to match Cornell we wouldn't sit through up to five light cycles trying to get through this short stretch of road.	Vehicles	Operations	Signals, Congestion	Veterans and Brookwood
383	Online Tool	2018-04-25 00:07:39 UTC	Should not allow 185th north bound cars turn right at Evergreen Pkwy. They can take Town Center Drive to access the Target area.	Vehicles	Operations	Intersection Design, Signs/Markings	185th and Evergreen
384	Online Tool	2018-04-25 00:21:44 UTC	Century BLVD between Orenco station signal and Main street is very crowded now.	Vehicles	Enforcement	Traffic Calming/Speed, Crossings, Safety	Century Blvd between Orenco Station and Main
			1. Drivers have no sense of speed limits. There is a speed regulator, that prompts the speed slightly south of Dogwood street, always flashes atleast 10mph higher than the speed limit. This is very dangerous. We need some policing there. Just the flashing speed checker doesnt help, people are still driving fast until they see their speed checked.. 2. Crossing Century BLVD now is a mess. with the kids, on the bike, we have to wait for 10-15mins now to get some space to cross and with the kids it goes even higher. With cars driving 10-15mph higher than the speed limits is not helping also.				
385	Online Tool	2018-04-25 01:05:45 UTC	This traffic light is REALLY dangerous for cyclists heading south on Helvetia Rd. because there are 2 crossings for us. First, the one for traffic entering 26 heading West, but the most dangerous is the traffic exiting 26 to go south on Helvetia. Unless you hit the light just right, it will turn green for the traffic while the cyclist is trying to cross in front of the cars. Please check it out and you will see or contact me and we can discuss	Bicycles	System Request, Operations	Safety, Signals	Helvetia and Jacobson

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
386	Online Tool	2018-04-25 02:38:52 UTC	Please add a protected green left turn light when heading south on Glencoe and turning east onto Oak. Oncoming traffic is heavy so there are many times especially during rush hour where a green cycle happens and no cars are able to turn left. I have been stuck on that small stretch of road between baseline and Oak and had to wait 4 light cycles to get through. It backs up traffic badly with no protected green. Many people resort to cutting through Grocery Outlet parking lot to avoid that light.	Vehicles	Operations	Signals, Congestion	1st and Oak
387	Online Tool	2018-04-25 03:47:17 UTC	A pedestrian crossing with a crosswalk and yellow lights would be of great help for pedestrians crossing here. Crossing here can be very challenging during rush hour.	Pedestrians	Operations	Crossings, Safety	Century and Oelrich
388	Online Tool	2018-04-25 03:58:47 UTC	Need sidewalks on Rood Bridge RD from River rd to high school entrance then down to Rood bridge park.	Pedestrians	System Request	Infrastructure, Sidewalks	Rood Bridge Rd from Hillsboro High School to Rood Bridge Park
389	Online Tool	2018-04-25 04:21:48 UTC	Imlay is dangerously underlit and hazardous for pedestrians at night since they have to walk on a narrow shoulder due to lack of sidewalks and finished curbs.. I almost hit one walker recently on a rainy night, not seeing her until I passed by her. I freaked out. I'm sure she did too.	Pedestrians	Operations	Infrastructure, Safety, Sidewalks	Imlay (geotagged at Drake)
390	Online Tool	2018-04-25 05:08:53 UTC	The sensor for the left turn lane from Jackson School to westbound Evergreen should have a delay added so it doesn't trigger immediately. The problem is people making a left from westbound Evergreen to southbound Jackson School don't stay in the proper lane and drive over the sensor. This triggers the light to cycle through and traffic on Evergreen comes to stop while waiting for a non-existent car to make its left onto Evergreen. If the sensor had a 3 second delay it would ignore people that can't drive within the lines and not trigger the light until a car is actually sitting there waiting to make a left.	Vehicles	Operations	Signals	Jackson School and Evergreen
391	Online Tool	2018-04-25 11:21:21 UTC	The pedestrian crossing needs some sort of delay before activating and allowing people to cross - too many pedestrians hit the button and dash out into the street without thinking to check for cars.	Pedestrians	Operations	Signals, Crossings	15th and Jones Farm
392	Online Tool	2018-04-25 11:24:51 UTC	Probably need a traffic light here. People regularly speed up and down 15th well in excess of the speed limit which can make leaving the JF campus hazardous, especially around quitting time (5pm). Would also make it easier to deal with the pedestrians that frequently run into traffic without any regard for if traffic can actually see them.	Vehicles	Operations	Signals, Traffic Calming/Speed, Safety	15th and Prael
393	Online Tool	2018-04-25 11:29:56 UTC	Need more traffic enforcement - weekend golfers regularly blast through this residential area at excessive speeds.	Vehicles	Enforcement	Traffic Calming/Speed	Jackson St east of McKay Creek Golf Course (13th)
394	Online Tool	2018-04-25 11:32:01 UTC	People frequently blow through the North/South stop signs at Dennis, Ebberts, and Freeman. Not sure how to fix this but somebody is going to get hit.	Vehicles	Enforcement	Traffic Calming/Speed	Dennis, Ebberts, Freeman stop signs on Jackson
395	Online Tool	2018-04-25 14:19:42 UTC	Removing the bike lanes on Evergreen (and everywhere else) would take care of the debris problem--debris would be swept aside by all the car traffic. It would also reduce close, high-speed passing. Such passing is illegal except on roads with bike lanes.	Bicycles	Maintenance, System Request	Infrastructure, Road Condition, Safety, Bike Lanes	Evergreen
396	Online Tool	2018-04-25 14:20:49 UTC	There should NOT be a blinking YELLOW light for the West Bound turn only lane onto Brookwood Southbound. At least once a week I almost get hit when I am traveling East bound on TV Hwy and and I turn onto Brookwood Southbound because of cars heading West on TV Hwy using the blinking yellow light to turn onto Brookwood going South	Vehicles	Operations	Safety, Signals	Brookwood and TV Hwy
397	Online Tool	2018-04-25 14:24:40 UTC	There should not be a blinking yellow light for the West bound traffic Turn Only lane to turn South onto Brookwood. There are near misses for a colission to happen when heading east cars use turning lane onto Brookwood headed south	Vehicles	Operations	Safety, Signals	Brookwood and TV Hwy

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
398	Online Tool	2018-04-25 14:25:52 UTC	Cornell, west of 25th--no bike lanes, no debris, and no close passes, since the next lane is six feet away. Cornell, east of 25th--bike lanes, debris, and close passes, since the next lane is inches away from bicyclists hugging the lane line to avoid the debris.	Bicycles	Maintenance, System Request	Infrastructure, Road Condition, Safety, Bike Lanes	Cornell
399	Online Tool	2018-04-25 14:58:37 UTC	Sidewalk is breaking apart and is half covered in moss. It is starting to become unsafe.	Pedestrians	Maintenance	Road Condition, Safety	38th and Azalea
400	Online Tool	2018-04-25 14:59:38 UTC	Needs sidewalk for entire length of NE 43rd. Have to walk in the street in several places.	Pedestrians	System Request	Infrastructure, Sidewalks	43rd
401	Online Tool	2018-04-25 15:29:42 UTC	Cars usually do not stop for pedestrians and, during rush-hour, it can be a long wait to cross.	Pedestrians	System Request, Operations	Crossings	Century and Birch
402	Online Tool	2018-04-25 16:22:36 UTC	The timing on this light to turn left from Borwick onto Main is too long in non-peak hours. There do appear to be sensors, but they don't seem to react very effectively when a car is waiting and there is no other traffic around.	Vehicles	Operations	Signals	Borwick and Baseline
403	Online Tool	2018-04-25 16:38:34 UTC	This intersection has become very dangerous, have witness several accidents and red light runners. Would like to see someone look into how to improve overall safety.	Vehicles	Enforcement, Operations	Intersection Design, Safety	Minter Bridge and River Rd
404	Online Tool	2018-04-25 16:40:35 UTC	Due to the backup and congestion at this intersection, more and more frequently drivers wishing to continue south on Brookwood will get as close as they can to the intersection in the right turn only lane and then cut over at the last minute (sometimes cutting all the way to the left turn lane). This is dangerous and ultimately causes further backup for the people patiently waiting to go straight. I have had multiple occasions where drivers have merged into the through lane from the right lane, in the intersection, very dangerous.	Vehicles	Operations	Safety, Design, Congestion	Brookwood and Cornell
405	Online Tool	2018-04-25 16:45:43 UTC	Change cross walk to pedestrian scramble style. Stop all traffic to allow pedestrians to cross in any direction. This intersection is dangerous as drivers attempt to anticipate light changes but are often wrong as this in a one way road going into two way roads. There is a lot of pedestrian traffic during the week between court and the county and city buildings.	Pedestrians	Operations	Safety, Intersection Design, Crossings	1st and Main
406	Online Tool	2018-04-25 16:50:25 UTC	This intersection is very difficult to walk across as a pedestrian. Cars don't see you because of the bus stop and RR crossing gates. A button crosswalk alert system would be greatly appreciated as I cross this a couple times a week.	Pedestrians	Operations	Intersection Design, Safety, Crossings	Adams and Baseline
407	Online Tool	2018-04-25 16:58:39 UTC	Need a sidewalk on the west side of Minter Bridge and cross walk. Weekdays there is a heavy presence of Iwasaki Brothers' employees who walk from the parking lot at Trinity Lutheran Church to their work. They have to travel on the east side since there is not place to walk on the west side then cross Minter Bridge with no intersection.	Pedestrians	System Request	Infrastructure, Sidewalks	west side of Minter Bridge just south of River Rd to Jacquelin Dr
408	Online Tool	2018-04-25 17:00:01 UTC	It would be great if you put up signs so that the people who have no clue as to how to drive a traffic circle will not A) stop and try to turn the wrong way B) Stop and look confused C) drive 2 miles an hour and stop and think if they should turn or not D) Fail to yield right of way or take the right of way. It would be great... It really would.. But of course if you just put in a signal light you could have saved a ton of cash and not caused these problem... But hey, smart people are hard to come by these days..	Vehicles	Operations	Signs/Markings	Jackson School Roundabout (Meek/Scotch Church)

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
409	Online Tool	2018-04-25 17:20:49 UTC	This intersection East bound and West Bound are dangerous for cyclists.	Bicycles	Operations, Maintenance	Infrastructure, Bike Lanes	Cornelius Pass and Amberwood
			For West bound cyclists, the bike lane ends just before the intersection and throws you into a bunch of gravel only to merge with cars.				
			For E bound riders, we have to merge into traffic, cement trucks, bark trucks, hoping that they slow for you or give you room as we cannot ride into that gravel pit here.				
			The rest of Amberwood is pleasant to ride on, it's just this intersection needs improvement!				
410	Online Tool	2018-04-25 17:23:20 UTC	The loop at this intersection N bound and S bound do not detect bicycles causing us to ride onto the sidewalk to press the button and risking running over pedestrians and other runners.	Bicycles	Operations	Signals	Aloclek and Cornell
411	Online Tool	2018-04-25 17:31:40 UTC	This is a difficult intersection to see around due to shrubbery in the business parks and the townhomes close to the road when heading E bound, N Bound and especially S bound. Cars drive way too fast through this intersection all hours of the day resulting in at least ONE major MVA every month. There are a lot of bicycles and people walking their dogs and vehicles need to slow down. Speeds through here need to be reduced from 35 mph (because that means people actually drive 45mph) to 25 mph (so they adhere to 35mph). This is a residential area.	Vehicles	Enforcement, Operations	Traffic Calming/Speed, Signs/Markings, Safety	Amberwood and John Olsen/206th
412	Online Tool	2018-04-25 17:33:54 UTC	Let's keep major traffic running on Cornell, Evergreen, Baseline and 26. Let's leave Amberwood a business park/residential street like it was meant to be. Too many cars here will mean more accidents on Amberwood and 206th.	Vehicles	System Request	Congestion	Amberwood
413	Online Tool	2018-04-25 17:37:15 UTC	We need better bicycle infrastructure here, or at least trim all the blackberry bushes. The bike lanes seem to end just before the bridge, merging with pissed off traffic, to only have them threaten to run you over up the hill. No wonder no one wants to go by bike.	Bicycles	System Request	Infrastructure, Safety, Bike Lanes	178th and Walker Rd
414	Online Tool	2018-04-25 17:38:59 UTC	This bridge is a death trap for cyclists who can match the speed limit downhill, but not on uphill, so it obstructs traffic on this narrow roadway.	Bicycles	System Request	Infrastructure, Safety	Bridge on 205th between Quatama and Gracie
415	Online Tool	2018-04-25 17:53:56 UTC	Cars here go way too fast because it is a straightaway. Too easy for a head-on crash to occur esp while passing cyclists.	Vehicles	Enforcement	Traffic Calming/Speed, Safety	185th north of West Union
416	Online Tool	2018-04-25 17:58:36 UTC	cyclists are constantly getting pinched off here from traffic trying to merge onto 26 westbound. Would be nice to have an island (not green paint) or something that obstructs people moving up from CA from merging into bike lanes. It has improved over the last couple of years, but is still pretty cramped.	Bicycles	Operations	Traffic Calming/Speed, Safety, Infrastructure, Bike Lanes	185th and Hwy 26
417	Online Tool	2018-04-25 18:02:01 UTC	slow this area DOWN! There are too many people racing up and down this street! It is in front of a park with runners, and pets. Also, too many Cal-Portland trucks makes for too much noise!! Please re-route trucks onto CP or Cornell, PLEASE!! Local Deliveries only here!	Vehicles	Operations	Congestion, Traffic Calming/Speed	Walker & Aloclek
418	Online Tool	2018-04-25 18:18:49 UTC	If you don't put bike lanes on 25th then you need to put them on 15th, and make it safer for cyclists to turn into Intel. This road is like a freeway at rush hour!	Bicycles	System Request	Infrastructure, Safety, Bike Lanes	15th south of Evergreen, north of Griffin Oaks
419	Online Tool	2018-04-25 18:24:00 UTC	This loop doesn't detect bicycles headed to Starbucks or the bank!	Bicycles	Operations	Signals	185th and Evergreen

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
420	Online Tool	2018-04-25 18:29:30 UTC	There are 4 lanes here at the intersection. One turns right only, One goes straight onto Evergreen westbound only, and 2 go to 185th Southbound only.	Vehicles	Operations	Intersection Design, Congestion	185th and Evergreen
			<p>This is the most ridiculous intersection in the city. The 2nd lane headed to 185th Southbound should also be able to go straight onto Evergreen WB as well.</p> <p>It is also ridiculous because when coming from NE Town Center intersection, the merging is confusing and seems like it should allow naturally to just go straight, but the way it is now, you have to try to merge in already backed up traffic.</p>				
421	Online Tool	2018-04-25 18:36:59 UTC	Cars here need to learn how to slow down. I frequently drive the 45 speed limit just to see how many people pass me, which is virtually everyone. This is not HWY 26, nor a freeway. I followed someone at 60mph once. Because it is a straightaway cars go too fast. We need more stop lights unfortunately, or more patrols to ticket speeders. This road carries a lot of cyclists and triathletes, as well as bicycle clubs. Let's keep it lower speed and safer!	Vehicles	Enforcement, Operations	Traffic Calming/Speed	Evergreen
422	Online Tool	2018-04-25 18:39:15 UTC	we need wider bike lanes here, it seems as if they get pinched off before reaching Harewood, which is scary because cars like to go fast on this straightaway.	Bicycles	System Request	Infrastructure, Bike Lanes	Jackson School and Harewood
423	Online Tool	2018-04-25 18:40:29 UTC	speed limit is too fast here. dangerous for passing cyclists.	Vehicles	Operations	Traffic Calming/Speed	Helvetia
424	Online Tool	2018-04-25 18:51:48 UTC	Turning left from SE Johnson St onto Cornelius Pass Rd is nearly impossible here during busy traffic times.	Vehicles	Operations	Intersection Design, Congestion	Cornelius Pass and Johnson
425	Online Tool	2018-04-25 19:13:45 UTC	Great new infrastructure for bikes but doesn't connect well	Bicycles	System Request	Infrastructure, Connectivity	Starr Blvd
426	Online Tool	2018-04-25 19:30:00 UTC	Cars travel above the speed limit (sometimes quite fast) along Alder, Birch, Chestnut, and Dogwood and rarely stop or even slow down for pedestrians at intersections.	Vehicles	Enforcement	Traffic Calming/Speed	Alder, Birch, Chestnut, Dogwood
427	Online Tool	2018-04-25 22:55:22 UTC	Bentley needs a sidewalk. There are many people that walk along this street, which connects Brookwood to 32nd, including children walking to school. Some areas are quite dangerous because there's a ditch next to the road which gives pedestrians no where to go if there's an emergency.	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	32nd and Bentley
428	Online Tool	2018-04-25 23:21:44 UTC	<p>This goes for all major intersections, not just Cornell and Brookwood: Flashing yellow turn lights during peak traffic hours (like all day) are dangerous. A motorcycle rider was killed at this intersection, and some friends were nearly killed on TV Hwy and I think Cornelius Pass, one of the major lights. They were driving through their green when a van turned on the yellow right in front of them. If they had been in their car instead of their truck, we would have lost them both. Too many times I have to quickly brake on MY green because someone is turning on the flashing yellow. Flashing yellows are great for non-peak hours, like night. But in the day, too many drivers don't understand that a flashing yellow is not a green light. I'm also tired of jerks honking at me because I don't scoot into the middle of the intersection when I'm faced with a flashing yellow turn signal and massive traffic coming at me on their green. It's dangerous, stupid, and illegal to do. I will not risk my life and the life of others just to take a stupid "free" turn. If I can safely turn, great, but like today, when I saw a woman turning off Cornell on he flashing yellow to a side street and almost run over a pedestrian who was legally crossing in the crosswalk on his walk light, it just proves once again that there are too many people who don't get the concept.</p>	Vehicles	Operations	Signals, Safety, Intersection Design	Cornell and Brookwood (and other major intersections)
429	Online Tool	2018-04-25 23:31:05 UTC	this intersection needs a better crossing for pedestrians, cars, and cyclists. It's so hard as a motorist to get to Ace Hardware. It's awkward with all the plastic poles. Time for an upgrade.	Vehicles	System Request, Operations	Crossings, Intersection Design	185th and Alexander
430	Online Tool	2018-04-25 23:53:36 UTC	MUP transitions into a regular sidewalk for the residential area here and is inconvenient for runners, and cyclists who then have to either ride on the sidewalk, or hop off and merge with 45 mph traffic.	Bicycles	System Request, Operations	Infrastructure, Sidewalks	Shute between Butler and Dawson Creek

City of Hillsboro
TSP Public Comment Log

ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
431	Online Tool	2018-04-26 00:12:13 UTC	why do the bike lanes disappear here and then reappear later???	Bicycles	System Request, Operations	Infrastructure, Bike Lanes	185th and Deline St
432	Online Tool	2018-04-26 01:01:15 UTC	The entrance to the bike path that parallels Brookwood north of Cornell is tricky to navigate as cars turning from west-bound Cornell to north-bound Brookwood are sometimes stopped in front of the curb drop.	Bicycles	Operations	Intersection Design, Infrastructure	Brookwood and Cornell
433	Online Tool	2018-04-26 01:18:28 UTC	Need sidewalks. High school kids walking to school in the morning with sun glare very difficult to see them. Just in general a very dangerous intersection for all pedestrians. Traffic over the year has doubled on Imlay and Drake due to the new school and people cutting through to Brookwood on Drake.	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	Drake and Imlay
434	Online Tool	2018-04-26 01:32:32 UTC	Need sidewalks. Kids walking on street.	Pedestrians	System Request	Infrastructure, Sidewalks	Witch Hazel Rd
435	Online Tool	2018-04-26 01:40:17 UTC	Thanks for the signs on NW Freeman and Main prohibiting cars from parking right at the intersection. However, the street is still one lane only near the intersection. Cars are beginning to do the same thing on Ebberts and Main. This street needs one side only parking.	Vehicles	System Request, Operations	Parking	Main and Freeman
436	Online Tool	2018-04-26 01:56:13 UTC	Left turn yellow flashing lights should be stopped during rush hour times on these very busy intersections. Too many people taking risks.	Other	Operations	Signals	Brookwood and Cornell
437	Online Tool	2018-04-26 03:21:19 UTC	Poorly timed lights turning north from Cornell onto Brookwood. Only 3 or 4 cars get thru many afternoons around 4 pm. Also Costco left turn lane gets backed up clear back to Brookwood/Cornell intersection.	Vehicles	Operations	Signals, Congestion	Brookwood and Cornell
438	Online Tool	2018-04-26 05:09:43 UTC	Difficult to turn left from Lincoln onto Cornell during busy traffic times. Time for a light?	Vehicles	System Request	Signals	Lincoln and Cornell
439	Online Tool	2018-04-26 05:45:20 UTC	need to consider not allowing left turns EB cornell between main street and arrington during rush hour (3pm-6pm) as too often people sit there a long time waiting for enough space between cars to turn thus creating back up behind then with people in left lane having to jump over to the right lane at last minute.	Vehicles	Operations	Congestion, Design	Cornell between Main and Arrington
440	Online Tool	2018-04-26 07:05:26 UTC	Covering the ditches and adding sidewalks and a bike lane to Sunrise would be fantastic. Mooberry Elementary students are all bused due to lack of sidewalks in this area and the road is too narrow with the ditches.	Pedestrians	System Request	Infrastructure, Bike Lanes, Sidewalks	Sunrise
441	Online Tool	2018-04-26 14:07:30 UTC	Sidewalks for walkers and bike lanes needed all along 15th, not safe at all as with the high traffic going too fast along 15th.	Pedestrians	System Request	Infrastructure, Sidewalks, Bike Lanes	15th
442	Online Tool	2018-04-26 14:08:19 UTC	It's very difficult to see pedestrians and bicycles in the crosswalk across Holly and in the bike lane when turning right from 185th onto Holly, and cars often take this turn too quickly to effectively see people in the crosswalk, especially in the dark. Perhaps a "right turn watch for pedestrians" sign at the light and keeping the bushes at the corner thinned out and trimmed low would help with visibility?	Pedestrians	Operations	Signs/Markings, Safety	185th and Holly
443	Online Tool	2018-04-26 14:14:17 UTC	Lots of homeless people at the transit center in Hillsboro, always a lot of police activity, feels unsafe	Bus	Enforcement	Safety	Hillsboro Transit Center
444	Online Tool	2018-04-26 14:19:58 UTC	A stop sign at Prah! and Intel entrance on 15th would slow down the very high speed drivers on 15th. Or speed bumps in several places along 15th to get Intel traffic to slow down. More police patrols of this street to deter speeders please!	Vehicles	Enforcement, Operations	Traffic Calming/Speed	15th, 15th and Prah!
445	Online Tool	2018-04-26 14:23:12 UTC	Speed bumps on this circle would prevent frequent high speed drivers at night going around the circle for fun.	Vehicles	Enforcement, Operations	Traffic Calming/Speed	Rogahn/Prah!/Jones Farm Roundabout
446	Online Tool	2018-04-26 14:35:15 UTC	Horrible corner for walking	Pedestrians	System Request	Safety	15th and Sunrise

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
447	Online Tool	2018-04-26 14:38:42 UTC	At the moment there is no bus service along West Union. With more development happening in this area, it would be nice to have a few bus stops to connect those who work/live along West Union into the surrounding transit system. Perhaps extend the 46/47 bus routes?	Bus	System Request	Transit	West Union
448	Online Tool	2018-04-26 17:39:54 UTC	The road here is very narrow and there needs to be reminders to cars that they cannot edge behind bicyclists. Since there is no bike lane, bicyclists legally have the right to "take the road".	Bicycles	Operations	Design, Signs/Markings	Elam Young
449	Online Tool	2018-04-26 17:49:00 UTC	Westbound on Evergreen, two lanes become one-the right lane ends and all too often, road rage develops as commuters try their best to squeeze in and "take cuts."	Vehicles	Operations	Design	25th and Evergreen
450	Online Tool	2018-04-26 17:52:48 UTC	Needs a stop sign	Vehicles	Operations	Intersection Design, Signs/Markings	34th and Olympic
451	Online Tool	2018-04-26 17:52:51 UTC	Southbound traffic back up on 1st street due to the traffic light needing a signal for vehicles turning left (eastbound.)	Vehicles	Operations	Signals	1st and Washington
452	Online Tool	2018-04-26 19:35:43 UTC	Once this area is built out with the hundreds of homes that are planned, traffic along TV Hwy, Alexander, 229th, Cornelius and surrounding areas are going to be GREATLY IMPACTED - these areas are already congested, and building out these homes are going to create even greater congestion. 229th probably needs to be widened greatly and signal lights put in.	Vehicles	System Request	Design, Signals, Congestion	229th
453	Online Tool	2018-04-26 22:15:14 UTC	A sidewalk / pedestrian walkway from Cornell to Grant would be a welcome addition here.	Pedestrians	System Request	Infrastructure, Sidewalks	17th and Cornell to 17th and Grant through Poynter fields
454	Online Tool	2018-04-26 22:21:25 UTC	NE 17th avenue has no sidewalks along a large part of the street and has quite a bit of pedestrian traffic.	Pedestrians	System Request	Infrastructure, Sidewalks	17th north of Cornell
455	Online Tool	2018-04-26 23:05:01 UTC	Although this is a legal crosswalk, drivers don't treat it like one. It is difficult for my daughter to cross safely after school. I would like a painted crosswalk or at least a sign to raise awareness, especially due to all the HS drivers	Pedestrians	System Request	Safety, Crossings, Signs/Markings	Century and Pegasus St
456	Online Tool	2018-04-26 23:09:24 UTC	I've been concerned ever since the lanes were re-done. There is no sign that the lanes are shifting, although signs are often put up about lanes shifting in other locations. If a driver is unfamiliar with the area, and following a large truck, there is no way for them to know they can't just go straight without leaving their lane. Please put signs up about lanes shifting.	Other	Operations	Signs/Markings, Design	10th between Oak and Baseline
457	Online Tool	2018-04-26 23:56:21 UTC	There should be plans for an overpass at Cornelius Pass and TV Highway. Traffic is going to be very snarled at this intersection in a couple of years.	Vehicles	System Request	Infrastructure, Congestion	Cornelius Pass and TV Hwy
458	Online Tool	2018-04-27 05:02:19 UTC	The strange loss of a lane as you go northbound on 28th/25th is confusing, and the need to shift from the left lane to the right lane to continue to go straight can cause late lane changes. The shopping center needs to give up some parking space to allow the lane to continue through.	Vehicles	Operations	Design	28th north of Grant as it becomes 25th
459	Online Tool	2018-04-27 05:16:12 UTC	A left turn here in the evening hours takes a long time.	Vehicles	Operations	Congestion, Intersection Design	Cornell and Elam Young
460	Online Tool	2018-04-27 05:22:45 UTC	There is lots of traffic in the morning commute, cars turning left from Estate to JSR, but traffic on JSR are not following the 20 mph during school times.	Vehicles	Enforcement, Operations	Congestion, Traffic Calming/Speed	Jackson School Road and Estate
461	Online Tool	2018-04-27 14:09:59 UTC	The eventual connection of Hidden Creek Drive to NE 47th Avenue will, in addition to redistributing vehicular traffic, also provide the potential for a lower stress pedestrian and bicycle connection.	Bicycles	System Request	Infrastructure	Hidden Creek Drive from 47th to 53rd
462	Online Tool	2018-04-27 14:32:25 UTC	Remove the curb on Farmington from Marlin to 185th, and build a proper, raised sidewalk.	Pedestrians	Operations	Infrastructure, Sidewalks	Farmington from Marlin to 185th
463	Online Tool	2018-04-27 14:42:41 UTC	Re-stripe 185th to remove bike lane, and simply have a very wide lane for the transition of having the bike lane move leftward one lane. Also the TSP should have a policy of never having bike lanes cross other lanes.	Bicycles	System Request	Design	185th and Cornell
464	Online Tool	2018-04-27 14:45:55 UTC	The TSP should have a policy of never putting bike lanes on one way streets. Bicyclists should be free to use either lane, depending on their destinations. Having two all-purpose lanes allows motorists to pass, regardless of which lane a bicyclist is occupying.	Bicycles	System Request	Design, Bike Lanes	Throughout the City (geotagged Main St between 2nd and 3rd)

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
465	Online Tool	2018-04-27 14:56:40 UTC	TSP should have a policy of never having bike lanes next to on-street parking. The parking lane would have to be 14 feet wide to accommodate wide vehicles, their opened doors, and the possibility that they are parked as far as 18" (legal maximum) from the curb. Add five feet for a bike lane, and the combined parking and bike lane take 19 feet. That doesn't even allow for an extra distance that might be called a flinch zone or a startle zone. Bicyclists should ride far enough from parked cars so as not to be doored, nor to be startled into suddenly swerving into the next lane. The wide space required for that could be mistaken for a useable lane. Less space than that puts Hillsboro in the untenable position of requiring, or at least encouraging bicyclists to operate dangerously.	Bicycles	System Request	Design, Bike Lanes	Throughout the City (geotagged empty space south of downtown)
466	Online Tool	2018-04-27 15:24:42 UTC	I conducted a count of cars driving throught the intersection of 65th and Rosebay from 7 to 8 AM to Traffic Circle and on to Intel Parking Garage. The result was 132, which projected out is hundreds per day. These cars are clearly trying to circumvent traffic lights and backup on Butler in the morning and ignoring the city signage that states "No Thru Traffic". Many close calls with other cars and foot traffic is occuring daily and both streets border Rosebay Park with chiildren playing throughout the day. Preventative acition is required now versus after a tragic accident occurs.	Vehicles	Operations	Traffic Calming/Speed, Signs/Markings, Safety	65th and Rosebay
467	Online Tool	2018-04-27 15:50:17 UTC	Please repaint the divider and put some lights in the area . During the night I see plenty of people turning left from TV hwy on Brookwod on the wrong way of the street.	Vehicles	Maintenance	Road Condition, Safety	Brookwood and TV Hwy
468	Online Tool	2018-04-27 18:30:59 UTC	I grew up right next to this intersection, and there were often car accidents here. And despite the low speed limits, they were often severe. Once, a car completely flipped over. Once, a car almost drove into our neighbor's living room! I believe the problem comes from the fact that this is one of the only intersections along this section of Grant that is NOT a 4-way stop. Cars on 6th, trying to cross Grant, often assume the cross traffic will stop, but they don't. I think there could be a simple solution to this problem: either make it a four way stop, or simply put up a sign on each side of 6th reminding drivers that cross traffic does NOT stop. (I have seen these signs else where). I think this could prevent a lot of future problems!	Vehicles	Operations	Safety, Signs/Markings	6th and Grant
469	Online Tool	2018-04-28 00:53:51 UTC	Left turn from Witch Hazel to River Road is dangerous. We need the lights there	Vehicles	System Request	Signals	Witch Hazel and River Rd
470	Online Tool	2018-04-28 01:01:43 UTC	Weird lane layout.. Why can't we have left lane to be left turn only, middle lane to go straight and turn left and the right lane go straight like any other intersection does? I always worry that the car that is in the left only lane will not shift to the left as their lane does prior to the left turn and will run into my car as I shift left in my middle lane	Vehicles	Operations	Design, Safety	10th between Oak and Baseline
471	Online Tool	2018-04-28 01:03:55 UTC	Need a light, it is almost impossible to turn left on Cornell	Vehicles	System Request	Signals	17th and Cornell
472	Online Tool	2018-04-28 01:47:37 UTC	Traffic light to cross largely ignored by drivers here. It makes it hard for pedestrians to cross both at this point and also when trying to cross on SE 9th Ave.	Pedestrians	Operations	Signals, Crossings	10th and Baseline
473	Online Tool	2018-04-28 22:11:26 UTC	Kids traveling from the Camp Ireland neighborhoods to Patterson, Evergreen and Glencoe cross Glencoe all along this street because there is no defined crosswalk. My son and two friends were crossing to Evergreen this year and some polite drivers stopped for them because its not safe with traffic at 40+ mph, but were themselves rear ended by two vehicles pushing the first car closer to the kids. Evergreen and Glencoe pedestrian crossing is screwy. Glencoe doesnt have sidewalks or bike paths on the west side. Please either put in full sidewalks/bike path on the west side, or put in a crosswalk with flashing lights at Camp Ireland St before the next accident is a car hiiting one of our children!	Pedestrians	System Request	Safety, Crossings, Signals, Infrastructure, Sidewalks, Bike Lanes	Glencoe and Camp Ireland

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
474	Online Tool	2018-04-28 22:23:49 UTC	This is a big traffic pinch point where Evergreen narrows to one lane going west between 15th and NW Jackson School. Rush hour traffic backs up through the lights and side streets. Just keeping the second lane on the north side of the street from 15th to NW Jackson School would significantly improve the issue. Left lane would continue on to carry commuters to neighborhoods to the west as it currently does, but keeping the right or north most lane till NW Jackson Scool as a dedicated right turn lane would effectively separate the commuter traffic, relieving the constraint.	Vehicles	Operations	Congestion, Design	13th and Evergreen
475	Online Tool	2018-04-29 17:50:28 UTC	If I am making a left from this street onto Lois, to head east on Lois, there are consistently tall shrubs which greatly reduce visibility. I would like those shrubs to be torn out or consistently cut short to aide in safety. This may only affect traditional cars as drivers of SUVs or trucks would have greater visibility.	Vehicles	Maintenance	Safety	63rd and Lois
476	Online Tool	2018-04-29 17:52:34 UTC	If I'm on 76th, trying to take a left onto Quatama to head west, visibility is inadequate due to cars/trucks parked on the south side of Quatama.	Vehicles	Operations	Parking, Safety	76th and Quatama
477	Online Tool	2018-04-29 19:30:56 UTC	Many cars do not stop at this 4-way stop intersection (from a "rolling stop" to full-speed blowing through). It's a residential neighborhood, and drivers coming in and out of New Seasons without following the posted stop signs are dangerous to residents -- people with dogs, kids, families, etc.	Vehicles	Enforcement	Safety	61st and Brighton
478	Online Tool	2018-04-30 02:51:39 UTC	The westbound left turn lane is too short for the amount of traffic. Every time I approach is light in the evenings there is left turn traffic backed up into the thru-traffic lane.	Vehicles	Operations	Congestion, Intersection Design	Brookwood and Cornell
479	Online Tool	2018-04-30 03:04:39 UTC	<p>Every night between 5:30-6:00 pm you can find my car stopped here in the southbound lane waiting to go straight through the Brookwood/Cornell lights. Some evenings I have waited up to 20 minutes to clear this intersection, just to go straight thru.</p> <p>I have watched cars drive the full length of the right lane [Turn Only Lane] only to cut over to the left southbound lane at the last minute. Sometimes blocking traffic behind them with their blinker on. I know some people do this intentionally to cut the line, but I also believe a lot are caught of guard. Google Maps, and Uber/Lyft drivers do not warn that the driver needs to be in the left lane to continue southbound. Could you post a second sign "Right Lane Must Turn Right" further back from the intersection. The current one is posted where traffic is already lined up bumper to bumper, leaving them no choice but to cut in.</p> <p>Thank you!</p>	Vehicles	Operations	Signs/Markings	Brookwood and Cornell
480	Online Tool	2018-04-30 03:09:07 UTC	Please widen Brookwood to 2 lanes. I fear this area will become more congested once the South Hillsboro development is completed and residents are looking for an alternative to Corn Pass.	Vehicles	System Request	Congestion, Design	Brookwood
481	Online Tool	2018-04-30 03:19:07 UTC	I will never ride a bike in the bike lanes on either the northbound or southbound sides of Brookwood between Baseline and Cornell. When not fully congested people drive well over 55 mph on this section of road (when it is fully backed up bumper to bumper). I have also seen cars weave into the bike lanes on multiple occasions.	Bicycles	Operations	Safety	Brookwood between Baseline and Cornell
482	Online Tool	2018-04-30 03:24:16 UTC	<p>The posted speed limit on Brookwood between Cornell and Evergreen is 45. After an infuriating wait to get through the Cornell/Brookwood intersection this section is a speedway with commuters driving upwards of 60 mph along this stretch, tailgating and weaving between the fast and slow lanes because the person driving 50 in the fast lane is not fast enough for them.</p> <p>Something needs to be done to mitigate the speeding.</p>	Vehicles	Enforcement	Traffic Calming/Speed	Brookwood between Cornell and Evergreen

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
483	Online Tool	2018-04-30 03:30:28 UTC	There needs to be a left turn arrow from southbound 1st Ave turning left onto eastbound Oak St.	Vehicles	Operations	Intersection Design, Signals	1st and Oak
			It is impossible to make this turn. The only way is cut through the Grocery Outlet parking lot, or to creep into the intersection and wait for the light to turn red (hoping no one will run the light) and then turn.				
484	Online Tool	2018-04-30 03:40:14 UTC	Agree this intersection needs work. The middle lane backs up with cars turning left/ going straight, while cars try to squeeze through to go right.	Vehicles	Operations	Intersection Design	10th and Oak
			There have been multiple times I have been the last car in the middle lane during a red light and have been nearly hit by a car trying to go right. Very scary.				
485	Online Tool	2018-04-30 05:00:43 UTC	Pavement needs fully redone. It can't be patched any further. Candidate for worst paved street in town.	Vehicles	Maintenance	Road Condition	Brookwood and TV Hwy
486	Online Tool	2018-04-30 05:39:08 UTC	there are too many speeding cars here at rush hour with loud (illegal, aftermarket) mufflers. There needs to be more police enforcement here for speeding and loud, obnoxious mufflers that weigh 80-100 decibels on my decibel reader. (illegal in the state and county) Really diminishes the quality of living here. Please install speed bumps as well. Thank you	Vehicles	Enforcement	Traffic Calming/Speed	John Olsen
487	Online Tool	2018-04-30 05:39:58 UTC	please install speed bumps. thanks!	Other	System Request	Traffic Calming/Speed	Amberwood
488	Online Tool	2018-04-30 21:23:02 UTC	We need a crosswalk and traffic light at this corner and have for years. People have almost been hit at this location. There is a bus stop here, a preschool at the church, and a community garden. It is too far for people from the neighborhoods to walk down to the corner at Baseline or up to the Max in order to cross the street safely. A crosswalk is long overdue, and at this point a traffic light is specifically needed.	Pedestrians	System Request	Crossings, Signals	Century and Oelrich
489	Online Tool	2018-04-30 23:19:28 UTC	What is with people trying to make that last flashing yellow light left turn? You should not even enter the intersection without knowing you will be able to exit it safely. Increased police supervision will generate nice revenue.	Vehicles	Enforcement	Safety, Signals	Brookwood and Baseline
490	Online Tool	2018-05-01 15:07:04 UTC	Speed limit of 45 seems WAY too high for this stretch of road with high pedestrian use. Should be reevaluated.	Vehicles	Operations	Design, Traffic Calming/Speed	Cornell
491	Online Tool	2018-05-01 22:15:40 UTC	The light for the MAX train is not logical - either both directions should be stopped or neither, not one at a time. Thanks!	Vehicles	Operations	Signals	Century and Alder
492	Online Tool	2018-05-01 22:16:37 UTC	Bicycle lane is absent in this portion of 25th Ave. this a heavily used bike route to and from Intel Jones Farm Campus.	Bicycles	System Request	Infrastructure, Bike Lanes	25th just south of Evergreen
493	Online Tool	2018-05-01 22:17:20 UTC	Visibility to oncoming traffic from the left turn lane is very poor and I worry about an accident here.	Vehicles	Operations	Intersection Design	Brookwood and Baseline
494	Online Tool	2018-05-01 22:48:09 UTC	Please widen road to 4 lanes like the rest of Cornelius Pass. Causes major congestion, especially at Ladd Acres.	Vehicles	System Request	Congestion, Design	Cornelius Pass south of Frances
495	Online Tool	2018-05-01 23:05:48 UTC	There is a Railroad Crossing sign here that is often confused as a stop sign for people stopped at stop sign on Orenco Gardens Dr. I've seen lots of people pull out in front of cars driving down Elam Young because they think there's a stop sign for them.	Vehicles	Operations	Signs/Markings, Safety	Elam Young and Orenco Gardens Dr

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
496	Online Tool	2018-05-02 00:12:08 UTC	The Northbound light at the MAX crossing is absurd. For it to turn red when the Cherry Dr Light is red is redundant. I understand the point is to keep people from stopping on tracks, but I can't see how it any different than a track without a preceding light. As a driver this should be simple, do not stop on the tracks. Turning left from Alder St it is impossible to know if the Southbound traffic on Century has a red making it difficult to judge turning. The pedestrian crossing is also redundant, they can cross at Cherry. If you want to service the pedestrians and eliminate these problems let me suggest moving the MAX light to Alder St or just eliminate it.	MAX/WES Lightrail	Operations	Intersection Design, Signals	Century MAX crossing
497	Online Tool	2018-05-02 01:16:16 UTC	There should be a pedestrian cutout in the parking strip on the north side of Rosebay here. There's a cutout on the south side, and a path goes through to Copper Beech on the north side, but without a coordinating cutout, cars (one large blue SUV in particular) parks right in the path. Anyone wanting to cross and take the sidewalk through has to pick their way around the parked cars.	Vehicles	System Request	Infrastructure, Sidewalks	Rosebay about 200 feet west of Ashberry
498	Online Tool	2018-05-02 01:16:50 UTC	At this intersection, northbound traffic that doesn't turn at the stop sign have right of way over southbound traffic that is turning left (eastbound) out of the left turn lane, whoever arrived at the stop sign first. There is no "common courtesy" rule here as there is with four-way stops, as I remember it from the driver's manual. Nonetheless south-bound traffic in the left turn lane consistently treat it as first-come first-served and cross in front of oncoming traffic - like a four-way stop which it isn't. This causes a dangerous situation. I suggest a sign facing south-coming traffic: "Left turn, yield right of way to oncoming traffic."	Vehicles	Operations	Signs/Markings, Safety	Amberglen and Compton Drive
499	Online Tool	2018-05-02 01:18:45 UTC	Sometimes cars park in front of the pedestrian cutouts on the west side of Rosebay here. Is there any way to enforce the pedestrian walkway?	Vehicles	Enforcement	Signs/Markings, Parking	Rosebay (geotagged 65th and Ashberry)
500	Online Tool	2018-05-02 01:38:02 UTC	Speed limit on Quatama is 40mph which is too high for the amount of residential properties there now. Should be reset to 35mph	Vehicles	System Request	Design, Traffic Calming/Speed	Quatama
501	Online Tool	2018-05-02 01:45:02 UTC	Traffic really stacks ups at this intersection during rush hours, so a left turn signal at Wilkins and John Olsen for west bound traffic turning left onto John Olsen would be helpful.	Vehicles	Operations	Signals, Congestion	John Olsen and Wilkins
502	Online Tool	2018-05-02 02:50:24 UTC	Terrible area goes from two lanes to one. Was rear ended here last September. Backed up all the time.	Vehicles	Operations	Congestion, Safety	158th and Jenkins
503	Online Tool	2018-05-02 02:52:42 UTC	Kids walking alone this road after school lets out. Please make a proper sidewalk, it is very dangerous at the moment.	Pedestrians	System Request	Infrastructure, Sidewalks	Farmington between 185th and 179th
504	Online Tool	2018-05-02 03:41:07 UTC	Need bicycle lane at NW Quatama Rd near NW Cornelius Pass Rd	Bicycles	System Request	Infrastructure, Bike Lanes	Cornelius Pass and Quatama
505	Online Tool	2018-05-02 04:18:46 UTC	Hey Fred Meyer, why don't you have bicycle racks?	Bicycles	System Request	Infrastructure	Fred Meyer on Century and TV Hwy
506	Online Tool	2018-05-02 04:19:38 UTC	Hey Regal Cinemas, where are your bicycle parking racks?	Bicycles	System Request	Infrastructure	Regal Cineams on Century and TV Hwy
507	Online Tool	2018-05-02 05:30:54 UTC	The 5ft bike lane on Cornell Rd going east at this location has a large sunken grate with a dip mighty enough to catch the most experienced folks off guard. This is just a tragedy waiting to happen with 50mph+ fast traffic inches away and a newbie rider falling in their path due to the large dip which is more like a smooth paved pothole with a metal grate at the bottom.	Bicycles	Maintenance	Road Condition	Shute and Cornell
508	Online Tool	2018-05-02 05:42:19 UTC	Thank you so much for putting in this roundabout here. It used to force me to navigate two T junctions while coming from meek rd going west towards scotch church rd. This has simplified the transition and ensured the traffic speeds stay low/safe.	Vehicles	Operations	Traffic Calming/Speed, Intersection Design	Jackson School Roundabout
509	Online Tool	2018-05-02 05:50:51 UTC	The new stop here on red is very confusing for most drivers. Isn't it legal to turn right on a red after stopping? Some drivers go after stopping, others just sit and wait for the light to change. It needs better signage.	Vehicles	Operations	Intersection Design, Signs/Markings	Century and Cornell

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
510	Online Tool	2018-05-02 05:52:20 UTC	Can we please get rid of this meaningless traffic light and put in a traffic circle instead? This will A) control speeding and keep vehicles operating at a safe speed B) reduce waiting time for the majority of through vehicles who have to wait for the lone shopper turning left and C) annoy me less and keep me from cursing it every time it is red.	Other	Operations	Intersection Design	25th just south of Cornell
511	Online Tool	2018-05-02 05:58:14 UTC	During rush hour (4-6pm) it's difficult to get out of the neighborhood due to the Intel traffic. We need a stop light somewhere along Century Blvd to make it possible to get out of the neighborhood.	Vehicles	System Request	Signals, Congestion	Century and Oelrich
512	Online Tool	2018-05-02 11:34:40 UTC	Needs crosswalk with light for park. Also a speedlimit sign with rader along the road. As cars speed 50+ along here.	Pedestrians	Enforcement, System Request	Crossings, Traffic Calming/Speed	53rd between Baseline and Candlewood
513	Online Tool	2018-05-02 16:24:01 UTC	This light for Elam Young cars turning left onto Cornell can stay red for 3 minutes with NO traffic coming from either direction. Then when a bunch of cars are coming from both directions on Cornell, the light finally turns green and makes all those cars stop.	Vehicles	Operations	Signals	Elam Young and Cornell
514	Online Tool	2018-05-02 17:39:21 UTC	Fix the traffic lights so they are "timed" for someone that drives the speed limit to make it from the west side to the east side and vice versa without pause. It is maddening to stop at every single stop light! The traffic should flow.	Vehicles	Operations	Signals	Cornell
516	Online Tool	2018-05-02 17:42:43 UTC	Taking the train to the airport is great, but there needs to be long term parking to use the train! If you only allow 24 hour parking, Where do folks park near the Max if they are taking the train to the airport and won't be back for a week? Sunset or other locations are too far to go and defeats the purpose of taking the train.	MAX/WES Lightrail	System Request	Transit, Parking	Cornell (geotagged Washington County Fair Complex)
517	Online Tool	2018-05-02 17:49:11 UTC	Enforce the rule that the left lane is reserved for passing and faster moving traffic, and that traffic using the left lane must yield to traffic wishing to overtake. Many go 10 miles UNDER the speed limit, and these drivers impeding traffic are as dangerous as those that speed. Why do police not pull drivers over for impeding traffic like other states do???	Vehicles	Enforcement	Traffic Calming/Speed	Hwy 26
518	Online Tool	2018-05-02 18:08:41 UTC	This intersection is a 4-way stop. Many, many drivers never stop at the stop sign. only half a block from Mooberry Elementary, this is a recipe for disaster. Please please consider an overhead flashing red light or speed bumps -- before fatality is the impetus.	Vehicles	Operations	Intersection Design, Safety	10th and Arrington
519	Online Tool	2018-05-03 00:32:49 UTC	Max Blue should go straight to airport. or at least have one that is an express that does not stop as often.	MAX/WES Lightrail	System Request	Transit	MAX Blue Line
520	Online Tool	2018-05-03 01:15:40 UTC	Cars on northbound 185th turning right onto Cornell frequently treat the bike lane as a turn lane, often stacking three or four vehicles deep. This makes it dangerous and frustrating to try riding through this intersection.	Bicycles	Operations	Intersection Design, Safety	185th and Cornell
522	Online Tool	2018-05-03 01:34:19 UTC	Correcting my comment on getting from Grant to Garibaldi. I turn left on 2nd, right on Jefferson, right on 1st and left on Garibaldi.	Vehicles	System Request	Congestion	Grant and 2nd to 1st and Garibaldi
523	Online Tool	2018-05-03 03:24:17 UTC	Allowing cars to park on both the north and south sides of SE Lois St. is a HUGE hazzard, from SE Cornelius Pass Road into the neighborhood on down to SE Century Blvd. This becomes even more of a problem during hosted sporting events on the RA Brown Middle schoolground, located north of the School. Not only are there no lines painted down the middle of SE Lois, but there are no bicycle lanes designated either. I suggest you consider allowing parking on the south side only and use angled parking spots to allow for 2 vehicles to park where only 1 can park now with parallel parking. I believe this would accommodate more parked cars and keep the street safer for drives, pedestrians and cyclists. It would also be nice to see signs put in that direct additional parking to the other lots on the south side of the school when parking on Lois is full, to reduce the amount of additional parking in the neighborhoods north on SE 74th.	Other	Operations	Parking	Lois
524	Online Tool	2018-05-03 03:35:11 UTC	There needs to be a sidewalk and large bike lane on both sides of Century Rd. The sidewalk is not continuous and it's very dangerous.	Pedestrians	System Request	Infrastructure, Safety, Sidewalks, Bike Lanes	Century

City of Hillsboro
TSP Public Comment Log

ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
526	Online Tool	2018-05-03 03:41:08 UTC	Connecting Century Blvd from E Main St. to SE Borwick would be a HUGE mistake, not to mention creating a dangerous driving, walking and cycling problem within the surrounding neighborhoods. Not only are these inner neighborhood streets not adequate to handle increased traffic, the increase in noise and speeding alone would be severe. There are plenty of other connecting routes on either side of Century to accommodate the need.	Vehicles	System Request	Design, Connectivity	Century from Main to Borwick over Noble Woods Park
527	Online Tool	2018-05-03 03:58:11 UTC	Several cars avoid the intersection at E Main and SE Cornelius Pass Road, by turning south onto SE Borwick, then south on SE 73rd Ave, over to SE 74th Ave, then down to SE Lois. This happens at all times during the day, evening and night hours and hey literally fly down these neighborhood roads at excessive speeds without concern for children or slower moving cars of the people who live in this neighborhood. Speed bumps (several of them) or some other sort of traffic control devices need to be installed to stop this and slow the vehicles down!	Vehicles	System Request	Traffic Calming/Speed	73rd and Borwick to Cornelius Pass and Lois
528	Online Tool	2018-05-03 04:06:07 UTC	Waiting for the light to turn when coming off of Borwick onto E. Main is a never ending test of patience. During rush hours the traffic builds up and up, for the never-ending light to turn. Good grief, what happened to synchronized traffic light management, that would effectively move traffic around this city. Oh wait, this is Oregon, that'd be too logical to implement! How silly of me...	Vehicles	Operations	Signals	Borwick and Main
529	Online Tool	2018-05-03 16:05:11 UTC	When approaching the intersection of E Main and Cornelius Pass Road, there are several near misses from people pulling out on Shaleen St. traveling either north or south. Due to the speed and curvature of CPR, you cannot clearly see this cross traffic until you are right upon them.	Vehicles	Operations	Design, Safety	Cornelius Pass and Shaleen
530	Online Tool	2018-05-03 16:19:00 UTC	Need more effective means of slowing traffic through this and other neighborhoods. Increased traffic brings increased traffic cutting through our neighborhoods at ridiculous and unsafe speeds.	Vehicles	System Request	Traffic Calming/Speed	Lois
531	Online Tool	2018-05-03 19:35:14 UTC	At 5611 Elam Young the sidewalk discontinues for about 30 - 40 feet and you have to either walk on the street, which is also in bad condition, or down a sometimes muddy path to continue to the sidewalk. There is a tree and large mailbox.	Pedestrians	System Request	Infrastructure, Sidewalks	Elam Young near Ray Circle
532	Online Tool	2018-05-03 20:51:16 UTC	During non-peak times, if one car on EB Jacobson wants to turn right onto SB Corn Pass Rd, the traffic turns red on Corn Pass (where the majority of the traffic is). But by the time the light turns red, the car had already turned right on a red. Can their green light be delayed a few seconds and then only turn green if they don't have the opportunity to turn right on a red?	Vehicles	Operations	Signals	Cornelius Pass and Jacobson
533	Online Tool	2018-05-04 18:08:34 UTC	I have been very reluctant to recommend this course of action but I think it's finally time for a traffic light at the intersection of 15th and Jones Farm. During the morning and evening rush, this intersection is just plain dangerous for left-turners and pedestrians and bicyclists.	Pedestrians	System Request	Signals	15th and Jones Farm
534	Online Tool	2018-05-04 18:32:10 UTC	People driving westbound on Cornell make illegal U-turns here without realizing there is a right turn signal for northbound traffic on Amberglen Pkwy during the westbound left turn signal. I've seen many near misses because of the illegal u-turns.	Vehicles	Operations	Safety, Intersection Design, Signals, Signs/Markings	Amberglen and Cornell
535	Online Tool	2018-05-05 00:45:48 UTC	Need a way to get to New Seasons parking lot from EB Cornell without having to go down Orenco Station Pkwy	Other	System Request	Connectivity	Orenco Station and Cornell
536	Online Tool	2018-05-05 04:52:07 UTC	Major traffic backup go blocks down 25th, including blocking the entrance to the strip mall	Vehicles	Operations	Congestion	25th and Cornell
537	Online Tool	2018-05-05 21:46:44 UTC	At night a single car on River Road can't get through this intersection without the light turning yellow. This is in part because vehicles must wait far back behind the tracks.	Vehicles	Operations	Signals	13th and River Rd
538	Online Tool	2018-05-07 00:29:31 UTC	A series of white bumps were added separating the bike lane from car lanes all a long sections of Cornell. I call these "Suicide Bumps" for bikes. They are very dangerous as they are invisible to bike commuters after dark. They make sense in touring areas like the Oregon Coast where bike traffic is in daylight but make NO Sense in commuter areas with after dark bike traffic. Bike need the flexibility to avoid dangerous debri in the bike lanes. The Suicide Bumps are a really really bad idea.	Bicycles	Operations	Infrastructure, Safety, Bike Lanes	Cornell

City of Hillsboro
TSP Public Comment Log

ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
539	Online Tool	2018-05-07 00:32:31 UTC	NE 25th Ave bike lanes above Cornell are littered with debris from the local landscape supply company. Please consider increased street sweeping. Every other week would not be in excess. Bike commuters to Intel would greatly appreciate the change.	Bicycles	Maintenance	Road Condition	25th north of Cornell
540	Online Tool	2018-05-07 06:18:45 UTC	It is difficult to turn left on a bike at this intersection. I need to turn left going west on Cornell to south on Brookwood. It is hard to get into the left turn lane. I'm not sure how to make a box turn with a right turn lane for cars and no bike lane, so the only option is to use the crosswalks.	Bicycles	Operations	Intersection Design	Brookwood and Cornell
541	Online Tool	2018-05-07 06:22:10 UTC	Turning left from Shute Rd. onto Cornell, the turn signal does not detect bikes.	Bicycles	Operations	Signals	Shute and Cornell
542	Online Tool	2018-05-07 06:23:31 UTC	It's difficult to make a left turn in any direction here on a bike.	Bicycles	System Request	Intersection Design	48th and Cornell
543	Online Tool	2018-05-07 06:26:16 UTC	There's no bike lane on Airport Rd. right after Brookwood. One doesn't start up until the bottom of the hill.	Bicycles	System Request	Infrastructure, Bike Lanes	Brookwood and Airport Rd
544	Online Tool	2018-05-07 06:28:13 UTC	I want to turn left to get into the shopping here from going east bound on Cornell. It is difficult on a bike.	Bicycles	System Request	Intersection Design	Orenco Station and Cornell
545	Online Tool	2018-05-07 06:30:50 UTC	On all of Cornell, a bike lane without even a buffer feels inadequate. This section in front of the airport is always especially bad. Traffic goes so fast; there are trucks; and there are frequent drains in the bike lane.	Bicycles	System Request	Infrastructure, Safety, Bike Lanes	Cornell
546	Online Tool	2018-05-07 06:33:13 UTC	When I am going westbound on Butler turning left onto Shute (to head to Cornell), the traffic signal does not detect me on my bike.	Bicycles	Operations	Signals	Shute and Butler
547	Online Tool	2018-05-07 06:35:01 UTC	It is difficult to turn left onto 25th on a bike.	Bicycles	System Request	Intersection Design	25th and Evergreen
548	Online Tool	2018-05-07 06:35:51 UTC	This bike lane is too narrow.	Bicycles	Operations	Design, Infrastructure, Bike Lanes	25th
549	Online Tool	2018-05-07 06:41:47 UTC	How is a person supposed to turn left on a bike when going from east bound on Evergreen to the two-way bike path on Cornelius Pass?	Bicycles	Operations	Intersection Design	Cornelius Pass and Evergreen
550	Online Tool	2018-05-07 17:13:35 UTC	We desperately need bus transportation from Cornelius Pass Rd/Baseline Rd or just Baseline Rd to either Orenco Station or Quatama Station. There is a significant shortage of public transport out here.	Bus	System Request	Transit	Cornelius Pass and Baseline to Orenco Station or Quatama Station
551	Online Tool	2018-05-07 20:30:19 UTC	traffic is bad here.	Vehicles	Operations	Congestion	TV Hwy
552	Online Tool	2018-05-07 21:29:51 UTC	On the west side of Brookwood going towards Cornell if you hit the walk signal to cross Veterans Dr you have to wait for all of Brookwood to stop and Veterans Dr to turn green and 95% of the time there is no on Veterans. It would be nice if the left turn signal on Brookwood would turn red and then let the walk signal go.	Bus	Operations	Signals	Brookwood and Veterans
553	Online Tool	2018-05-08 00:34:21 UTC	There are illegal u-turns from 25th and Cornell in Hillsboro all the way down Cornell to 153rd. I see at least 2-3 everyday around noon. Why aren't police around to enforce this rule??? Also at 185th a lot.	Vehicles	Enforcement	Safety	Cornell between 25th and 153rd
554	Online Tool	2018-05-08 00:42:32 UTC	The Jackson School Road expansion project is going to result in the loss of so many existing trees. Any new plantings will not come close to matching the those that will be lost. Hillsboro needs more trees, not fewer.	Other	System Request	Design	Jackson School Road
555	Online Tool	2018-05-08 01:27:53 UTC	Need to coordinate bike lanes w/ Hillsboro Airport Master Plan. They are moving all the schools up to the NE corner, and there are 100's of international students who use bikes daily/hourly to commute from Brookwood and Baseline. With no bike lanes, this is just an international incident waiting to happen.	Bicycles	System Request	Infrastructure, Bike Lanes	Brookwood
556	Online Tool	2018-05-08 01:30:15 UTC	With the new Washington County Convention Center, at Brookwood and Veterans, Brookwood needs to be 6 lanes all the way from US-26 to Veterans to handle event traffic.	Vehicles	System Request	Design	Brookwood and Veterans

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
557	Online Tool	2018-05-08 01:32:00 UTC	With the Washington County Convention Center, Brookwood needs to be 6 lanes all the way from US-26 to Veterans Dr.	Vehicles	System Request	Design	Brookwood from Veterans to Hwy 26
558	Online Tool	2018-05-08 01:34:05 UTC	With the Washington County Convention Center coming, Veterans Dr. needs to be 4-6 lanes for event traffic from Brookwood to 34th.	Vehicles	System Request	Design	Veterans from Brookwood to 34th
559	Online Tool	2018-05-08 01:37:09 UTC	With the Washington County Convention Center coming, Cornell needs to be 6 lanes for event traffic from Cornell to Brookwood to go with 4-6 lanes on 34th and Veterans and 6 lanes on Brookwood all the way from Veterans to US-26.	Vehicles	System Request	Design	Brookwood and Cornell
560	Online Tool	2018-05-08 01:38:04 UTC	With the Washington County Convention Center coming, 34th needs to be 4-6 lanes from Cornell to Veterans.	Vehicles	System Request	Design	34th from Cornell to Veterans
561	Online Tool	2018-05-08 01:40:23 UTC	Century Blvd needs to be completed, and needs to be county standard 5 lanes.	Vehicles	System Request	Design	Century from Main to Borwick over Noble Woods Park
562	Online Tool	2018-05-08 01:41:34 UTC	Brookwood needs to be 4 lanes from South Hillboro up to Baseline	Vehicles	System Request	Design	Brookwood from Davis to Baseline
563	Online Tool	2018-05-08 01:45:05 UTC	Brookwood needs to be 4 lanes from S. Hillsboro and TV highway to Veterans, and 6 lanes all the way to US-26.	Vehicles	System Request	Design	Brookwood from TV Hwy to Hwy 26
565	Online Tool	2018-05-08 01:49:49 UTC	the sidewalk from Olympic Ct to 43rd needs to be continued down 43rd past Brogden to join the existing sidewalk. This is a main walking route to the Max station.	Pedestrians	System Request	Infrastructure, Connectivity, Sidewalks	43rd from Olympic Ct to Brogden
566	Online Tool	2018-05-08 01:53:21 UTC	25th needs to meet county standard 5 lanes from Evergreen to Cornell.	Vehicles	System Request	Design	25th from Evergreen to Cornell
567	Online Tool	2018-05-08 03:15:05 UTC	A crosswalk would be great here!	Pedestrians	System Request	Crossings	Connell and Darnielle
568	Online Tool	2018-05-08 04:19:27 UTC	<p>This stupid traffic light is red no matter what direction I'm coming from or what time it is. It often turns red as traffic approaches, even when nobody at all is on the cross street.</p> <p>I actually kept track of how often this one was red when I got to it for a month, and it somehow managed to reach 70%. That shouldn't even be possible. This thing REALLY needs its programming adjusted.</p>	Vehicles	Operations	Signals	John Olsen and Amberwood
569	Online Tool	2018-05-08 04:23:49 UTC	Eastbound Wilkins is the only part of this intersection *without* a left-turn lane. This is really stupid.	Vehicles	Operations	Intersection Design	John Olsen and Wilkins
570	Online Tool	2018-05-08 04:31:09 UTC	Add a right turn lane to northbound 188th at Evergreen. If one person wants to go straight instead of turn, everyone behind them is held up for the entire light cycle.	Vehicles	Operations	Intersection Design	188th and Evergreen
571	Online Tool	2018-05-08 04:45:45 UTC	<p>Brookwood between 26 and Evergreen is a hotspot for stragglers driving below the posted speed despite having no reason to do so.</p> <p>Stragglers artificially slow down traffic and cause road rage. Stop focusing only on ticketing speeders, and start ticketing these people too.</p>	Vehicles	Enforcement	Traffic Calming/Speed	Brookwood between Hwy 26 and Evergreen
572	Online Tool	2018-05-08 04:50:39 UTC	There's a traffic light for right turns here now. What on Earth is the point to that when one of those same turn lanes becomes its own lane at the overpass? It's not merging into an existing lane; the turn begins a new one. Wasn't the point to fixing this interchange to improve flow?	Vehicles	Operations	Intersection Design, Congestion	Cornelius Pass and Hwy 26
573	Online Tool	2018-05-08 04:59:22 UTC	Widen John Olsen through this stretch. The driveways are sharp enough that most people come to or close to a complete stop to make a turn, causing backups behind them.	Vehicles	Operations	Design	John Olsen between Evergreen and Cornell
574	Online Tool	2018-05-08 05:00:59 UTC	<p>The posted speed here is 45, but most people go 5-10 below that with no reason to do so.</p> <p>Stragglers artificially slow down traffic and cause road rage. Stop focusing only on ticketing speeders, and start ticketing stragglers too.</p>	Vehicles	Enforcement	Traffic Calming/Speed	Walker between Amberglen and 185th

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
575	Online Tool	2018-05-08 05:04:03 UTC	I've heard plans Nike wants to privatize Jay Street. Please don't do that.	Vehicles			Jay Street between 158th and Jenkins
576	Online Tool	2018-05-08 05:18:36 UTC	With the high and increasing density in this area, shouldn't 206th have a north-south bus line going to the MAX stop?	Bus	System Request	Transit	John Olsen from Evergreen to Quatama MAX Station
577	Online Tool	2018-05-08 05:21:34 UTC	New construction made the right-turn from southbound Amberglen onto Von Neumann unusually sharp. Maybe it will improve once the fences are gone, but at the moment almost everybody turning goes over the yellow line. This sometimes leads to near misses with oncoming traffic.	Vehicles	Operations	Intersection Design	Amberglen and Von Neumann
578	Online Tool	2018-05-08 05:29:24 UTC	I refer to this segment of Baseline between Borwick and the Walmart as the "Triptych of Evil." There are multiple traffic lights in very close succession (used to be 3 - hence triptych; now 4 with the Walmart). Get one red light, and you'll get the next one too. And then the next one. And now the fourth one. The light programming here is horribly implemented.	Vehicles	Operations	Signals	Baseline from Borwick to Shaleen
579	Online Tool	2018-05-08 05:38:15 UTC	This probably has little to do with the city, but the parking lot here is pretty bad. The bushes along the driveway by PetSmart/Dollar Tree/etc. are large enough that it's very difficult to see oncoming traffic when turning off one of the parking lanes.	Vehicles	Maintenance	Parking	185th and Walker
580	Online Tool	2018-05-08 05:53:15 UTC	There are no good pedestrian crossings on Evergreen in this shopping area. Crossing from the north parking lot to the south or vice versa by car isn't easy either, especially when driveway lanes on one side of Evergreen don't match the driveway lanes on the opposite side.	Pedestrians	System Request	Crossings	Evergreen in Tanasbourne Town Center
581	Online Tool	2018-05-08 05:56:23 UTC	209th is one of the only good routes through this area, and I and a few other people I know use it as an alternative to the 217, Murray, and 185th. Having no traffic lights is a *good* thing here. That said, a lot of stragglers drive through here too. If someone's doing 35 in the 45 zone, they should get a ticket too...	Vehicles	Enforcement	Traffic Calming/Speed	209th between TV Hwy and Rosedale
582	Online Tool	2018-05-08 06:05:43 UTC	This block has retail, residential, transit, parks, a church and an elementary school, and needs pedestrian access. The crosswalks should have been upgraded - not closed entirely.	Pedestrians	Operations	Crossings, Intersection Design	Century and Campus
583	Online Tool	2018-05-08 06:09:13 UTC	The bike lane was better when it was to the left of the dedicated right turn lane. Now there is a stressful conflict zone with right-turners.	Bicycles	Operations	Intersection Design	Century and Cornell
584	Online Tool	2018-05-08 06:25:56 UTC	This intersection is very dangerous. Many cars speed on this road and through this intersection. Speed limit needs to be reducing and even light timing with pedestrian walking needs to be rethought. Cars taking a left onto Cornell from NE Orenco get the green light when pedestrian are right in the middle of crossing and in the cars blind spot. there are many dangers to this intersection and lots of foot traffic. This needs attention!	Pedestrians	Operations	Intersection Design, Signals	Orenco Station and Cornell
585	Online Tool	2018-05-08 18:34:37 UTC	Unsafe for bikes from Farmington to the high school on 185th. That should be a means of transport to school.	Bicycles	System Request	Infrastructure, Safety, Bike Lanes	185th from Farmington to Kinnaman near Aloha High School
586	Online Tool	2018-05-08 18:35:47 UTC	The crosswalk button to cross Evergreen at the SE corner of NE Evergreen/NE Century is of poor design. All the other buttons are physical dome-shaped push buttons, while this one single crosswalk button is some sort of touch or pressure sensitive button. There is no feedback, either physical or audible, to inform a pedestrian they have successfully triggered the pedestrian crosswalk signal. Further, during winter months when it gets icy, this particular button ceases to function completely. Finally, this entire intersection is dangerous for pedestrian crossing, but particularly when crossing at this side as cars use the bike lane on the north side of NE Evergreen as a right-turn lane up Century Blvd toward the stadium without looking for pedestrians in the crosswalk, and drivers turning right from Century Blvd onto NE Evergreen in the dedicated right turn lane there often look only for cross traffic before turning, never for pedestrians.	Pedestrians	Operations	Signals, Crossings, Safety	SE corner of Century and Evergreen

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
587	Online Tool	2018-05-08 18:38:58 UTC	There is no marked crosswalk at NE 59th and Bennett to cross east-west, only north-south over Bennett. There are several employers located east along Bennett St whose employees visit businesses on the west side of NE 59th (Longbottoms Coffee) as well as the shuttle stop just south of this intersection. A marked crosswalk would greatly improve the situation (lowered speed limit and full all-way stop would be preferred but considering the industrial zoning in this area that may not be possible).	Pedestrians	System Request	Crossings	59th and Bennett
588	Online Tool	2018-05-08 18:42:38 UTC	Cars continue to use the bike lane as a right turn lane, despite the recently added double lines for the bike lane.	Bicycles	Operations	Safety, Signs/Markings	229th and Evergreen
589	Online Tool	2018-05-08 18:45:11 UTC	The narrow sidewalk and wide grass strip between the sidewalk and the road create an unwelcoming bus stop, especially during the rainy months when the grass turns into mud. A concrete pad and path over the grass would improve this bus stop.	Bus	Maintenance	Road Condition	Century just south of Evergreen
590	Online Tool	2018-05-08 18:50:10 UTC	The east-west pedestrian signal used to trigger when the button was pressed if east-west vehicular traffic already had a green light. Now, it instead waits for the north-south cycle before switching back to east-west with a pedestrian light. This forces traffic on Evergreen to stop even when there are no vehicles crossing or turning onto Evergreen at this intersection, and most pedestrians just jaywalk rather than waiting for the signal.	Pedestrians	Operations	Signals, Crossings	Evergreen between Century and 59th
591	Online Tool	2018-05-08 19:27:23 UTC	Sunrise needs sidewalks! Very dangerous for kids walking to Mooberry. Very hard to use this street to get to Parks and things.	Pedestrians	System Request	Infrastructure, Sidewalks	Sunrise
592	Online Tool	2018-05-08 20:08:01 UTC	NE Arrington Rd. is slowly crumbling apart from NE Delsey to NE Jackson School Road, It needs to be repaved.	Vehicles	Maintenance	Road Condition	Arrington between Delsey and Jackson School Road
593	Online Tool	2018-05-08 20:11:40 UTC	Of all the bad intersections, NE 1st and Grant seems to be in the top three. You really need to put a stop light on 1st street to allow the backed up cars on Grant to go through.	Vehicles	Operations	Signals, Congestion	1st and Grant
594	Online Tool	2018-05-08 20:20:14 UTC	Please build speed bumps too many cars race at night and during the day time	Vehicles	Enforcement, System Request	Traffic Calming/Speed	NE Briarcreek Way
595	Online Tool	2018-05-08 21:01:29 UTC	Shame on you Hillsboro. Why do you spend so much money and time to do something ridiculous like change the name of the street from Oelrich Rd. to Oelrich St. and changing the name from 231st to Century Blvd., spending all our tax money on new signs and you don't even consider the safety of pedestrians needing to cross that busy intersection. Why don't you install a light and make that a marked crosswalk? If Hillsboro is such a fine city like you say it is I would think the safety of pedestrians would be paramount. If you would like some ideas on how to improve the safety system here why not check out San Diego, CA and Yuma, Arizona. The info I have is that these 2 cities planned for their development. Thank you, Louise Fowler.	Pedestrians	System Request	Crossings, Safety, Signals	Century and Oelrich
596	Online Tool	2018-05-08 21:16:47 UTC	Please add side walks to this frequently traveled street. Many cyclist, walkers, and joggers could benefit from the addition, plus reduce the risk for motorist trying to share the road. Thank you!	Pedestrians	System Request	Infrastructure, Sidewalks	Sunrise
597	Online Tool	2018-05-08 22:07:30 UTC	Turning from 18th Ave to TV Hwy is so nerve-wracking. The building on the left blocks your view of the oncoming traffic whether you're turning left or right.	Vehicles	System Request	Intersection Design, Safety	18th and TV Hwy
598	Online Tool	2018-05-09 01:02:46 UTC	This intersection must have a second southbound lane put in. The backup during rush hour is horrible and leads to unsafe lane changes.	Vehicles	Operations	Intersection Design	Brookwood and Cornell
599	Online Tool	2018-05-09 01:04:11 UTC	The southbound light here needs to be better timed with the Cornell/Brookwood southbound light to not cause a backup from Veterans to Cornell.	Vehicles	Operations	Signals	Brookwood and Veterans

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
600	Online Tool	2018-05-09 03:13:15 UTC	The new turn signal is horrible! I turn here almost everyday. It is blinking yellow and then right before you get there to turn it turns red. The traffic driving south and going straight get a red lighter and then you get a green arrow to turn left on to 26. Instead of making everyone stop and interrupting the flow of traffic can the blinking yellow continue for longer? It usually one of two cars that are gong south and have to stop.	Vehicles	Operations	Signals	Helvetia and Jacobson, Helvetia and Hwy 26
601	Online Tool	2018-05-09 03:28:50 UTC	The road by West Union Elementary needs to be widened to create cuing area for drop off and pick up times. I have children who go here and cars literally stop on the road while waiting to turn into the school. There is also a blind vertical curve meaning passing, even at 25 mph, is very dangerous. Many other parents feel this way. Please contact me for more information or even to have a meeting with the school and some parents. Thanks.	Vehicles	System Request	Design, Safety	Helvetia and West Union
602	Online Tool	2018-05-09 05:19:14 UTC	<p>The Cornelius pass/Germantown Rd. /old Cornelius pass intersection is becoming very deadly with the increase in traffic. This intersection is skewed and the pavement markings for turn lanes north bound and south bound place vehicles within a few feet of each other blocking visability. Lanes are very tight and I have had several close calls with head on collisions just waiting to turn westbound onto old cornelius pass road. Very scary. If possible I avoid this intersection and back track to Helvetia road and come home the back roads. Traffic has increased by the hundreds with the new big businesses in Hillsboro, Also, the NW Old Pass Rd./intersecting with NW Cornelius pass road is a very deadly intersection with all this new traffic during peak traffic volumes. People are risking their lives darting out in between cars traveling 50+ miles per hour trying to turn left heading north bound. I am just waiting for someone to T-bone me in between cars trying to get onto the road. One last request, Work with the different counties and come up with a transportation plan to fund the much needed road and safety improvements on Cornelius pass road from Skyline to Hwy 30. This is a major freeway for large vehicles like double tanker gas vehicles to double trailer rock trucks on a poorly maintain country road. Lacking safety guardrail throughout the entire section and small lane widths. Hopefully sooner than later the state/counties need to buy R/W and make Cornelius pass a much safer road. I hope my two cents will save lives in the future. Thank You Washington County for public input.</p> <p>Thank You Mike Youngs</p>	Freight Trucks	System Request	Design, Safety	Cornelius Pass/Germantown/Old Cornelius Pass intersection, Cornelius Pass from Skyline to Hwy 30
603	Online Tool	2018-05-09 05:28:30 UTC	Add a left turn lane into the DEQ here. When it gets busy there's a backup onto Five Oaks and nobody can get by.	Vehicles	System Request	Congestion, Intersection Design	Five Oaks
604	Online Tool	2018-05-09 15:15:27 UTC	<p>We need to implement items that will force drivers to slow down on this road. People use it as a way to get around the school on Cornelius Pass and they fly down it at 40mph. This is a neighborhood with a lot of activity and someone is going to get hurt with irresponsible drivers that race through it.</p> <p>I know it's a through street for EMS, but can't we put in speed humps or something? I don't want traffic cameras or increased police as I think that's a waste of time and money, but something more physical to force people to slow down would be great.</p>	Other	Enforcement, System Request	Traffic Calming/Speed	73rd
605	Online Tool	2018-05-09 18:49:36 UTC	NE 65th Ave intersection with NE Rosebay Drive: This should be a four way stop. Confusion mixed with impatience makes this point a hazard. Add in commuter traffic to to/from Intel, and children in the adjacent basketball court....this spot needs help.	Vehicles	operations	Intersection Design, Signs/Markings	65th and Rosebay
606	Online Tool	2018-05-10 00:40:04 UTC	It would be great to have a crosswalk here. Pedestrians walk across Arrington to get to the park, and the curve in Jackson School makes it difficult to see on-coming cars.	Pedestrians	System Request	Crossings	Jackson School Rd and Arrington
607	Online Tool	2018-05-10 04:56:42 UTC	The light at Lois and CPR needs to be adjusted. When turning left from Lois onto CPR the wait time can be extremely long with no cars traveling either direction on CPR.	Vehicles	Operations	Signals	Cornelius Pass Rd and Lois

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
609	Online Tool	2018-05-10 05:02:04 UTC	Very concerned about traffic congestion on CPR and also TV HWY when all of the residents move into South Hillsboro. These roads cannot possibly support 20,000 new people when they are already congested.	Vehicles	System Request, Operations	Congestion	TV Hwy, Cornelius Pass Rd
610	Online Tool	2018-05-10 05:05:53 UTC	The signal on 11th Ave should have a protected-only left turn phasing to avoid conflicts between people crossing TV Highway within the crosswalk and drivers turning left onto TV Highway.	Pedestrians	Operations	Intersection Design, Signals, Safety	11th and TV Hwy
611	Online Tool	2018-05-10 05:15:16 UTC	The eastbound cycle track on Veterans Dr puts bicyclists who are continuing onto Grant St in a position where they end up crossing through a pavement marking that indicates the lane drivers should end up in when turning right onto 28th Ave. This could lead to confusion as drivers turning right may not expect a bicyclist to continue straight through the marking.	Bicycles	Operations	Signs/Markings, Intersection Design, Safety	Veterans and 28th
612	Online Tool	2018-05-10 05:23:54 UTC	5th Ave should be a two-way street south of Lincoln St so it can act as a proper north-south connection for people traveling by bike between the southern end of downtown Hillsboro and the multi-use path planned for Jackson School Rd.	Bicycles	System Request	Design	5th south of Lincoln
613	Online Tool	2018-05-10 05:39:42 UTC	With the landscaped buffer and a hard curb, the cycle track on 30th Ave represents an important step in the evolution of Hillsboro's bike facilities. The only element of this design that will need to be improved in future applications is the way the cycle track converges with the ADA-compliant curb ramp. Ideally, the cycle track would slope down towards the roadway independent of the pedestrian curb cut (e.g. the cycle track on Ronler Dr).	Bicycles	Operations	Design, Infrastructure, Bike Lanes	30th and Evergreen
614	Online Tool	2018-05-10 05:42:42 UTC	Consider changing this intersection to an all-direction pedestrian scramble crossing based on the amount of foot traffic.	Pedestrians	System Request	Intersection Design, Signals	1st and Main
615	Online Tool	2018-05-10 05:43:13 UTC	Consider changing this intersection to an all-direction pedestrian scramble crossing based on the amount of foot traffic.	Pedestrians	System Request	Intersection Design, Signals	2nd and Main
616	Online Tool	2018-05-10 05:47:22 UTC	Consider providing a bus shelter at this stop.	Bus	System Request	Transit	11th and TV Hwy
617	Online Tool	2018-05-10 15:24:37 UTC	I live nearby, but have stopped walking across this busy intersection. It is dangerous, and I've almost been hit twice by cars turning from NE Orenco onto Cornell. Please lower the speed limit in this area, extend (again) the pedestrian walk time, and remove the flashing yellow arrows. OR make this intersection an all-walk square, with cars and pedestrians taking turns. Something must be done. Finally, I truly appreciate the diversity Intel employees bring to the neighborhood, but some of those smart and kind people need to learn US driving etiquette. Pedestrians have the right of way.	Pedestrians	Operations	Intersection Design, Traffic Calming/Speed, Safety	Orenco Station and Cornell
618	Online Tool	2018-05-10 16:11:46 UTC	This is a VERY busy on ramp and will only get more busy with all the construction taking place in North Plains. Cars approach from the north and the south at fairly high speeds. If you look at the painted lines on the road there are two lanes on the on ramp, drivers do not treat it as such. Cars coming from the south routinely do not slow down enough and veer into the lane on the on ramp that is for cars coming from the north. I feel it is only a matter of time before there is a major accident here. It would be nice to have something similar to what is at the east bound on ramp at 26 and Glencoe; not the light but the physical separation of the lanes.	Vehicles	Operations	Design, Safety	Jackson School Rd and Hwy 26
619	Online Tool	2018-05-10 17:22:27 UTC	I have to echo the noise complaints in this area. Fart canners and motorcyclists overcompensating for something seem intent on ensuring everyone within two miles is aware of their presence. I do *not* however agree with the speeding comments; most people seem to drive within 5 mph of the limit on both 206th and Wilkins. These are thoroughfares with appropriate speed limits.	Vehicles	Enforcement	Traffic Calming/Speed	John Olsen and Wilkins
620	Online Tool	2018-05-10 17:36:37 UTC	This street (Butler between Cornell and Corn Pass) is increasingly difficult to cross on foot. Making left turns on a bicycle is very uncomfortable. It would be so much easier if people driving had stops at several points along here so walkers/bikers could relax and use those places to get across more easily.	Pedestrians	System Request	Crossings, Safety	Butler between Cornell and Cornelius Pass

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
621	Online Tool	2018-05-10 17:56:00 UTC	Because of the backup on Cornelius Pass Rd and West Union, too many cars and trucks are speeding through our neighborhood. There are no pedestrian walking signs, or children playing signs, no jake break prohibited signs, not even a slow sign. Why can't Old Pass Rd be closed off from Cornelius Pass Rd?	Vehicles	System Request	Traffic Calming/Speed	Old Pass Road between Cornelius Pass and West Union
622	Online Tool	2018-05-10 18:00:20 UTC	This map does not seem to show that there's an entire mile of separated bike lane on the north side of Cornelius Pass. Seems like that should be on the map and part of the TSP update. But what I wanted to say in this spot is that an easier way to cross Cornelius Pass to get to Imbrie from the bike path, on bike, would be appreciated. McMenamin's is always a favorite destination spot after a bike ride around the county. (Although, they still have no bike parking, unless it's been added since I was there last.)	Bicycles	System Request	Crossings, Intersection Design	Imbrie and Cornelius Pass
623	Online Tool	2018-05-10 18:07:44 UTC	I added a line for the length of Imbrie but the Bike icon did not appear; one of the two red lines is related to driving, so I'm adding a bike here to ensure the 2nd one for bicycles is noted. Also, at entrances to shops, a less stressful way to turn left into the parking lot from Imbrie on bicycle would be appreciated. Thanks!	Bicycles	System Request	Infrastructure, Crossings, Safety, Bike Lanes	Imbrie
624	Online Tool	2018-05-10 18:18:08 UTC	Imbrie's not bicycle friendly. Can car traffic heading to 26 be diverted? People going to work or shop here are in conflict with those heading to/from the 26. Diversion of thru-traffic seems infinitely wiser than widening. Also, more buses are a much needed climate action. Ideally, we'd replace driving alone to work with transit and more bike routes rather than road widening. Also, widening takes up lots of land, but we need more housing.	Bicycles	Operations	Congestion, Safety	Imbrie and Evergreen
625	Online Tool	2018-05-10 22:12:34 UTC	A round a bout would be a good idea at this intersection, West union and Helvetia Rds. What is the plan for West Union for when the UPS depot starts operating? That will increase the traffic a lot. Are they going to pay for the road maintenance, bike lanes and sidewalks say, from Corn. Pass to Helvetia? Will those trucks be permitted to use their jake brakes?	Freight Trucks	System Request	Intersection Design	West Union and Helvetia Rd
626	Online Tool	2018-05-10 22:17:43 UTC	Can't Old Pass Rd be closed off from Corn. Pass? Too many cars cut through our neighborhood, many with Washington plates, and there are too many accidents as people are waiting to turn there. There are so many cut through cars it is dangerous to walk around the block now.	Vehicles	System Request	Design, Traffic Calming/Speed	Cornelius Pass and Old Pass
627	Online Tool	2018-05-10 23:30:22 UTC	When coming at this intersection from the north on 3rd avenue, it's almost impossible to see traffic coming from the west down Oak. There is a hedge in the way that basically blocks all visibility.	Vehicles	Maintenance	Safety	3rd and Oak
628	Online Tool	2018-05-10 23:34:01 UTC	It's not uncommon to run into people walking their dogs off leash on the paths in this area. There's poop left on the trails because they don't see their dogs go, and they do not control their dogs and just allow them to run up to strangers and jump on them. Can anything be done to encourage people to keep their dogs on leash?	Pedestrians	Enforcement		Trail between 3rd and Parkside
629	Online Tool	2018-05-11 00:29:42 UTC	First and Grant has needed a stoplight for years.	Other	System Request	Signals	1st and Grant
630	Online Tool	2018-05-11 00:43:33 UTC	Century "Blvd" needs to be completed between Baseline and SE Borwick. However, it needs to curve to the east, in order to minimize impacts to Noble Woods Park.	Vehicles	System Request	Design, Connectivity	Century between Main and Borwick
631	Online Tool	2018-05-11 04:08:47 UTC	This busy intersection is dangerous, and the pedestrian islands aren't safe. Blind pedestrians crossing Century and Cornell at this intersection should have audible crossing signals.	Pedestrians	Operations	Safety, Intersection Design, Signals	Century and Cornell
632	Online Tool	2018-05-11 16:26:25 UTC	Speed Reduction needed on Cornelius Pass Road in residential area. Drivers ignore 45mph limit and speed over 60 within a few feet of homes backing up to this road. It is both loud (at all hours) and dangerous.	Vehicles	System Request	Traffic Calming/Speed	Cornelius Pass near Quatama
633	Online Tool	2018-05-11 19:37:31 UTC	Very dangerous where the bike lane on NE Cornell Road ends	Bicycles	Operations	Design, Safety	Shute and Cornell
634	Online Tool	2018-05-11 22:43:01 UTC	There needs to be some sort of safe pedestrian crossing on Cornell somewhere between Arrington and 25th. This is a long ways to have no safe crossing. I am constantly seeing people risking their lives trying to cross Cornell	Pedestrians	System Request	Crossings, Safety	Cornell between Arrington and 25th

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
635	Online Tool	2018-05-11 22:51:57 UTC	Cars constantly cut through the bike lane to straighten out the little curve in Cornell at the east end of the Comfort Inn property. I have been cut off here a number of times while riding my bike. I have to ride part way in the car lane to keep from getting squeezed by car traffic.	Bicycles	Operations	Intersection Design, Safety	Cornell between 34th and Brookwood
636	Online Tool	2018-05-11 23:12:08 UTC	There needs to be a way to keep cars from using the bike lane and crosswalk as a waiting zone to force their way into the westbound Cornell traffic lanes. Bikes have to stop or weave their way around cars blocking the lane.	Bicycles	Operations	Safety, Design	Brookwood and Cornell
637	Online Tool	2018-05-12 01:35:32 UTC	WL Henry kids need sidewalks!	Pedestrians	System Request	Infrastructure, Sidewalks	24th between Main and Spruce
639	Online Tool	2018-05-12 04:03:47 UTC	Would really like the city to look into putting a signal at this location. Not only can it be difficult and dangerous to turn left out of Pheasant Lane, but it may help to slow cars down this stretch of 185th. Not uncommon for cars to approach 60 mph in this area.	Vehicles	System Request	Signals, Traffic Calming/Speed	185th and Pheasant Ln
640	Online Tool	2018-05-12 15:34:48 UTC	The Speed on Cornelius Pass needs to be lowered to at least 45mph! There are wrecks constantly on this road! You have large trucks moving too fast where people are stopping to turn into their driveways or the school bus is stopped to let children off and people are not expecting it. Also there is no shoulder and bike riders should NOT be on this road it is unsafe for everyone.	Vehicles	Operations	Traffic Calming/Speed	Cornelius Pass
641	Online Tool	2018-05-12 19:11:04 UTC	Traffic light at 1st and Grant.	Vehicles	System Request	Signals	1st and Grant
642	Online Tool	2018-05-12 21:39:59 UTC	25th and Cornell desperately needs improving. Intel JF has more than doubled in size in the 20 years I've lived near it, and nothing has been done to improve the roads around it. It's so bad now that traffic backs up from Intel at lunch time, not just after 4pm!	Vehicles	Operations	Congestion, Design	25th and Cornell
643	Online Tool	2018-05-12 21:45:16 UTC	The traffic lights along 10th are timed so that you get stuck at every one of them. The one you're sitting at turns green, the next turns red. It's "stoplight leapfrog" every time I drive through here (which is as little as possible due to this).	Vehicles	Operations	Signals	10th
644	Online Tool	2018-05-12 21:47:03 UTC	Hillsboro has allowed many new houses to be built west of here over the years, but Evergreen between 15th and Glencoe has never been widened. It's a mess around 5pm.	Vehicles	System Request, Operations	Congestion, Design	Evergreen between 15th and Glencoe
645	Online Tool	2018-05-12 21:49:31 UTC	Other comments mention traffic lights - please NO! Put in roundabouts instead.	Vehicles	System Request	Intersection Design	15th and Prael
646	Online Tool	2018-05-12 21:56:53 UTC	The "improvements" made to Brookwood between TV Hwy and Baseline benefit bikes and pedestrians. Who uses the road the most? Cars. Move the bikes to the sidewalk and restripe for two lanes of traffic each way. You don't need a dedicated left turn lane since there isn't room to widen. When a lane is temporarily blocked by someone turning, there would be the second lane around them. Most the time you'd have two lanes each way. Much better than what there is now.	Vehicles	System Request	Design	Brookwood between TV Hwy and Baseline
647	Online Tool	2018-05-12 21:58:42 UTC	When this section of Brookwood was created, the city missed a golden opportunity to do it right: two lanes each way! The easiest way to fix it would be to remove the center divider, put the bikes on the sidewalks, and you'll easily have room for two lanes of traffic each way!	Vehicles	System Request	Design	Brookwood between Baseline and Cornell
648	Online Tool	2018-05-13 16:13:53 UTC	The speed limit on Cornell between Brookwood and Century Blvd should be reduced from 45 to 35.	Vehicles	System Request	Traffic Calming/Speed	Cornell between Brookwood and Century
649	Online Tool	2018-05-13 17:13:20 UTC	Street lights needed on Quatama between Max station and Cornelius Pass Rd, in addition to sidewalks and bike lanes.	Other	System Request	Signals, Infrastructure, Sidewalks, Bike Lanes	Quatama between MAX station and Cornelius Pass Rd
650	Online Tool	2018-05-13 21:31:51 UTC	Make Orenco Stn Pkwy around Central Park a one-way street. It is too narrow for two-way traffic, and most locals treat the street as a one-way road. This area of Orenco Station has too few stop signs and roads that are too narrow for two-way traffic.	Vehicles	System Request	Design	Orenco Station Pkwy around Central Park
652	Online Tool	2018-05-13 21:37:13 UTC	Traffic coming from Butler into Orenco Station is often too fast. Stop signs are needed on Copper Beech. Locals know this hazard and tend to slow or stop before entering or crossing 65th, but drivers coming from Butler don't seem to care. I was almost T-boned at this intersection.	Vehicles	Operations	Signs/Markings, Intersection Design, Safety	65th and Copper Beach

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
653	Online Tool	2018-05-13 21:47:28 UTC	Orenco Stn Pkwy between Cornell and Brighton is too narrow to accommodate two-way traffic and parking on both sides of the road. Free parking is available, so why not widen the road and eliminate parking on one or both sides?	Vehicles	System Request	Design, Parking	Orenco Station between Cornell and Brighton
654	Online Tool	2018-05-14 16:07:45 UTC	During high volume traffic hours (morning , lunch time, and evening) the left turn lanes from Evergreen onto 185th are hazardous. The left hand left turn lane on Evergreen dumps you into the lane for 26 west. The right hand lane dumps you into the middle lane of 185th with the majority of cars in both of the left and middle jockeying to get to the right hand lane on 185th to get onto 26 East. I'm truly surprised that there are not more accidents. I am retired and try to avoid this intersection at busy times, but it's not always possible.	Vehicles	System Request	Intersection Design, Safety	185th and Evergreen
655	Online Tool	2018-05-14 16:14:37 UTC	With the expansion of Hillsboro and the increase in population, the red line to the airport needs to be extended to at least the Hillsboro transit center.	MAX/WES Lightrail	System Request	Transit	MAX Red Line
656	Online Tool	2018-05-14 16:41:11 UTC	The covered bus stop blocks the view of drivers going south on 9th. Can we help TriMet and Comcast work together to move the stop back onto the Comcast slightly landscaped property?	Vehicles	Operations	Transit	9th and Baseline
657	Online Tool	2018-05-14 16:44:18 UTC	As a cyclist entering this roundabout, it's not clear what to do. It's probably not clear for motorists as to when and where to expect cyclists. Can the signage be updated to clarify? And remember this issue as other roundabouts are added around town.	Bicycles	Operations	Signs/Markings	34th and Veterans? (geotagged 28th and Veterans)
658	Online Tool	2018-05-14 16:49:03 UTC	The bus stop bench on the sidewalk takes up valuable pedestrian space on the sidewalk. I seen families with strollers have to either step out into the road or walk on the grass behind the bench when people are sitting there. Can we work with the mall management to push the bench back onto their property?	Pedestrians	Operations	Safety	25th and Cornell
659	Online Tool	2018-05-14 16:53:37 UTC	I would be great if the last train at night would run all the way to Downtown Hillsboro, rather than end at Willow Creek. That's too far to walk in the wee hours of the night and I've seen no less than a dozen other get stranded there the nights that I have.	MAX/WES Lightrail	System Request	Transit	MAX Blue Line
660	Online Tool	2018-05-14 22:56:31 UTC	Disappearing bike lanes. Going west, cyclists have to merge into traffic while heading downhill to cross 217 on Hall. Going east they're relegated to using the sidewalk. Westbound is more dangerous (because of how fast bikes are going), but eastbound causes conflicts with pedestrians on the sidewalk.	Bicycles	System Request	Infrastructure, Bike Lanes	Hall and 217
661	Online Tool	2018-05-15 00:22:38 UTC	At NW Cornell Rd and Amberglen Pkwy, pedestrians who attempt to cross Cornell are given a walk signal, but they also must contend with cars on Amberglen that have a green light and can turn right (east). This is dangerous because the cars are coming down a small hill and are often paying attention to their green light and not to the pedestrian. Right turns should not be allowed until the walk signal is finished.	Pedestrians	Operations	Intersection Design, Signals, Safety	Amberglen and Cornell
663	Online Tool	2018-05-15 04:54:53 UTC	There is another sunken grate on Shute northbound, just north of Cornell	Bicycles	Operations	Safety	Shute and Cornell
664	Online Tool	2018-05-15 05:37:57 UTC	It is difficult to turn left on a bike in any direction at this intersection, but especially from Cornell onto Century.	Bicycles	Operations	Intersection Design	Century and Cornell
665	Online Tool	2018-05-15 05:38:49 UTC	It is difficult to turn left from Cornell to Elam Young on a bike.	Bicycles	Operations	Intersection Design	Elam Young and Cornell
666	Online Tool	2018-05-15 05:48:39 UTC	Signal here does not detect bikes.	Bicycles	Operations	Signals	10th and Main
667	Online Tool	2018-05-15 05:50:34 UTC	Signal does not detect people on bikes on Grant.	Bicycles	Operations	Signals	28th and Grant
668	Online Tool	2018-05-15 05:51:04 UTC	No crosswalk between Cherry and Cornell, this is a very large section of road without a crosswalk, but with TWO large parks, plenty of residential area, and a school.	Pedestrians	System Request	Crossings	Century between Cherry and Cornell
669	Online Tool	2018-05-15 05:53:26 UTC	Crossing closed on one side of street. This means cyclists (and pedestrians) have to cross twice to turn onto Imbrie, or jump across two lanes of traffic and turn with cars.	Bicycles	Operations	Crossings, Intersection Design	Evergreen and Imbrie

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
670	Online Tool	2018-05-15 05:55:43 UTC	Cars cannot see around this corner, and cyclists going down TV highway cannot see if there are cars just waiting to jump out and slam into them.	Bicycles	Operations	Safety	18th and TV Hwy
671	Online Tool	2018-05-15 06:01:09 UTC	Bollards protecting the bike lane would be nice here. Cars turn this into a right turn lane 6 cars deep.	Bicycles	Operations	Intersection Design, Design	Brookwood and Baseline
672	Online Tool	2018-05-15 16:34:14 UTC	This intersection is incredibly dangerous for pedestrians and traffic. Drivers coming down 5th street often believe that the cars on Lincoln Street have a stop sign. They don't. I've witnessed many near accidents here. Also, not a fun place to cross the street on foot.	Vehicles	Operations	Intersection Design, Safety	5th and Lincoln
673	Online Tool	2018-05-15 16:35:42 UTC	Can this be a four-way stop? Visibility to the north is blocked by a hedge. People speed through here. Lots of pedestrians.	Vehicles	System Request	Intersection Design, Signs/Markings, Traffic Calming/Speed	6th and Jackson
674	Online Tool	2018-05-15 16:42:02 UTC	Can this be a four-way stop? Drivers are often believe it is a four-way stop already and there have been some nasty accidents or near-misses. Plus, this is used by lots of families and children for crossing.	Vehicles	System Request	Intersection Design, Signs/Markings, Crossings, Safety	5th and Jackson
675	Online Tool	2018-05-15 18:23:40 UTC	Bikes need to take the lane on the downtown one-way streets since there is no bike lane and cars parked on both sides. Can these become "Sharrow" streets so cars know they are supposed to share the road?	Bicycles	Operations	Signs/Markings	3rd and Main
676	Online Tool	2018-05-15 18:29:46 UTC	This ever-growing pothole in the westbound bike lane (north side of road) at the MAX tracks needs a real repair. It is very dangerous as it forces riders to either go toward/into the traffic lane or chance crossing the tracks at a bad angle for crashing.	Bicycles	Maintenance	Road Condition	Baseline at the MAX tracks east of 185th
677	Online Tool	2018-05-15 18:35:32 UTC	All of West Union should be expanded to at least have a paved shoulder (if not a bike lane). Its popular for cyclists and a great east-west route.	Bicycles	System Request	Infrastructure, Bike Lanes	West Union
678	Online Tool	2018-05-15 18:37:34 UTC	Needs bike lane or paved shoulder for cyclists.	Bicycles	System Request	Infrastructure, Bike Lanes	Kinnaman between 198th and 185th
679	Online Tool	2018-05-15 19:46:49 UTC	4-way stop needed at this busy intersection with limited sight lines due to parked cars. Also speed on Orenco Station Parkway should be 20 mph to make crossing the street safe.	Vehicles	System Request	Safety, Traffic Calming/Speed, Intersection Design	Orenco Station Pkwy and Carillion
680	Online Tool	2018-05-15 19:49:47 UTC	Detection loop needs to be tuned for bicycles. When EB on Lincoln crossing 1st the signal never changes requiring you to cross on a "dead red" or wait until a vehicle come the same way. A year or two back it seemed to be able to detect bicycles, but no longer.	Bicycles	Operations	Signals	1st and Lincoln
681	Online Tool	2018-05-16 15:05:47 UTC	Heavy traffic flow during school start/end times. Due to lack of parking at the school the street is lined with parked cars at these times making it hard to see oncoming cars while crossing.	Vehicles	System Request	Parking, Congestion	Jackson School and Estate
682	Online Tool	2018-05-16 19:05:01 UTC	Several comments recommending a light at this intersection: I would add to this-if possible a roundabout is better-as doesn't slow traffic as much. Also whenever possible around the city when making intersection improvements use this when possible, they are very helpful in the areas they are already.	Vehicles	System Request	Intersection Design	Brookwood and Bentley
683	Online Tool	2018-05-16 19:10:28 UTC	Or a roundabout (always preferred when possible instead of another light slowing traffic).	Vehicles	System Request	Intersection Design	Witch Hazel and River Rd
684	Online Tool	2018-05-16 19:13:26 UTC	General country road comment-(have specifically seen here recently)--need some shoulder room-and/or bike lanes. Lots of biking out here and crazy as they are in the road! Frightening-horrible accident waiting to happen if a car approaches in a blind area-or goes around them and a car approaches at the same time!!	Bicycles	System Request	Design, Safety	Grabhorn Rd

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
685	Online Tool	2018-05-16 21:01:51 UTC	Intel traffic using our neighborhood streets to go and from in order to avoid traffic lights at Butler and Century. Any day you can witness their tendency to ignore stopping at the few stop signs along this route. Very disappointing how the City and Intel have ignored this problem, now that they got the approvals they sought for the roundabout and parking garages. Not very neighborly of you, Intel. This is not what you promised.	Vehicles	Enforcement	Safety	65th and Rosebay
686	Online Tool	2018-05-16 23:42:22 UTC	A North Hillsboro bus line would be cool. Maybe between Bethany Village/PCC Rock Creek to Downtown Hillsboro via West Union or Jacobson/Brookwood/Evergreen/Jackson School.	Bus	System Request	Transit	North Hillsboro
687	Online Tool	2018-05-17 05:33:26 UTC	When this light is red, it is very long. When I am commuting in the morning, I can wait for up to three minutes for a green to turn right; this gets very frustrating when there are not any cars coming in either direction on TV hwy. Is there any way to get the light timed differently to better accommodate vehicles trying to exit Arbor Roses at certain times of the day?? A shorter wait time when there is no cross traffic would be awesome!	Vehicles	Operations	Signals	11th and TV Hwy
688	Online Tool	2018-05-17 17:36:12 UTC	From 65th to ne Rosebay dr. heading east and west has been a driving and texting zone for 3 years now. Police need to do stake outs in coordination with Intel shift changes and lunches. Now that the law has more teeth this is easy revenue for the city. This goes on 24 / 7. All so I have nearly been T BONED 3 times at Rosebay and Ashberry intersection, IT NEEDS STOP SIGNS!! And the city needs to enforce speed limits as well as the law of visibility by directing Orenco Master HOA to clear the eye sight visibility issue that exists here. Especcially heading west to east you cannot see to your left because of the burm and vegetation. Thank You	Vehicles	Enforcement, System Request	Safety, Traffic Calming/Speed, Intersection Design	65th and Rosebay, 65th and Ashberry
689	Online Tool	2018-05-18 00:23:08 UTC	It would be nice if the signal light was coordinated with the one at TV Highway and SE Cypress. The backup on SE Cypress can be long during rush hour.	Vehicles	Operations	Signals	21st and Cypress
690	Online Tool	2018-05-18 16:15:38 UTC	When will Hillsboro install sidewalks and bike lanes on SE 24th between E Main and Maple? There isn't room for autos, pedestrians and bicyclists to share the road safely. City planners continue to encourage population growth by increasing jobs and density before improving infrastructure and then hope to catch up decades later while the price to execute projects continues to rise.	Pedestrians	System Request	Infrastructure, Bike Lanes, Sidewalks	24th between Main and Maple
691	Online Tool	2018-05-18 16:38:28 UTC	I continue to state that this intersection poses a major risk for pedestrians, cyclists and drivers due to the homes, shubbery and natural gradient of the road that block the view of traffic coming from other directions. Every month there is a major car crash here and speed needs to be slowed down. There are too many cars racing up this intersection everyday and I fear that one day a motorcyclist will end up in my living room. I would love to see the stop signs put back in.	Vehicles	System Request	Intersection Design, Safety	? Geotagged John Olsen and Amberwood but that is a signaled intersection
692	Online Tool	2018-05-19 06:34:04 UTC	I really like that the pedestrian walk goes on before the green or yellow blinker lights. This lets me know which direction the pedestrians are going so I can be cautious. Other intersections where everything is in sync I might take my turn and a non observant pedestrian might take their crossing late during the point of my turn causing issues as I have already assumed they must be crossing the other direction.	Pedestrians	Operations	Signals	Orenco Station and Cornell
693	Online Tool	2018-05-19 14:52:41 UTC	Need a stop sign. Cars do not yield and away e Rosebay is ta through street.	Vehicles	System Request	Intersection Design	63rd and Rosebay
694	Online Tool	2018-05-19 14:55:11 UTC	The lights at the MAX crossing seem to be working well. I never see cars blocking the tracks, except the one time traffic was stopped all the way to Cornell because of an accident.	Vehicles	Operations	Signals	Century MAX Crossing
695	Online Tool	2018-05-19 22:38:03 UTC	We need Sidewalks on these streets! I walk through the Orenco Woods park to Orenco Station with my child to visit his grandparents and I always feel like we are going to get smoked by a vehicle but there seems to be no safe way to travel westward.	Pedestrians	System Request	Infrastructure, Sidewalks	Birch, Alder from Orenco Woods Park to Orenco Station

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
696	Online Tool	2018-05-21 22:34:52 UTC	This road has become a semi-truck parking lot, as well as an RV camper hangout. It clogs the road, and makes turning from the movie theater onto Alexander perilous.	Other	Enforcement, Operations	Parking, Safety	Alexander just west of Century, east of 58th Ct (behind Regal Cinemas)
697	Online Tool	2018-05-22 01:20:24 UTC	Yellow curbs need repainted that are at the intersection (on Lois) as they are very light now. Makes this intersection a blind location turning onto Lois	Other	Maintenance	Road Condition	71st and Lois
698	Online Tool	2018-05-22 02:26:40 UTC	This neighborhood was assured that Huffman would be put through from Starr Blvd to Brookwood before Meek Rd was closed at Brookwood. Meek rd was gated off over a year ago, Huffman is still nowhere near being done, and now Starr Blvd has up to a 20 min delay from the flaggers. Our 30 second access to Hwy 26 eastbound has now turned into a 30 minute detour. One suggestion is to open the gate that blocks Meek access to Brookwood only until Huffman is completed and make it a right turn out, right turn in only.	Vehicles	Operations	Connectivity, Road Condition	Brookwood and Meek Rd
699	Online Tool	2018-05-23 17:45:16 UTC	Helvetia Road should not be used by traffic cutting over to Cornelius Pass or Beaverton. Yes, it's the agricultural boundary but fumes and pollutants still impact nearby farms. People are not going to stop using the road but it would be helpful if there were at least signs to discourage some people. Lowering the speed limit might also help.	Other	System Request	Signs/Markings, Traffic Calming/Speed, Congestion	Helvetia Road
700	Online Tool	2018-05-23 18:37:30 UTC	https://www.vox.com/2014/10/23/6994159/traffic-roads-induced-demand	Vehicles	System Request	Congestion	geotagged Amberwood and Compton
701	Online Tool	2018-05-25 03:30:56 UTC	Finish this trail! I sometimes see students walking through the grass to get to school (Brown I think). There's a perfectly good park area to have a trail going through so people don't have to walk on grass!	Pedestrians	System Request	Infrastructure, Connectivity, Trails	Trail between Jay St and Baseline through Powerline Park
704	Online Tool	2018-05-25 14:24:51 UTC	Limited visibility for left turn from eastbound Alexander onto northbound 229th avenue. Trim back the trees, adjust the intersection, add sidewalks to access Rosedale Elementary.	Vehicles	Maintenance, System Request	Safety, Intersection Design, Infrastructure, Sidewalks	229th and Alexander
705	Online Tool	2018-05-25 14:29:08 UTC	Traffic has gotten way worse at this intersection since adding the protected left turn lanes onto TV Highway has increased the cycle time of the light. Unless you are speeding and one of the first two vehicles, you cannot hit both 209th and Cornelius Pass lights green. Change the timing of the lights or open up the Cornelius Pass Extension to Blanton to alleviate the bottlenecking.	Vehicles	Operations	Signals, Congestion	209th and TV Hwy
706	Online Tool	2018-05-25 14:40:43 UTC	Need dedicated right turn lane from NB Century Blvd onto Eastbound TV Highway so vehicles can turn right on red. No reason we need to be held up by northbound traffic waiting for the signal cycle. Also, there is a lot of north-south pedestrians that sometimes prevent anybody from advancing in the intersection b/c the pedestrians use most of the cycle time of the light.	Vehicles	Operations	Intersection Design, Signals	Century and TV Hwy
707	Online Tool	2018-05-25 14:43:19 UTC	4-way stop has been a nuisance. Most people perform a rolling-stop here anyhow. Why not make this a roundabout like Brookwood and Alexander?	Vehicles	Operations	Intersection Design	Century and Alexander
708	Online Tool	2018-05-25 14:47:00 UTC	I frequently cross the street at this intersection during lunch hour. About once every week or two there is a close call with traffic barreling southbound out of the shopping center turning left onto TV Highway eastbound. Add signage to yield to pedestrians, re-paint the crosswalks.	Pedestrians	Operations, Maintenance	Crossings, Signs/Markings	TV Hwy between 198th and 209th (entrance to Intel Campus)
709	Online Tool	2018-05-26 22:10:01 UTC	Parents picking up their children for Ladd Acres park along Cornelius Pass. This is understandable IF there is no parking in the Ladd Acres parking lot. However, I have seen a dozen open parking spots and people still park along the road. This is a hazard to bicyclists, as they are blocking the bike lane. I also believe that it is illegal to block the bike lane. Cars parking on the side of the road also disrupts car traffic, causing congestion for people on both sides of CPR, people turning left into Ladd Acres, and people turning left out of Ladd Acres onto CPR. If there is parking in the Ladd Acres parking lot, people should park in it.	Vehicles	System Request	Parking	Cornelius Pass Road between Augusta and Johnson

City of Hillsboro
TSP Public Comment Log

ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
710	Online Tool	2018-05-29 03:27:13 UTC	The traffic signal should have a flashing yellow going south on Cypress St into the sunset esplanade.	Vehicles	System Request	Signals	21st and Cypress
711	Online Tool	2018-06-03 19:05:18 UTC	The traffic light does not seem to detect bicyclists, which requires them to cross on a red light, wait for a vehicle going the same direction, or getting off their bike to press the pedestrian crossing button.	Bicycles	Operations	Signals	1st and Main
712	Online Tool	2018-06-03 22:30:16 UTC	The newer concrete on the Orenco Station MAX platform is so pitted it could cause an accident. To make Orenco Station/Platform District a real destination, please make it inviting from the minute people step off of MAX. Thank you.	MAX/WES Lightrail	Operations	Road Condition, Safety	Orenco Station MAX Platform
713	Online Tool	2018-06-05 00:12:53 UTC	As most people have already mentioned - this intersection is incredibly dangerous! at 9:30 AM on a Wednesday last winter my friend and I were almost hit crossing from the south side of Orenco Station Parkway heading to the Starbucks. A car heading south and turning left onto Cornell didn't slow down and if we hadn't jumped, he had no sign of slowing down.	Pedestrians	Operations	Intersection Design, Safety	Orenco Station Pkwy and Cornell
714	Online Tool	2018-06-05 05:25:56 UTC	The traffic light to turn left onto Evergreen from southbound Cornelius Pass takes FOREVER to turn green. I've literally sat here for up to five minutes even though NOBODY is coming from *any* other direction, and this kind of thing happens every time I drive through here.	Vehicles	Operations	Signals	Cornelius Pass and Evergreen
715	Online Tool	2018-06-05 05:31:33 UTC	I don't know why on Earth anyone would want a speed Reduction here. It's one of the only major north/south thoroughfares in the city. If you bought a house fronting it, that's kind of your own fault. Maybe ticket the stragglers here who do 35-40 in the left lane instead.	Vehicles	Enforcement, System Request	Design, Traffic Calming/Speed	Cornelius Pass Rd
716	Online Tool	2018-06-05 05:32:58 UTC	Awhile back I read there were plans to expand the 185th ramp system to include John Olsen/206th - kind of how the Murray/Cornell exits are laid out. I think this would be a good idea.	Vehicles	System Request	Design	185th ramp system on Hwy 26
718	Online Tool	2018-06-05 05:53:06 UTC	I see you've started putting up a traffic signal here. Could you not? With all the red lights I always get thanks to the city's atrociously timed lights, it already takes 2-3 times as long to get anywhere as it should.	Vehicles	Operations	Signals	209th and Kinnaman
719	Online Tool	2018-06-05 06:01:40 UTC	With the parking lots surrounding the intersection, this is a perfect location for constructing a grade-separated interchange with TV Highway.	Vehicles	System Request	Design	198th and TV Hwy
720	Online Tool	2018-06-05 06:05:12 UTC	Who approved a subdivision with only one way in or out? That only exacerbates traffic issues. Your city planners know this, right?	Vehicles	Operations	Congestion	Arbor Roses neighborhood
721	Online Tool	2018-06-06 07:17:17 UTC	Wasn't 174th supposed to get an underpass here to connect with Cornell/173rd? Seems like that would help with some of the 185th traffic.	Other	System Request	Design	174th and Hwy 26
722	Online Tool	2018-06-06 18:46:32 UTC	No sidewalk; no speed limit signs; if you're a pedestrian, it can be a little dangerous	Pedestrians	System Request	Signs/Markings, Infrastructure, Safety, Sidewalks	Southside of Baseline and 211th
725	Online Tool	2018-06-06 19:53:36 UTC	A right turn lane for west bound traffic is needed here and not sure why it wasn't added as part of the original plans. So many people turn right here so they drive in the bike lane to turn which is dangerous.	Vehicles	System Request, Operations	Intersection Design, Safety	Cornelius Pass and TV Hwy
726	Online Tool	2018-06-12 03:59:56 UTC	Need bus stop improvements here	Bus	System Request	Transit	Imlay and TV Hwy
727	Online Tool	2018-06-12 16:00:00 UTC	It is very difficult to walk along this road to Hillsboro high school because there is heavy traffic and no sidewalks.	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	Rood Bridge Rd
728	Online Tool	2018-06-12 16:20:00 UTC	The intersection lights are poorly timed. When turning onto Brookwood Pkwy, the left turn light only lets about three cars through at a time. This can be frustrating during high traffic times.	Vehicles	Operations	Signals	Brookwood and Cornell
729	Online Tool	2018-06-12 18:23:26 UTC	The bus stop here takes a while to come, for example if missed you would have to wait up to 30 minutes for the next one	Bus	System Request	Transit	Arrington and Linden, just north of Cornell

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
730	Online Tool	2018-06-12 18:51:54 UTC	Many kids cross the road here to get to Century High School in the morning or afternoon. It is technically a legal crosswalk but drivers do not know/care and drive by while watching the kids try to cross. Drivers also drive down the center lane when traffic builds up, almost hitting kids waiting in the center to cross all the way.	Pedestrians	Operations	Crossings, Safety, Signs/Markings	Century and Pegasus
731	Online Tool	2018-06-18 06:15:55 UTC	Heading northbound on 209th, there is a sign ahead of the railroad tracks saying to stop at the white line there. HOWEVER...if you do that, then the light will never turn green because it doesn't notice you're there. This is most notable at night when other drivers aren't around to trigger the light. You *have* to cross the tracks and wait between the tracks and TV Highway or else you'll sit there until somebody else does it.	Vehicles	Operations	Signals	209th and TV Hwy
732	Online Tool	2018-06-19 17:57:51 UTC	The city responded to request for pedestrian crossing across NE Cornell at NE 21 saying it would create more hazards. So why not put a pedestrian-activated crossing at NE Hillaire? Or possibly west of there by the Rehab Center/Veterinary Clinic? This would serve Poynter Middle School kids, Intel Lunch Workers, connect families on north side of Cornell with Shadywood Park, which closer than Griffin Oaks Park but out of range due to Cornell being an essentially impassable highway between NE 25th and NE Arrington.	Pedestrians	System Request	Crossings, Connectivity	Cornell and Hillaire
733	Online Tool	2018-06-19 18:22:02 UTC	Relieve traffic through Hillsboro by creating bypass route to West Hillsboro/Cornelius/Forest Grove at the Jackson School Road Exit and put a sign here to direct motorists to it.	Vehicles	System Request	Congestion, Design	US 26 and Jackson School Rd exit
734	Online Tool	2018-06-19 18:30:53 UTC	Need left turn lanes for Kaiser Parking Lot and Garage on NW (NE?) 194th south of Evergreen.	Vehicles	System Request	Design, Signs/Markings	194th and Evergreen, southbound - near Kaiser parking garage on the east side of 194th
735	Online Tool	2018-06-21 04:29:48 UTC	the shoulder on john olsen/205th just south of wilkins is a dangerous place for cyclists and pedestrians. the bike lane suddenly ends with no warning signage and there is no sidewalk.	Bicycles	Operations	Safety, Signs/Markings, Infrastructure, Sidewalks	John Olsen, south of Wilkins
737	Online Tool	2018-06-21 14:27:59 UTC	Dangerous and busy intersection for vehicles, and practically verboten for pedestrians - especially in the afternoon and evening when Intel employees leave and others are using the road to get to/from Hwy 26.	Other	Operations	Safety, Congestion	25th and Sunrise
738	Online Tool	2018-06-28 23:04:39 UTC	It would be great if somewhere in Hillsboro near light rail there was a long term pay parking lot so we could take MAX to PDX. Revenue for city, help for us west-side folks.	MAX/WES Lightrail	System Request	Parking, Transit	Hatfield MAX Station
739	Online Tool	2018-06-29 14:20:54 UTC	Need a crosswalk at the park entrance	Pedestrians	System Request	Crossings	62nd and Frances
740	Online Tool	2018-06-29 14:25:54 UTC	Another rollover accident here because there is only a stop sign at 5th. The folks on 5th don't know that the Lincoln folks don't stop. Either make Lincoln folks stop or at least notify those at the 5th stop that cross traffic doesn't stop. I'm sick of seeing ambulances take people away here!	Vehicles	Operations	Intersection Design, Safety	5th and Lincoln
741	Online Tool	2018-06-30 21:13:34 UTC	This is a busy road leading to an elementary school with no sidewalks.	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	Arrington Rd
743	Online Tool	2018-07-01 16:55:09 UTC	There is a need for a 4-way STOP sign at corner of Davis and the newly enlarged Century Blvd. This is a major bike route for folks coming from/to the schools there. When bicycling EAST on Davis and beginning to turn LEFT, there is NO Stop sign for traiffic on Century Blvd. The new street on Century SOUTH is a SAFETY risk	Bicycles	Operations	Intersection Design, Safety, Signs/Markings	Century and Davis
744	Online Tool	2018-07-01 17:41:56 UTC	You must consider a light at this intersection and soon. Why wait until there is a fatality? (NE Grant at 1st Ave.	Vehicles	System Request	Intersection Design, Safety, Signals	1st and Grant
745	Online Tool	2018-07-01 22:57:33 UTC	The light here takes so long to change. Once it does change, it's very short and the oncoming traffic, which mostly turns right, takes up almost all of the time before any left-hand turns get to go.	Vehicles	Operations	Signals	24th and TV Hwy
746	Online Tool	2018-07-01 23:04:44 UTC	Sidewalks	Pedestrians	System Request	Infrastructure, Sidewalks	Frewing Rd

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
747	Online Tool	2018-07-01 23:38:07 UTC	this backs up in the morning and evening when school buses and people coming from Cornell/Grant to 3rd try to turn left onto 1st Avenue toward downtown. Hopefully you could install the type of light that works when it senses cars waiting on Grant.	Vehicles	Operations	Congestion, Signals	1st and Grant
748	Online Tool	2018-07-01 23:43:42 UTC	This road needs sidewalks and bike lane to connect up with 25th St. interchange to get out to the highway.	Bicycles	System Request	Infrastructure, Sidewalks, Bike Lanes	Sunrise
749	Online Tool	2018-07-01 23:48:21 UTC	We need a really designated bike lane that runs from the Courthouse that can connect to the Fairgrounds area.	Bicycles	System Request	Connectivity, Infrastructure, Bike Lanes	1st and Jackson to 34th and Cornell
750	Online Tool	2018-07-01 23:56:02 UTC	This area gets too crowded on Saturdays and weekday evenings with people trying to turn left off of Cornell to go to Costco. You need to adjust the lights, or create another access point.	Vehicles	Operations	Congestion, Signals	48th and Cornell
751	Online Tool	2018-07-02 04:24:15 UTC	Right turn lane onto Evergreen from Glenoe.	Vehicles	System Request	Intersection Design	Glencoe and Evergreen
759	Online Tool	2018-07-02 23:03:15 UTC	Lighting on this corner needs to be better. Very dark corner in winter and very busy with traffic between Fred Meyer and High School.	Pedestrians	Operations	Safety	67th and Johnson
760	Online Tool	2018-07-04 18:14:57 UTC	60th needs to be connected. This should have been done years ago when it first came up.	Vehicles	System Request	Connectivity, Design	60th between Wetherby and Oelrich
761	Online Tool	2018-07-04 18:19:46 UTC	Move the fence for the max crossing to make more room for bike traffic. Very dangerous for bikers.	Bicycles	Operations	Design, Safety	Elam Young at the MAX Crossing
763	Online Tool	2018-07-04 19:44:19 UTC	Can anything be done to either reduce the traffic noise on Baseline, or to reduce the likelihood that drivers try to use it as an impromptu drag strip? The nose level from certain types of vehicles is very annoying and I'm concerned about the effect it will have on neighboring property values and the general livability in the area.	Vehicles	Enforcement	Traffic Calming/Speed	Baseline
764	Online Tool	2018-07-04 21:51:46 UTC	It's difficult to take a left onto Shaleen when heading North on Cornelius Pass. It's even MORE DIFFICULT to turn off if Shaleen onto Cornelius Pass rather going North or South. A light needs to be at this intersection. Once the liquor store opened CONGESTION tripled if not quadrupled and it makes those who live in the neighborhood hard to go anywhere!	Vehicles	Operations	Congestion, Intersection Design, Signals	Cornelius Pass and Shaleen
765	Online Tool	2018-07-05 02:54:30 UTC	This intersection is used heavily both by cars and children walking to school. Please consider placing a crosswalk at this location for improved safety for crossing Century. We have observed many close calls where cars do not see children crossing.	Pedestrians	System Request	Crossings, Safety	Century and Lois
767	Online Tool	2018-07-05 02:59:02 UTC	Instead of placing a road through Noble Woods park, instead place a pedestrian and bicycle bridge. This would allow traffic to pass through, but not automobile traffic that would congest the smaller streets to the south of Noble woods. Live green!	Bicycles	System Request	Infrastructure	Century and Baseline
768	Online Tool	2018-07-06 00:16:55 UTC	This section of road needs to be wider and also have sidewalks and bike lanes.	Other	System Request	Design, Sidewalks, Bike Lanes	Davis between Brookwood and Aerie
769	Online Tool	2018-07-06 05:35:06 UTC	There are SO many lights southbound on 10th that traffic backs up past lincoln from all the lights running into each other. Lincoln is also a neighborhood street and people drive way too fast. Perhaps a "no left turn" would alleviate both the unsafe driving on lincoln and all the accidents at this intersection.	Vehicles	System Request	Congestion, Safety, Signs/Markings	Cornell and Lincoln
770	Online Tool	2018-07-06 19:22:18 UTC	The loss of the previous dedicated right-turn lane from Cornelius Pass northbound to Cornell eastbound. This forces all vehicles turning right (of which there are MANY!) to wait behind vehicles going straight (of which there are now 3 lanes). This intersection went through a COMPLETE rebuild just a couple of years ago, so that would have been the perfect time to do this correctly. The loss of the previous right-hand turn only lane now backs everything up. What had been a pretty good traffic flow here is now a mess. Unbelievably poor planning, and now we're stuck with it!	Vehicles	Operations	Intersection Design	Cornelius Pass and Cornell

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
773	Online Tool	2018-07-06 19:42:12 UTC	NE Century southbound crossing NE Cornell by bike. The PREVIOUS bike-lane arrangement was working great. Bikes lined up adjacent right of straight-through vehicle lane, and to the LEFT the lane for right-turning vehicles. And the lane continued once across the intersection.	Bicycles	Operations	Intersection Design, Safety	Century and Cornell
			NOW, bikes are relegated to a lane between the right-most traffic lane in which there are MANY right-turning vehicles. So cyclists crossing straight across the intersection NOW need to maneuver across a right-turning vehicle flow. DANGEROUS CONFLICT! And now, on the opposite side of the intersection southbound, bikes are relegated to a bike 'sidewalk', between the pedestrian sidewalk and the vehicle lane, thus reinforcing the myth in the minds of many drivers that bikes belong only on sidewalks.				
			Strangely enough, kitty-corner to this, cyclists crossing this intersection northbound have a proper, dedicated bike lane to the LEFT of a dedicated right-turn-only vehicle lane. If this arrangement had just been copied on the opposite corner, things would be fine.				
774	Online Tool	2018-07-06 19:54:43 UTC	Excessively speeding traffic on SE Frances. The speed limit is 25mph all the way from Cornelius Pass to Imlay Ave. I live on Frances, and routinely witness vehicles going anywhere from 40-60mph along this street, and not uncommonly an estimated 70-80mph!	Vehicles	Enforcement	Traffic Calming/Speed	Frances
			Once in a great while, a police cruiser or motorcycle will hang out for a short while writing tickets, but this is very seldom. As a property owner along this street, I'm concerned about safety for us residents and for the many middle- and high-school students that walk along this street morning and afternoon. It seems like a tragedy waiting to happen.				
			If you want to add some 'found money' to the city coffers, and make this a safer neighborhood, please write some speeding tickets here!				
775	Online Tool	2018-07-07 07:02:19 UTC	Parallel parking frequent; make Darnielle parallel parking-friendly (ie mark spaces, widen if at all possible)	Vehicles	Operations	Signs/Markings, Parking	Darnielle
790	Online Tool	2018-07-09 01:09:28 UTC	Put crosswalks where stop lines are.	Pedestrians	System Request	Crossings	5th and Grant
791	Online Tool	2018-07-10 19:41:26 UTC	The quality of the pavement drops significantly between Elam Young West and Elam Young East. Why?	Vehicles	Maintenance	Road Condition	Elam Young
793	Online Tool	2018-07-10 19:43:20 UTC	This turn into KLA can be difficult with fast-moving cars ahead and behind - the way the left-turn lane forms is challenging	Vehicles	Operations	Intersection Design	48th Ave and Airport Rd
794	Online Tool	2018-07-10 19:45:08 UTC	A crosswalk here or nearby would help with safety. Right now it's a dash to beat traffic in both directions.	Pedestrians	System Request	Crossings, Safety	60th and Baseline
795	Online Tool	2018-07-10 19:52:22 UTC	Left turns onto Elam Young from westbound Cornell are always inefficient. The signal is not smart. When there is no traffic coming east on Cornell, it remains red, missing the perfect opportunity to turn. When the left turn finally becomes a flashing yellow, the traffic ramps up and it's unsafe to turn. I hope this is an easy signal fix to save time and money, and improve safety.	Vehicles	Operations	Signals	Elam Young and Cornell
797	Online Tool	2018-07-15 22:11:08 UTC	This should be a STOP in ALL directions, as I am a 75 year old resident South, near Rosedale Rd. and lots of traffic uses this road, once named for my Grandfather, Churchley! Will it take someone getting killed before you put up a stop coming FROM the East bound on Blanton, from Corn. Pass?? Thank you, Susanna Keith, and both of my grandparents and parents lived on this road, and youhave messed up MY ROOTS!	Vehicles	System Request	Intersection Design, Safety, Signs/Markings	Cornelius Pass Rd and Blanton
798	Online Tool	2018-07-17 22:21:14 UTC	Most pedestrians enter the park here, rather than using the crosswalk about 150ft south. Why was it not put here instead?	Pedestrians	System Request	Crossings	Singing Woods Drive and Rood Bridge Rd

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
799	Online Tool	2018-07-18 18:41:42 UTC	TSP should have a policy of always having a "bike lane ends" sign wherever a bike lane ends. I have never seen any other lane end without a warning sign.	Bicycles	System Request	Signs/Markings	Throughout Hillsboro
800	Online Tool	2018-07-18 19:01:48 UTC	Get rid of the raised bike lanes on the newly extended Blanton. They zig-zag sharply and dangerously at intersections. The curb extensions imply future parallel car parking, which will hide bicyclists, increasing the already high risk of right hook collisions.	Bicycles	Operations	Design, Safety, Bike Lanes	Blanton
801	Online Tool	2018-07-18 19:38:53 UTC	Right hook collisions are a serious problem on bike laned roads. (See the comment at Cornell and Century) The best solution is to eliminate bike lanes. Second best is to end bike lanes approaching intersections and driveways.	Bicycles	Operations	Intersection Design, Infrastructure, Safety, Bike Lanes	Bike lanes in Hillsboro - mentioned Cornell and Century
			A solution that I think you might actually seriously consider is to create a bike-lane-ending standard based on right-turning traffic volume. Wherever there is a high number of motorist right turns, end the bike lane several car lengths before the intersection. Then bikes and cars merge into a single line and motorists don't turn across bicyclists' path.				
802	Online Tool	2018-07-19 00:45:50 UTC	This is much safer than bicyclists staking their lives on compliance with the law requiring right-turning motorists to yield to bicyclists in bike lanes.	Vehicles	Operations	Traffic Calming/Speed	Cherry Dr
			The Speed Limit on this portion of Cherry Drive might be too high, considering the increased residential traffic from apartments and the new hotel at Cornelius Pass, the type of traffic (commuters), and the fact that Cherry Drive is an alternate route to Cornell for people in a hurry.				
803	Online Tool	2018-07-23 06:07:28 UTC	The new signal here often turns red as I approach it, even when nobody else is in the vicinity. It seems to be timed, so then I get stuck waiting for a minute or two even though nobody else is around. Whoever programs the signals in this city is one heck of a misanthrope.	Vehicles	Operations	Signals	209th and Blanton
1126	Paper Comment	2018-04-19 16:39:00 UTC	1- The original Orenco neighborhood, specifically Dogwood St, is being used as a traffic cutthrough. This area is a historic conservation district and is being slowly destroyed by the high volume of traffic that races through our neighborhood, especially during the morning and evening commutes. The neighborhood was not designed for this volume of traffic. We have very narrow streets and WE DO NOT WANT SIDEWALKS! The area is not designed for sidewalks, its designed for low traffic so that people can stroll the streets in safety. Instead, we have people driving as fast as 50mph down 20ft wide streets in the middle of the day. What I want is for the city to stop routing traffic through the old Orenco neighborhood so that we can enjoy our neighborhood. I don't mind neighborhood traffic. What I mind is people who are cutting through from Cornelius Pass Rd and Quatama to Century Blvd. The fact that the speed limit in Quatama is 35 mph is a problem for us because people don't slow to 25mph when they cross Cornelius Pass Rd. We also have a problem with trucks cutting through our neighborhood.	Vehicles	Operations	Traffic Calming/Speed	Dogwood St
1127	Paper Comment	2018-04-19 16:39:00 UTC	2- Crosswalks are needed on Century Blvd as the traffic will just not stop for pedestrians. Traffic enforcement by police would be nice as well. Families trying to cross Century are taking their lives in their hands due to traffic not stopping for them.	Pedestrians	Enforcement, System Request	Safety, Traffic Calming/Speed, Crossings	Century Blvd
1128	Paper Comment	2018-04-19 16:39:00 UTC	3- If you look at the city transportation map, you'll see that the city has just about every other street, irregardless if it's a neighborhood, designated for traffic cut through. Please stop destroying our neighborhoods. Traffic should remain on the main roads, with neighborhoods reserved for local traffic only.	Vehicles	System Request	Congestion, Traffic Calming/Speed	
1129	Paper Comment	2018-07-09 01:09:28 UTC	Put crosswalks where stop lines are.	Pedestrians	System Request	Crossings	65th south of Rosebay, west of Rosebay Park
2001	Paper Comment	2018-04-17 17:21:56 UTC	Need sharrows the length of Johnson	Bicycles	System Request	Signs/Markings	Johnson between Century and 185th

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
2002	Paper Comment	2018-04-17 17:40:21 UTC	Shute needs bike lanes, slower traffic. It's not bike friendly for most.	Bicycles	System Request	Infrastructure, Traffic Calming/Speed, Bike Lanes	Shute between Brookwood and Cornell
2003	Paper Comment	2018-04-17 17:49:56 UTC	Shoulder disappears dangerously at curve.There is no facility.	Bicycles	System Request	Infrastructure, Safety, Bike Lanes	Glencoe around Harewood
2004	Paper Comment	2018-04-17 17:58:05 UTC	Westbound lane on Cornell ends after 25th, leaving a serious gap and missing link into Downtown.	Bicycles	System Request	Design, Infrastructure, Bike Lanes	Cornell between 25th Ave and Main St
2005	Paper Comment	2018-04-17 18:11:26 UTC	Imbrie is not bike friendly.	Bicycles	System Request	Infrastructure, Bike Lanes	Imbrie
2006	Paper Comment	2018-04-17 18:15:29 UTC	The Brookwood trail keeps dipping down to meet the road level at intersection for side access roads. Very risky for cyclists as cars can't see them.	Bicycles	Operations	Safety, Design, Infrastructure	Brookwood Multi-Use Path
2007	Paper Comment	2018-04-17 18:19:54 UTC	People traveling southbound by bicycle on Brookwood are shunted onto the sidewalk (after a dangerous slip lane), then expected to cross an intersection with Witch Hazel that isn't marked.	Bicycles	Operations	Safety, Design, Intersection Design, Signs/Markings	Brookwood and Witch Hazel
2008	Paper Comment	2018-04-19 00:38:09 UTC	Bus route needed on John Olsen.	Bus	System Request	Transit	NW John Olsen
2009	Paper Comment	2018-04-19 00:44:56 UTC	The speed should be reduced in this area. The posted speed is 40 mph and many cars go well over that. My concern is two fold. I live on 30th court and feel like we are taking a risk every time we pull out onto River Rd. The visibility is poor I both directions with a bush blocking the view to the West and the curve to the East. With more houses being built out East off river rd the traffic has increased. It is very frightening trying to pull out off 30th Court. With Hilhi being right up the road there is both pedestrian traffic and inexperienced drivers in this area. Please please consider reducing the speed n this area before someone gets seriously hurt. Thank you.	Vehicles	Operations	Traffic Calming/Speed	SE River between SE 30th and Rock Creek trail
2010	Paper Comment	2018-04-19 00:56:20 UTC	Witchhazel desperately needs sidewalks. Foot traffic from the high school and pedestrians in general are at risk when walking in this area. Very dangerous after dark as well.	Pedestrians	System Request	Infrastructure, Sidewalks	Witch Hazel between SE 39th and SE 49th
2011	Paper Comment	2018-04-19 01:13:14 UTC	Bike lane disappears mysteriously next to city's largest employer's campus.	Bicycles	System Request	Infrastructure, Bike Lanes	NE 25th between Beacon and Intel Jones Farm Campus NE entrance
2012	Paper Comment	2018-04-19 01:17:13 UTC	Traffic speeds are too high and semi trucks are flying by at 50mph on this curvy section of Cornell Rd., inches away from my shoulder in the bike lane. Moreover, the road is banked like a raceway that further encourages speeding.	Bicycles	Operations	Traffic Calming/Speed, Design	Cornell between Comfort Inn NE entrance and Brookwood
2013	Paper Comment	2018-04-19 01:21:18 UTC	This is the most sub-standard bike lane in the city. It is less than 3 feet wide and half of it is gutter which is often littered or flooded. In spots where there is a storm drain grate, the width of the bike lane reduces to a mere 8-10 inches.	Bicycles	Operations, Maintenance	Design, Safety, Road Condition	25th north of Cornell
2014	Paper Comment	2018-04-19 01:25:33 UTC	The recent 28th ave project has left behind a nasty curve at this spot where the 100ft wide road narrows down to half its width and curves sharply around a tree. Basically, people driving are encouraged to speed on the straight section going north and then thrown into a difficult curve. Most of them use the bike lane to negotiate the curve. Please put a concrete divider between the road and the bike lane.	Bicycles	Operations	Infrastructure, Design, Safety, Traffic Calming/Speed, Bike Lanes	The curve from 25th to 28th between Cornell and Grant
2015	Paper Comment	2018-04-19 01:31:02 UTC	First needs more crosswalks.	Pedestrians	System Request	Crossings	1st between Grant and Jackson
2016	Paper Comment	2018-04-19 01:45:45 UTC	This section is extremely dangerous for bikes due to a narrow shoulder, fast moving vehicles, and frequent blockage from debris and plants.	Bicycles	Operations, Maintenance	Design, Safety, Road Condition	Walker between Amberglen and 185th
2017	Paper Comment	2018-04-19 01:48:57 UTC	Traffic too fast, blocks intersections, hard to safely enter traffic. Especially North bound, and southbound also. During Intel arrival and especially departure going home.	Vehicles	Operations	Traffic Calming/Speed, Congestion	25th near Intel Jones Farm Campus
2018	Paper Comment	2018-04-19 01:52:16 UTC	Could use a right turn lane	Vehicles	System Request	Intersection Design	TV Hwy and Century

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
2019	Paper Comment	2018-04-19 02:18:29 UTC	We really need a sidewalk along this area! It is very dangerous for pedestrians coming back from the shopping area, especially when its wet and dark.	Pedestrians	System Request	Infrastructure, Sidewalks	Main between Baseline and Freeman
2020	Paper Comment	2018-04-19 02:29:56 UTC	no sidewalks.. traffic goes down hill to golf course can be dangerous for walkers and bikes	Pedestrians	System Request	Infrastructure, Sidewalks	Jackson west of NW 8th
2021	Paper Comment	2018-04-19 02:31:05 UTC	A bike lane is very much needed here!	Bicycles	System Request	Infrastructure, Bike Lanes	Wilkins between Corn Pass and 205th
2022	Paper Comment	2018-04-19 02:37:00 UTC	Need a sidewalk along quatama road	Pedestrians	System Request	Infrastructure, Sidewalks	Quatama between 69th and 76th
2023	Paper Comment	2018-04-19 02:49:26 UTC	River Rd needs to have complete bike lanes.	Bicycles	System Request	Infrastructure, Bike Lanes	River between TV Hwy and Rood Bridge
2024	Paper Comment	2018-04-19 02:51:27 UTC	Bike lane needs completion .	Bicycles	System Request	Infrastructure, Bike Lanes	Amberwood between Cornelius Pass and CalPortland Entrance
2025	Paper Comment	2018-04-19 03:32:05 UTC	This is an alley of MAJOR POTHOLEs, unsafe to drive through, and dangerous to step in at night, which has happened to both my husband and myself. It is also too dark.	Vehicles	Maintenance	Road Condition	Alley between Oak and Walnut and 7th and 8th
2026	Paper Comment	2018-04-19 03:34:32 UTC	This section of street needs another streetlight for pedestrian safety.	Pedestrians	Operations	Safety	7th between Oak and Walnut
2027	Paper Comment	2018-04-19 03:44:14 UTC	The bike path on 229 at Evergreen gets packed with cars almost any time of day but definitely at rush hour.	Bicycles	Operations	Congestion, Intersection Design	229th and Evergreen
2028	Paper Comment	2018-04-19 03:44:39 UTC	This section of 336th needs a streetlight on the pole already in place.	Pedestrians	Operations	Safety	NW 336th
2029	Paper Comment	2018-04-19 03:56:25 UTC	Please put in sidewalks. I have seen people nearly run over, it's very dangerous!	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	Golden from Brookwood to Imlay
2030	Paper Comment	2018-04-19 04:13:38 UTC	This stretch of road is a funnel road for lots of residences and people heading to the Noble Woods park, Orenco Woods Nature Park, Orenco School and Quatama Elementary School. Please create a wide bike/pedestrian lane on each side so that children can walk/ride to park/school.	Bicycles	System Request	Infrastructure, Sidewalks, Bike Lanes	Century from Alder to Baseline
2031	Paper Comment	2018-04-19 04:21:54 UTC	Working for Qorvo, it is very difficult to pull out on Brookwood because the trees in the middle of the road make it difficult to see traffic coming. Brookwood and Cornell is also a hot spot for accidents. Cars are often going above the speed limit. It is also so busy and takes my 15 min to drive 3 miles home.	Vehicles	System Request	Congestion, Safety	Brookwood and Airport Rd, Brookwood and Cornell
2032	Paper Comment	2018-04-19 04:22:51 UTC	We seriously need a bike lane on this stretch. Please consider creating a rapid transit bus route on cornell to reduce car traffic and thereby create space for bike lanes.	Bicycles	System Request	Infrastructure, Transit, Bike Lanes	Cornell from 10th to 25th
2033	Paper Comment	2018-04-19 04:32:06 UTC	Speed needs to be raised on this street-25 is way too slow for a long straight street. (I try to avoid driving here-but with traffic getting more congested we need all the streets moving we can!). 35 would still be conservative, but better -the crazy part is it is higher (30mph) at the curved area! Thank-you for this opportunity-have wanted to comment on this for 30 years!	Vehicles	Operations	Traffic Calming/Speed, Design	Cypress to 32nd between TV Hwy and Baseline
2034	Paper Comment	2018-04-19 04:34:04 UTC	These blocks have a speed limit of 35mph. Unfortunately, drivers transit this at 40-45mph on a daily basis. This area has both commercial establishments and residences. It is many times difficult to exit driveways and there is the added danger to children when traffic flow is so fast. Please lower the speed limit to 25. Thank you.	Vehicles	Operations	Traffic Calming/Speed	Main between 32nd and Baseline

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
2035	Paper Comment	2018-04-19 04:34:14 UTC	<p>Cornell road is Death Road for Bicyclists. I cannot ride on this road without fear for my life. Everytime I ride on this road, I fear it will be my last time. Here are the issues, the traffic is very fast, this needs to be 35mph road. The traffic is too heavy. Please reduce number of car lanes and drastically improve your bus service so that people have an incentive to use buses. This road also ferries goods trucks. Giant semi-trucks barrel past bicyclists at 45-50mph with only 3 to 4 feet of gap. It creates a dangerous air current/suction pulling the cyclists into the traffic. There is so little gap that sometimes when a utility ford truck passes by with equipment in the back, I'm afraid that some equipment which is sticking out to the side will slam into me from behind.</p> <p>The road is banked to encourage speeding and drivers do not care about the rumble strips. You cannot fix this road without physical barrier between cars and bicyclists. If your transportation planning committee is reading this comment, please raise hands if you've ridden your bicycle on this stretch of cornell during morning rush hour. If you have fewer than 4 hands then you need to add more cyclists to this committee who know what I'm talking about. Just go walk in the middle of the bike lane on this stretch, the whole way.</p>	Bicycles	Operations	Safety, Design, Infrastructure, Traffic Calming/Speed, Bike Lanes	Cornell Rd
2036	Paper Comment	2018-04-19 04:45:00 UTC	Bentley is extremely dangerous to walk/ cycle on. There is little to no room off of the road and vehicles are always speeding. The dip in the road is especially dangerous as drivers can't see pedestrians. With as much traffic as this street gets, sidewalks are absolutely necessary.	Pedestrians	System Request	Infrastructure, Sidewalks	Bentley between 32nd and Brookwood
2037	Paper Comment	2018-04-19 05:02:12 UTC	<p>There are no sidewalks on one of the main drags in Hillsboro. No kid wants to walk to school in the dark without sidewalks. It's ridiculous that you can't walk from Glencoe High School to Downtown without having to walk in the street.</p> <p>Why is it taking so long to remedy this situation. What exactly constitutes a higher priority?</p>	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	1st between Grant and Hayes
2038	Paper Comment	2018-04-19 05:12:20 UTC	The paths along this road are terrible for biking (and even walking) on. Tree roots make the surface very uneven and dangerous.	Bicycles	Maintenance	Road Condition	Brookwood from Cornell to Evergreen
2039	Paper Comment	2018-04-19 05:14:59 UTC	There is no bike lane, no shoulder, and a cliff on each side of the road, along with 55mph traffic. This road desperately needs bike lanes.	Bicycles	System Request	Infrastructure, Bike Lanes	Hillsboro Hwy
2040	Paper Comment	2018-04-19 05:21:09 UTC	Cross walk needed here or at least pedestrian crossing warning signs. Very dangerous place for people to cross and access Trimet MAX stop.	Pedestrians	System Request	Crossings	Quatama between Sunbird Terrace and 209th - connecting neighborhood area to Park and Ride lot
2041	Paper Comment	2018-04-19 05:21:16 UTC	No bike lanes, and route is along major public transit stops that would benefit from having bike lanes.	Bicycles	System Request	Infrastructure, Bike Lanes	Washington from Adams to 12th
2042	Paper Comment	2018-04-19 05:24:58 UTC	Lack of bike lanes here creates a dangerous situation for cyclists, since there are hills that vehicle drivers cannot see oncoming traffic over. The impatient ones will try to pass cyclists with mere inches to spare. I've been nicked by side mirrors here while biking. That sucks a lot.	Bicycles	System Request	Infrastructure, Safety, Bike Lanes	NW Cornelius Pass Rd between Jacobson and Old Pass Rd
2043	Paper Comment	2018-04-19 05:26:58 UTC	Bike lane mysteriously disappears, and large hill makes it difficult for cars to see oncoming traffic. The result is impatient drivers narrowly passing cyclists. This is dangerous.	Bicycles	Operations	Infrastructure, Safety, Bike Lanes	209th south of TV Hwy to McInnis Ln
2044	Paper Comment	2018-04-19 05:35:16 UTC	Sidewalks needed throughout Orenco.	Pedestrians	System Request	Infrastructure, Sidewalks	Dogwood, 227th, Quatama
2045	Paper Comment	2018-04-19 05:41:51 UTC	Bike lane gives way to car parking, but it's relatively rare to see many cars parked here. Meanwhile cyclists are having to choose between riding in a car lane or hugging the 'parking area' and swinging out into the car lane to avoid the errant parked car. Not cool.	Bicycles	Operations	Safety, Infrastructure, Parking, Bike Lanes	Oak between Adams and 10th
2046	Paper Comment	2018-04-19 05:45:42 UTC	Bike lane mysteriously disappears, in both directions.	Bicycles	System Request	Infrastructure, Bike Lanes	Cypress just north of TV Hwy
2047	Paper Comment	2018-04-19 05:47:35 UTC	Shoulder mysteriously disappears, cyclists have to ride in car lanes	Bicycles	System Request	Infrastructure, Safety, Bike Lanes	Main Street Extension from Main to Baseline

City of Hillsboro
TSP Public Comment Log

ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
2048	Paper Comment	2018-04-19 05:51:11 UTC	Danegerous high volume intersection. Consider reducing speeds along Baseline (Main).	Vehicles	Operations	Traffic Calming/Speed	Baseline near Cornelius Pass
2049	Paper Comment	2018-04-19 05:58:40 UTC	Connect Century Blvd north to south.	Vehicles	System Request	Infrastructure, Connectivity	Century Blvd over Noble Woods Park
2050	Paper Comment	2018-04-19 05:59:53 UTC	Connect Quatama to Main.	Vehicles	System Request	Infrastructure, Connectivity	Quatama via 69th to Baseline
2051	Paper Comment	2018-04-19 06:01:36 UTC	Connect Aloclek.	Vehicles	System Request	Infrastructure, Connectivity	Aloclek from Cornelius Pass to Amberwood
2052	Paper Comment	2018-04-19 08:18:36 UTC	There's a place after Fred Meyer on TV Hwy Interstate 8 where there is no sidewalk or shoulder to walk on at all and people leaving fred meyer or going to the shopping center walk along it often but if you don't walk in the street, you have to walk in the mud and grass so either you are in danger of being hit by a car or you can very easily fall and twist your ankle or worse. thank you my twin sister and I walk that area often and it is a dangerous place.	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	TV Hwy between Century and Cornelius Pass
2053	Paper Comment	2018-04-19 08:24:23 UTC	This whole length of road on TV HWY or Oregon 8 needs sidewalks. It is a very busy street my twin sister and I have to walk this dangerous stretch often and we see people with children in strollers and also people using wheelchairs and kids walking along the road and not being super careful. There is a very thin shoulder and no sidewalk and no way to step off the road as the entire road has a rail on the edge. There is no grass to run to safety in and the cars whiz by very quickly. Thank you!	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	Tv Hwy between 30th and 40th
2054	Paper Comment	2018-04-19 13:55:37 UTC	this short stretch of road exiting Hillsboro to the North is always congested during rush hour	Vehicles	Operations	Congestion	Cornelius Pass north of Hwy 26 up to West Union
2055	Paper Comment	2018-04-19 14:22:18 UTC	Traffic along Century is increasing both in number and speed. Pedestrians are at risk trying to cross. There should be a traffic light and cross walk at this intersection.	Pedestrians	System Request	Safety, Crossings, Signals, Intersection Design	Century and Oelrich
2056	Paper Comment	2018-04-19 14:35:25 UTC	Turning East onto Main street from 43rd is extremely difficult especially during morning/evening commute.	Vehicles	Operations	Congestion, Design	43rd and Main
2057	Paper Comment	2018-04-19 14:41:29 UTC	Turning left here is difficult due to hedge of bushes from residential property owner. Unless the driver owns a lifted truck or SUV, bushes obstruct the view of oncoming traffic and make turning more dangerous.	Vehicles	Maintenance	Safety	32nd and Bentley
2058	Paper Comment	2018-04-19 14:50:12 UTC	During heavy commuter times this area gets a congested and creates a nightmare for people trying to get anywhere. There are several intersections and stoplights that contribute to this. The left turn lane to Brookwood becomes long and backs up traffic creating a lot of this congestion.	Vehicles	Operations	Signals, Congestion	Cornell between Brookwood and Century
2059	Paper Comment	2018-04-19 14:58:45 UTC	How does the city plan to deal with the increase in traffic coming from the new south Hillsboro development to get onto 26 toward Portland? Most of Brookwood is only one lane and it already gets congested at several points. This will only be exacerbated by the increased traffic from the south Hillsboro expansion. It will make commuter time even longer when traffic flow issues on Brookwood already exist	Vehicles	System Request	Congestion, Design	Brookwood from TV Hwy to Hwy 26
2060	Paper Comment	2018-04-19 15:19:49 UTC	Need sidewalks here. Lots of pedestrians (including children and disabled) and no where for them to walk safely. There have been multiple vehicle pedestrian accidents on this stretch including fatalities.	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	Tv Hwy between 30th and 40th
2061	Paper Comment	2018-04-19 15:48:54 UTC	Sidewalk badly needed. Road is narrow, and even though speed limit is 25, cars FLY through here.	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	15th between Griffin Oaks and Thomas
2062	Paper Comment	2018-04-19 15:55:56 UTC	Sidewalk badly needed. No bike lane, ditches on either side, no safe way for pedestrians.	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	Sunrise between Jackson School and 17th
2063	Paper Comment	2018-04-19 16:02:51 UTC	This section of Jackson needs at least one stop sign and additional painted crosswalks. This is a stretch frequented by school children and pedestrians.	Pedestrians	System Request	Crossings, Signs/Markings	Jackson between 6th and Cornell

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
2064	Paper Comment	2018-04-19 16:18:46 UTC	This street is not neighborhood friendly as a one-way and is dangerous, because so many visitors use it. This increases the incidents of cars going the wrong way, turning left from the right lane, and stopping a intersections unexpectedly. Please implement the two-way grid.	Vehicles	Operations, System Request	Design	Lincoln between 1st and 6th
2065	Paper Comment	2018-04-19 17:12:27 UTC	There is no mode of public transportation on Cornelius Pass Rd, or really any N/S roads in Hillsboro. This is a huge issue considering most commercial and employment is Hillsboro is in the North and homes are in the South, even with out South Hillsboro.	MAX/WES Lightrail	System Request	Transit	Cornelius Pass Rd, other N/S connections
2066	Paper Comment	2018-04-19 17:15:27 UTC	Need sidewalks from Century to Cornelius Pass Rd. There are several schools in this neighborhood and kids are constantly walking in the streets. It's very unsafe.	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	Johnson between Century and Cornelius Pass
2067	Paper Comment	2018-04-19 17:36:49 UTC	Sidewalks do not continue down Witch Hazel, forcing pedestrians walking to/from the neighborhood to walk on the road.	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	Witch Hazel from 39th to 48th
2068	Paper Comment	2018-04-19 17:55:58 UTC	Parking on both sides of this street make travelling and passing most difficult. How about removing parking on one side??	Vehicles	Operations	Design, Parking	7th between Maple and Walnut
2069	Paper Comment	2018-04-19 20:23:33 UTC	No curb, gutters, or sidewalk, and too many pedestrians and bicyclists - no room to share the road!	Vehicles	System Request	Design, Infrastructure, Sidewalks	24th between Main and Maple
2070	Paper Comment	2018-04-19 20:24:59 UTC	Huge evening rush hour backup! Stops traffic flowing down Main in both directions and south on 28th	Vehicles	Operations	Congestion	Main between 28th and 32nd
2071	Paper Comment	2018-04-20 00:12:45 UTC	A bus that connects to the MAX station would be nice and might help decrease the amount of cars parked here during work days	Bus	System Request	Transit, Parking	Quatama MAX Station
2072	Paper Comment	2018-04-20 01:31:03 UTC	This stretch should be made car-free.	Bicycles	System Request	Congestion, Design	Orenco Station Pkwy north of Cornell
2073	Paper Comment	2018-04-20 04:14:41 UTC	Connect Willowgrove to NE 69th Ave.	Vehicles	System Request	Infrastructure, Connectivity	Willowgrove to 69th Ave connection
2074	Paper Comment	2018-04-20 04:18:45 UTC	Pedestrian bridge over MAX tracks would open access to school and parks to folks north of the tracks.	Pedestrians	System Request	Infrastructure, Connectivity	Pedestrian MAX crossing from 71st and Birch to Rocky Brook St
2075	Paper Comment	2018-04-20 04:22:21 UTC	Pedestrian bridge over MAX tracks would open access to school and parks to folks north of the tracks and would greatly reduce traffic on Imbrie and Cornelius Pass Rd.	Vehicles	System Request	Infrastructure, Connectivity, Congestion	Pedestrian crossing over US 26 between Tonkin Field and Five Oaks Drive
2076	Paper Comment	2018-04-20 16:25:07 UTC	We need a continuous sidewalk here so that neighborhood kids can walk safely to Witch Hazel and South Meadows. We also need a crosswalk and 4-way stop at the intersection of Brookwood and Davis.	Pedestrians	System Request	Infrastructure, Crossings, Signs/Markings, Sidewalks	Davis between Brookwood and Century
2077	Paper Comment	2018-04-20 16:30:36 UTC	Dogwood St is a 20ft wide street that is being used as a cut through between Century Blvd and Corn Pass Rd. This is destroying our neighborhood! The old Orenco neighborhood is a historic conservation district and was intended to be a rural area with little traffic where people could walk in the street. Now, I can hardly get across my street because cars won't stop. People walk down the street and cars don't slow down. Please stop routing traffic through our neighborhood--- we don't want it and we dont' want our trees killed by sidewalks! Get the cars OUT! Keep them on the main streets and out of our neighborhoods. We deserve to have peace and safety in our neighborhoods and routing traffic through them does not do that	Vehicles	System Request	Traffic Calming/Speed, Safety	Dogwood St
2078	Paper Comment	2018-04-20 21:17:06 UTC	Sidewalks needed along here. Dangerous to walk to/from high school and only way to walk to Rood Bridge Park during the winter when the water floods Rock Creek.	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	Rood Bridge Rd connection to River Rd
2079	Paper Comment	2018-04-20 21:17:59 UTC	Sidewalk needed along here to be able to safely access Rood Bridge Park via walking during winter when Rock Creek flooded. Also lots of pedestrians due to the high school	Pedestrians	System Request	Infrastructure, Safety, Connections, Sidewalks	Rood Bridge Rd between Hillsboro High School and Rood Bridge Park
2080	Paper Comment	2018-04-20 21:19:43 UTC	Speed should be 35 along here, like it is past Minter Bridge rd. Dangerous to pull out from the 30th Ct due to visibility and people doing 45+ around the corner at Rood Bridge	Vehicles	Operations	Traffic Calming/Speed	River Rd between Minter Bridge and Witch Hazel

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
2081	Paper Comment	2018-04-20 22:15:44 UTC	The parking here is angled, but a lot of trucks (think big personal use trucks, not commercial) park here during games and take up the eastbound lane. It's a little dangerous, because the westbound traffic doesn't always move out of the way, and the eastbound traffic has to go over the center line because of the parked trucks.	Vehicles	Operations	Design, Parking	Grant between 3rd and Jackson School
			There's plenty of room to shift the center line north a little to make room for these big trucks, so that no one has to cross the center line or get out of the way while driving.				
2082	Paper Comment	2018-04-20 22:23:21 UTC	Install speed bumps	Vehicles	System Request	Traffic Calming/Speed	Borwick
2083	Paper Comment	2018-04-20 22:26:25 UTC	It would be nice to have sidewalks all along this route.	Vehicles	System Request	Infrastructure, Sidewalks	Lois to Century to Borwick
2084	Paper Comment	2018-04-20 22:34:43 UTC	Turning left here is getting harder every year and more dangerous due to increased traffic. I do this turn daily while taking my kids to school and it is incredibly stressful!	Vehicles	Operations	Congestion, Safety	Grabel Rd and Hillsboro Hwy
2085	Paper Comment	2018-04-21 14:36:36 UTC	No sidewalk in front of WL Henry. Lots of children and bicyclists in yards to avoid cars.	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	24th between Maple and Spruce
2086	Paper Comment	2018-04-21 15:45:51 UTC	Connect Century Blvd across Highway 26. This would reduce traffic on Brookwood and Cornelius Pass	Vehicles	System Request	Design, Connectivity, Infrastructure	Century Blvd across Hwy 26
2087	Paper Comment	2018-04-21 16:24:41 UTC	Kids attend a activities here and have to walk on the road. Would be safer with sidewalks around WL Henry	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	24th between Maple and Spruce
2088	Paper Comment	2018-04-21 16:54:44 UTC	The road is to narrow for pedestruans, bicyclist and vehicles to commute safely. There needs to be sidewalks and a bike lane.	Pedestrians	System Request	Design, Infrastructure, Sidewalks	24th between Main and Maple
2089	Paper Comment	2018-04-21 21:04:43 UTC	Sidewalk on both sides of the street on baseline and century are needed	Pedestrians	System Request	Infrastructure, Sidewalks	Main, Century
2090	Paper Comment	2018-04-23 16:00:40 UTC	What does the lack of bike lanes in the entirety of the downtown area say about the City of Hillsboro's values?	Bicycles	System Request	Infrastructure, Bike Lanes	Downtown Hillsboro
2091	Paper Comment	2018-04-24 03:21:24 UTC	I understand that Old Orenco residents want to preserve the trees and charm of the neighborhood, but I wish we could have ONE street with a sidewalk on at least one side so kids could have safe routes to school. My daughter will be starting school at Orenco Elementary next year, and I'm very nervous about her walking down these narrow streets with the amount of increased traffic they have seen over the past few years.	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	Birch
2092	Paper Comment	2018-04-24 06:30:25 UTC	Please set the stoplight at Evergreen/Glencoe on a timer. Often I'm stuck at a long red light when there are no other cars or pedestrians in sight.	Vehicles	Operations	Signals	Evergreen and Glencoe
2093	Paper Comment	2018-04-24 15:18:09 UTC	Having a max line closer to TV hwy could take a lot of traffic off the rd, especially when south hillsboro is completed	MAX/WES Lightrail	System Request	Transit	TV Hwy MAX Line
2094	Paper Comment	2018-04-24 15:25:40 UTC	Speed limit is 25. 85% of cars were going 38 or faster in last traffic survey. No sidewalks or shoulder. Needs speed enforcement!	Vehicles	Enforcement	Traffic Calming/Speed	24th between Main and Maple
2095	Paper Comment	2018-04-24 15:48:32 UTC	No parking signs along this blind corner to make it safe for kids coming from Ladd Acres rear entrance and families coming to the park at this intersection. Commercial vehicles, trailers, and trucks parked here all the time force a single lane of travel and make it impossible to stay within the lanes defined by the newly applied bump strips.	Vehicles	Operations	Signs/Markings, Parking	74th and Augusta
2096	Paper Comment	2018-04-24 15:57:49 UTC	Needs a continuous sidewalk for SAFETY.	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	Birch
2097	Paper Comment	2018-04-24 15:58:39 UTC	Needs a continuous sidewalk and bike lane for safety.	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	Century between Alder and Baseline
2098	Paper Comment	2018-04-24 16:09:54 UTC	Sidewalks on Sunrise are a must! There are so many small children that walk along this road and it's incredibly dangerous.	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	Sunrise

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
2099	Paper Comment	2018-04-24 16:25:31 UTC	With the growth of the city, I'm wondering why we have so few options north/south movement south of the Max? All the neighborhoods along the Cornelius pass cooridoor either have to walk to the max or TV highway and bus to either Downtown Hillsboro or Beaverton to catch the train. It would be nice to plan and implement now to ease the existing traffic before the influx from the new homes hits and then react after the traffic mess has been made.	MAX/WES Lightrail	System Request	Transit	N/S Connections south of the MAX (i.e. Cornelius Pass corridor)
2100	Paper Comment	2018-04-24 16:27:15 UTC	Need more effective means of slowing traffic through this and other neighborhoods. Increased traffic brings increased traffic cutting through our neighborhoods. I understand limited manpower to patrol but how about some additional options that the residents might even be able to help with to keep our streets safe?	Vehicles	Enforcement, System Request	Traffic Calming/Speed	73rd between Frances and Johnson
2101	Paper Comment	2018-04-24 16:36:08 UTC	Please create a bike/walk lane here. Ths curve is very dangerous for anyone not in a car.	Bicycles	System Request	Infrastructure, Safety, Sidewalks, Bike Lanes	?
2102	Paper Comment	2018-04-24 16:41:40 UTC	Smart traffic improvements for South Hillsboro. I've seen some of the proposals that have far too many lights. Is it really necessary that EVERY access point has a light so there are 7 lights and a traffic circle from Farmington to TV Highway? All that will do is slow the flow of traffic down overall, or is that the plan to help ease traffic on TV highway, to make it impossible to get there? https://www.hillsboro-oregon.gov/home/showdocument?id=6500	Vehicles	System Request	Design, Signals, Congestion	209th between Farmington and TV Hwy
2103	Paper Comment	2018-04-24 16:45:37 UTC	Speeding during Intel Rush hour times is out of control. Traffic accelerates out of this roundabout towards the Century/Butler intersection at ridiculous rates. The noise is incredibly bothersome. Why do so many Intel employees exit this way vs using Ronler Drive which seems to have been created for this specific purpose? Why don't employees route out this way vs disturbing the Orenco Neighborhood with increased traffic, high speeds and loud engines accelerating?	Vehicles	Enforcement, System Request	Traffic Calming/Speed	65th and Butler Roundabout
2104	Paper Comment	2018-04-24 16:48:20 UTC	A dedicated left turn signal and lane could make getting through this intersection in fewer than 3 light cycles during high volume more of a possibility.	Vehicles	Operations	Congestion, Intersection Design	1st and Oak
2105	Paper Comment	2018-04-24 16:52:11 UTC	Speed humps are absolutely needed on Brighton. Cars speed along to New Seasons and other shopping. Too many pedestrians, and really no designated cross walks on this street. Cars often fail to yield to pedestrians. Too much traffic and too many pedestrians for this high rate of speed.	Pedestrians	Operations	Traffic Calming/Speed, Safety, Crossings	Brighton
2106	Paper Comment	2018-04-24 16:56:23 UTC	Traffic [parking] was reduced to one side only in this area to improve safety. We could remove it completely but that won't address the speed problems that pose a bigger safety problem. The cars are often speeding and looking down at their phones creating a bigger hazard than a parked car or trailer	Other	Operations	Parking, Traffic Calming/Speed, Safety	74th and Augusta
2107	Paper Comment	2018-04-24 17:01:12 UTC	Intersection needs a dedicated turn light heading East on Johnson St to north on Cornelius Pass Rd.	Vehicles	Operations	Intersection Design	Cornelius Pass and Johnson
2108	Paper Comment	2018-04-24 18:00:46 UTC	Some kind of traffic control needs to be implemented to allow traffic in and out of Golden onto Brookwood. Best option is probably a roundabout.	Vehicles	System Request	Intersection Design	Brookwood and Golden
2109	Paper Comment	2018-04-24 18:01:59 UTC	Bad traffic backup here during morning commute driving to Beaverton.	Vehicles	Operations	Congestion	TV Hwy between 185th and 198th
2110	Paper Comment	2018-04-24 18:03:05 UTC	During rush hour, people are coming out of this exit, causing all of the traffic flow to halt while people attempt to be polite and allow them to zipper in. However, some people pull out of here, cross all lanes to get to the southbound turn lane onto Brookwood, blocking all traffic. Somehow, this exit needs to be closed during rush hour and traffic should come out of 48th ave at the light. Another suggestion might be to only allow right turns to go west/north on brookwood from this exit.	Vehicles	Operations	Design, Signs/Markings, Congestion	Exit between 48th and Brookwood on Cornell
2111	Paper Comment	2018-04-24 18:04:36 UTC	People drive way too fast on SE Alexander. It also needs a center line.	Vehicles	Operations	Traffic Calming/Speed, Signs/Markings	SE Alexander
2112	Paper Comment	2018-04-24 19:47:54 UTC	Bus line that rune North- south on Corneluis Pass road to quatama TC.	Bus	System Request	Transit	Cornelius Pass Rd to Quatama TC

City of Hillsboro
TSP Public Comment Log

ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
2113	Paper Comment	2018-04-24 19:52:35 UTC	I have been so close to being hit on my bike multiple times by motorists using the bike lane as a right turn lane. Please paint a green bike box or put posts up to keep cars from using the bike lane. This is the most dangerous part of my daily commute.	Bicycles	Operations	Signs/Markings, Design, Safety	Brookwood and Cornell
2114	Paper Comment	2018-04-24 19:56:52 UTC	Please install a bike lane. This is a dangerous stretch of road with the big cement trucks and landscaping trucks and no place for bicycles but in the traffic lane.	Bicycles	System Request	Infrastructure, Safety, Bike Lanes	Amberwood east of Cornelius Pass
2115	Paper Comment	2018-04-24 21:48:46 UTC	Cornell and Brookwood needs to have the left turning traffic light to go on first to relieve the backed up traffic which gets held up by the left turning traffic. It seems the light does it sometimes but not all of the time. It needs to be all of the time.	Vehicles	Operations	Signals	Brookwood and Cornell
2116	Paper Comment	2018-04-24 22:49:45 UTC	Would be great having a sidewalk all the way around Elam Young on both sides. Right now if I want to walk on the west side of E Elam Young, there is no walkway, so I must cross the street. Then I have to cross 6 more streets to get back to Cornell and W Elam Young. If there was a sidewalk all the way on the inside of Elam Young loop I wouldn't have to cross any streets.	Pedestrians	System Request	Infrastructure, Connectivity, Sidewalks	Elam Young
2117	Paper Comment	2018-04-24 23:34:59 UTC	Why is there a road that inst at the light? if there was one, traffic from 192nd could easily get to thorncroft.	Vehicles	System Request	Signals, Intersection Design	Cornell between Thorncroft and 192nd
2118	Paper Comment	2018-04-25 01:07:57 UTC	This roundabout was not planned for bikes to safely traverse it. This is made even more dangerous by Intel traffic not giving the right of way to anyone	Bicycles	Operations	Infrastructure, Intersection Design, Safety, Bike Lanes	65th and Butler Roundabout
2119	Paper Comment	2018-04-25 01:13:46 UTC	Need crosswalks with lights to cross amberglen from the park and at Wilkins, traffic is much too fast and won't stop.	Pedestrians	Operations	Crossings, Signals, Traffic Calming/Speed	Amberglen between Wilkins and Von Neumann
2120	Paper Comment	2018-04-25 01:18:31 UTC	This is see Brookwood Ave cross street Davis. It's a two way stop. Right by a school pedestrian elementary school kids cross here. Most people don't stop. And they don't got 35. Very scary to watch at all hours. Lots of honking because people don't know how to use a two way stop. Please make it a 4way stop.	Pedestrians	Operations	Intersection Design, Safety, Traffic Calming/Speed	Brookwood and Davis
2121	Paper Comment	2018-04-25 04:16:37 UTC	We need stop signs @70th and Blaine, 70th and Villa, and 73rd and Villa. Also 25 MPH (or less) signs throughout the neighborhood. Kids going to school are dodging speeding cars daily.	Vehicles	System Request	Signs/Markings, Safety, Traffic Calming/Speed	70th and Blaine, 70th and Villa, 73rd and Villa
2122	Paper Comment	2018-04-25 11:15:30 UTC	There are too many cars parked on Freeman making it difficult for traffic to make it through. Please make one side of this street no parking and do not allow resident permits.	Vehicles	Operations	Signs/Markings, Parking, Congestion	Freeman and Main
2123	Paper Comment	2018-04-25 18:14:27 UTC	1st Ave needs better bike lanes N and S bound as we are squished between a tiny line, garbage cans and traffic. Would make a great connection to Glencoe then to Evergreen to get to the schools and work.	Bicycles	Operations	Design, Infrastructure, Bike Lanes	1st to Glencoe and Evergreen
2124	Paper Comment	2018-04-25 18:16:58 UTC	This section needs a better bicycle connection (lanes) from Main St to Glencoe.	Bicycles	System Request	Infrastructure, Bike Lanes	Connell from Main to Cory
2125	Paper Comment	2018-04-25 19:24:53 UTC	This stretch NEEDS speed bumps and sidewalks! It's a school zone and too many kids walking in the street.	Pedestrians	Operations	Infrastructure, Traffic Calming/Speed, Safety, Sidewalks	Johnson from 73rd to 75th
2126	Paper Comment	2018-04-26 05:35:55 UTC	I disagree with the other comment saying we need to slow it down. It used to be 50mph along here. It is straight, there are no residential or business driveways (except 1 or 2) and it is wide with turn lanes and good visibility. Just as Brookwood is 55mph between Hwy 26 and Evergreen, this stretch needs to go back up again to either 50 or 55 between NE 25th and Brookwood.	Vehicles	Operations	Traffic Calming/Speed, Signs/Markings	Evergreen from 25th to Brookwood
2127	Paper Comment	2018-04-27 03:18:29 UTC	We have no safe way to cross NE Century Blvd to get to Orenco Woods Park from the west side of Dogwood. Please put in a pedestrian cross walk. Cars will not stop-especially during rush hour.	Pedestrians	System Request	Crossings, Safety	Century and Dogwood
2128	Paper Comment	2018-04-27 14:15:24 UTC	Providing a bicycle/pedestrian connection between NE 43rd Avenue and NE 47th Avenue (along with the extension of Hidden Creek Drive between NE 53rd Avenue and NE 47th Avenue) would provide the opportunity to connect roads, etc. for a low stress bicycle/pedestrian connection (other than Main/Baseline or Cornell) for a significant portion of the City.	Bicycles	System Request	Infrastructure, Sidewalks, Bike Lanes	43rd to 47th, Hidden Creek Drive from 47th to 53rd
2129	Paper Comment	2018-04-27 20:47:54 UTC	There are no sidewalks along NE Brogden St even though this neighborhood is frequently walked and also has a moderate level of vehicular traffic.	Pedestrians	System Request	Infrastructure, Sidewalks	Brogden

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
2130	Paper Comment	2018-04-27 22:46:58 UTC	Visibility is difficult coming out of Lincoln onto Cornell (hard to see oncoming cars both north and south bound)	Vehicles	Operations	Design, Safety	Lincoln and Cornell
2131	Paper Comment	2018-04-27 22:49:59 UTC	Which direction stop in the intersections is very confusing, they seem to switch, but not consistently (number vs names)-- unsafe for bikers, walkers, and drivers	Vehicles	Operations	Signs/Markings, Intersection Design	5th, 6th, Jackson, Edison
2132	Paper Comment	2018-04-28 14:51:03 UTC	There are no curbs on this public square. As the parent of young kids, I will say that they do not recognize the difference between public square and road. I've seen many kids, including my own after repeat instruction, step onto the roadway because they don't see a curb.	Pedestrians	Operations	Design, Safety	Jerry Wiley Plaza, Orenco Station
2133	Paper Comment	2018-04-28 18:10:18 UTC	Sidewalks on Imlay and Golden road. Dangerous to walk	Pedestrians	System Request	Infrastructure, Sidewalks	Imlay, Golden
2134	Paper Comment	2018-04-29 17:36:43 UTC	We need more sidewalks on Frewing Road to keep kids off the street. Also something to slow speeding drivers down. Not enough sidewalks plus speeding drivers equals to someone getting hit by a car.	Pedestrians	System Request	Infrastructure, Traffic Calming/Speed, Safety, Sidewalks	Frewing Rd
2135	Paper Comment	2018-04-30 14:08:44 UTC	Pedestrians currently use the very narrow shoulder. Sidewalks are needed.	Pedestrians	System Request	Infrastructure, Sidewalks	25th between Griffin Oaks and Evergreen
2136	Paper Comment	2018-04-30 14:27:12 UTC	It would be nice to extend the walking paths from Noble Woods park along the creek with an access point further West.	Pedestrians	System Request	Infrastructure, Trails	Noble Woods Park
2137	Paper Comment	2018-05-01 22:24:55 UTC	Road section needs maintenance/re-pavement, there lots of potholes	Vehicles	Maintenance	Road Condition	Century between Evergreen and Ronler
2138	Paper Comment	2018-05-02 02:06:28 UTC	speeding traffic uses this section of the neighborhood as a thruway. There is a history of a speeding car turning the corner on 70th and SE Villa St and running up onto the property on the upper corner and ramming into a tree on the property. If the tree wasn't there, the car probably would have run into the house. Frightening, especially in icy and rainy weather. We need stop signs on 70th and SE Villa St. and Blaine and 70th Avenue to protect lives and houses.	Vehicles	Operations	Signs/Markings, Safety, Traffic Calming/Speed	70th and Blaine, 70th and Villa
2139	Paper Comment	2018-05-02 03:16:42 UTC	Northbound traffic frequently drifts into the center turning lane, risking head-on collisions with southbound traffic turning onto Golden. Pylons or rumble strips are needed on the East edge of the center lane.	Vehicles	Operations	Design, Safety	Brookwood and Golden
2140	Paper Comment	2018-05-02 04:13:31 UTC	Imlay Ave is dangerous. It needs to have sidewalks and bike lanes added.	Pedestrians	System Request	Infrastructure, Sidewalks, Bike Lanes	Imlay
2141	Paper Comment	2018-05-02 04:17:33 UTC	Bicycle lanes that just disappear after a couple of blocks are stupid. Sorry that we have to make up for the sins of the fathers that didn't build the city correctly, but sidewalk and bike paths are a must for cities of the future.	Bicycles	System Request	Infrastructure, Sidewalks, Bike Lanes	Witch Hazel Rd
2142	Paper Comment	2018-05-02 06:01:13 UTC	When the orenco station loop was re-paved, it should have had a cobble-stone/rumble texture for the surface to assert the fact that it is a pedestrian plaza and cars are guests here. It is a huge missed opportunity which can still be fixed for cheap.	Other	Operations	Design, Traffic Calming/Speed	Orenco Station Loop
2143	Paper Comment	2018-05-02 11:30:02 UTC	Cornell bike lane is scary and dangerous. Impossible to cross or turn left.	Bicycles	Operations	Design, Infrastructure, Bike Lanes	Cornell bike lane
2144	Paper Comment	2018-05-02 14:38:18 UTC	This is a horrible intersection. The lights need to coincide with eachother. Traffic is always backed up here. If an expansion could be done I would do it here. And change the traffic control lights. Horrible!	Vehicles	Operations	Signals	10th between Oak and Baseline
2145	Paper Comment	2018-05-03 03:32:56 UTC	Need a crosswalk and signal at Oelrich and Century by Orenco Presbyterian Church. Dangerous to cross here, especially with the school and garden and young kids crossing the roag	Pedestrians	System Request	Crossings, Signals, Safety	Century and Oelrich
2146	Paper Comment	2018-05-04 02:28:39 UTC	For the love of all that is holy, can we EVER drive more than one stoplight at a time? No wonder TV and Farmington and Cornell are nightmares all the time. You literally cannot drive through a green light. Every single light is timed such that you stop at each and every single light. This is freaking lunacy. I'm not saying I need to never get a red, but for god sakes man, can I at least drive through 1 green light?	Other	Operations	Signals	TV Hwy, Farmington, Cornell (geotagged TV Hwy)

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
2147	Paper Comment	2018-05-07 00:12:44 UTC	Bike lanes on NE 25th AVE, North of Cornell, are full of debris from the local landscape supply company. Bike Commuters to Intel would GREATLY appreciate increased street sweeping in this area. Consider every other week street sweeping	Bicycles	Maintenance	Road Condition	Bike lanes on 25th, north of Cornell
2148	Paper Comment	2018-05-07 21:22:55 UTC	Need more than one lane each way on Brookwood from Cornell to Main to get cars moving better.	Vehicles	System Request	Design	Brookwood between Cornell and Main
2149	Paper Comment	2018-05-08 04:42:11 UTC	Make 185th a limited-access low-speed road through this section; at least grade-separate the intersections with Evergreen and the light south of it. If you make the "freeway" low-speed, you don't need extra right-of-way to do it; there are already 8 or so lanes here, so some of the space could be used for the ramps. You could easily limit it to 2 lanes in each direction and 40 mph or something and it would work since the traffic lights wouldn't hold everyone up.	Vehicles	System Request	Design, Traffic Calming/Speed	185th between Cornell and Hwy 26
2150	Paper Comment	2018-05-08 05:02:05 UTC	Oh hey, I just fixed Walker Road for you.	Vehicles	System Request	Design, Connectivity	Amberwood to Walker connection
2151	Paper Comment	2018-05-08 05:07:04 UTC	Put in a frontage road an upgrade this section of TV Highway to a freeway already. With all the lights and driveways it rivals the 217 in how long it takes to drive a mile, and unlike the 217 you don't get relief from that outside rush hour.	Vehicles	System Request	Design, Congestion	TV Hwy
2152	Paper Comment	2018-05-08 05:40:48 UTC	Another east-west road through here connecting these two points might be worth considering. That bend in Amberglenn Parkway was clearly intended to extend into something, after all.	Vehicles	System Request	Design, Connectivity	Amberglenn and Wilkins connection to Holly
2153	Paper Comment	2018-05-08 06:28:23 UTC	Need speed bumps here. For some reason people speed here	Vehicles	Operations	Traffic Calming/Speed	Orenco Station south of Cornell
2154	Paper Comment	2018-05-10 05:26:52 UTC	5th Ave should be converted to a two-way street between Lincoln St and Walnut St so it can act as a proper north-south connection for people traveling by bike between the southern end of downtown Hillsboro and the multi-use path planned for Jackson School Rd.	Bicycles	System Request	Design, Connectivity	5th Ave between Lincoln and Walnut
2155	Paper Comment	2018-05-10 16:25:03 UTC	Street parking for the doctor's office should be limited to one side of the road. During business hours, cars line both sides of the road, causing a narrow corridor on a fairly busy stretch of curved road, resulting in many near fender benders.	Other	Operations	Signs/Markings, Parking	Elam Young and Orenco Gardens Drive
2156	Paper Comment	2018-05-10 17:52:33 UTC	Imbrie's VERY bicycle unfriendly. People biking to shop or work at Fred's or the stadium, and those coming off the Cornelius Pass bike route, are in for a negative experience. Can car traffic heading to 26 be diverted elsewhere? This is really a driveway to a shopping center, and people using this as a shortcut to the 26 travel too fast and aggressive compared to people going to work at or patronize the businesses here. Widening this road seems like an invitation to increase the conflicts in use. Diversion of thru-traffic seems infinitely wiser.	Bicycles	Operations	Design, Safety, Traffic Calming/Speed	Imbrie
2157	Paper Comment	2018-05-10 23:34:01 UTC	It's not uncommon to run into people walking their dogs off leash on the paths in this area. There's poop left on the trails because they don't see their dogs go, and they do not control their dogs and just allow them to run up to strangers and jump on them. Can anything be done to encourage people to keep their dogs on leash?	Pedestrians	Maintenance, Enforcement	Signs/Markings	3rd Ave trail connection to Goldie and Parkside
2158	Paper Comment	2018-05-11 00:35:28 UTC	NE 3rd between Grant and Donelson seriously needs repaving. It did not happen when the rest of 3rd north of Donelson was repaved. Some of the curbs need replacement also. Speed bumps would be useful as well; many drivers seem to think this narrow residential street is a freeway.	Vehicles	Maintenance	Road Condition, Traffic Calming/Speed	3rd between Grant and Donelson
2159	Paper Comment	2018-05-11 00:37:42 UTC	The stretch of SE 5th between Baseline on the south and the alley halfway to Washington seriously needs repaving.	Vehicles	Maintenance	Road Condition	5th between Baseline and Washington (geotagged 8th between Baseline and Washington)
2160	Paper Comment	2018-05-11 00:47:44 UTC	SE 24th needs sidewalks between Maple and East Main. And has needed them for 40 years.	Pedestrians	System Request	Infrastructure, Sidewalks	24th between Maple and Main

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
2161	Paper Comment	2018-05-11 01:04:17 UTC	Jackson School Road doesn't need widening so much as to have sidewalks its entire length. It certainly doesn't need a two-way turn lane its entire length, just at certain key intersections (Arrington, Sunrise, Harewood, Estate). I agree with the comment about destroying more big trees - there are workarounds.	Other	System Request	Design, Infrastructure, Sidewalks	Jackson School Rd south of Evergreen
2162	Paper Comment	2018-05-11 01:06:21 UTC	What is the speed limit on outer Jackson School Road? Nothing is posted. Some drivers seem to think it's 70.	Vehicles	Operations	Signs/Markings	Jackson School Rd north of Evergreen
2163	Paper Comment	2018-05-12 15:54:13 UTC	Speed limit on Cornell between Brookwood and Cornelius Pass Rd is 5-10 mph too fast ~ more cross walks needed in this area with "walk" signals for pedestrians. The area appears to be pedestrian-friendly but needs to be much better.	Other	Operations	Traffic Calming/Speed, Crossings, Signs/Markings	Cornell between Brookwood and Cornelius Pass
2164	Paper Comment	2018-05-12 19:00:27 UTC	Get rid of the one-way grid in downtown. Except for Baseline and Oak, which are part of OR-8, the rest of the streets and avenues have made it dangerous to walk. It's difficult having to cross the street just to face opposite traffic, and kids in this area do not have to look both ways before crossing. The one-way grid is outdated, and with the projected growth, two-way conversion is necessary to ensure that everyone can commute and explore downtown safely. Further, small businesses need promotion and growth, and the one-way grid prevents some businesses from being seen altogether, as people do not want to switch lanes for the purpose of looking for a business.	Vehicles	System Request	Design, Safety	Downtown core
2165	Paper Comment	2018-05-12 19:03:07 UTC	Make Grant St. between Delsey Rd. and Cornell Rd. 30 or 35 mph. A lot of people go this speed, even though it's 25, and this area can/should be 30-35.	Vehicles	Operations	Traffic Calming/Speed	Grant St between Delsey and Cornell
2166	Paper Comment	2018-05-12 19:05:47 UTC	Get rid of one-way, or make Lincoln one-way west and Main one-way east. It's awkward for first-time visitors to have East Main going one way west. Also, the left-turn lane from 1st to NE Lincoln is a pain.	Vehicles	Operations	Design, Intersection Design	Lincoln, Main, 1st and Lincoln
2167	Paper Comment	2018-05-12 19:10:12 UTC	Widen, left-turn/center-turn needed, ESPECIALLY at 1st and Grant.	Vehicles	Operations	Design, Intersection Design	1st and Grant
2168	Paper Comment	2018-05-12 20:38:47 UTC	https://www.youtube.com/watch?v=V9IDA_xgYaw This is what we should have done back in 2015. It's long overdue. [[downtown core 2-way street conversion]]	Vehicles	Operations	Design	Downtown core
2169	Paper Comment	2018-05-13 03:16:49 UTC	Sidewalks in this area are terrible! Many cracked and raised areas which are trip hazards. Very unsafe for pedestrians, especially elderly people.	Pedestrians	Maintenance	Safety, Road Condition	1st to Lincoln to 3rd to Grant
2170	Paper Comment	2018-05-13 03:26:49 UTC	pavement is bad along this area. needs to be resurfaced!	Vehicles	Maintenance	Road Condition	3rd between Jackson and Donelson
2171	Paper Comment	2018-05-14 17:00:57 UTC	Wait? What? I was just on the bike/pedestrian path and it changed direction! I want to keep going along Brookwood, but there is no signal or crossing for me to get across. Help!	Bicycles	Operations	Signals, Crossings, Design	Brookwood and Dawson Creek
2172	Paper Comment	2018-05-15 05:59:19 UTC	There should be a bike lane down this stretch to connect up TV Hwy through Cornell.	Bicycles	System Request	Infrastructure, Bike Lanes	10th/Cornell from Maple to 25th
2173	Paper Comment	2018-05-15 15:42:42 UTC	Very busy commute spot between Quatama Max and Evergreen on 206th and Wilkins. Bike lane on northbound 206th suddenly ends 100+ yards from Wilkins, forcing bikes and cars into the same lane.	Bicycles	Operations	Design, Intersection Design	206th and Wilkins
2174	Paper Comment	2018-05-15 16:38:09 UTC	Drivers often do not observe the speed limit going down Lincoln and are driving very fast. This is dangerous for pedestrians who are crossing to access services and events downtown.	Vehicles	Enforcement	Traffic Calming/Speed	Lincoln

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
2175	Paper Comment	2018-05-16 02:22:36 UTC	This Intel campus lacks public transportation options, coming from anywhere that is not on bus 46 route.	Bus	System Request	Transit	Jones Farm Intel Campus
			Options are : Cornell and 25th + 20 min walk to campus MAX Fair Complex stop + 30 min walk to campus				
			It is a major complex, should have options that connect to Cornell and the closest MAX station.				
			[Employees do have a shuttle. It is for employees only, and during morning and evening hours only.]				
2176	Paper Comment	2018-05-17 17:43:39 UTC	Texting , parking on wrong side of street, 24/7 blind intersection, and on 90 % Intel people playing Google Games during lunch dinner shift changes ETC.	Vehicles	Operations	Safety, Parking	Ashberry between 65th and Rosebay
2177	Paper Comment	2018-05-18 16:18:13 UTC	When will Hillsboro install sidewalks and bike lanes on NE Brogden between NE 28th and 43rd? There isn't room for autos, pedestrians and bicyclists to share the road safely. City planners continue to encourage population growth by increasing jobs and density before improving infrastructure and then hope to catch up decades later while the price to execute projects continues to rise.	Pedestrians	System Request	Infrastructure, Sidewalks, Bike Lanes	Brogden bewteen 28th and 43rd
2178	Paper Comment	2018-05-18 16:24:47 UTC	When will Hillsboro install sidewalks on NE 18th between NE Poynter, across Grant and all the way south to E Main? This route connects several neighborhoods, apartment complexes, a small shopping center as well as Trimet stops and provides access to Poynter Middle School and Eastwood Elementary. City planners continue to encourage population growth by increasing jobs and density before improving infrastructure and then hope to catch up decades later while the price to execute projects continues to rise.	Pedestrians	System Request	Infrastructure, Sidewalks	18th between Poynter and Main
2179	Paper Comment	2018-05-19 15:14:59 UTC	Make Orenco station parkway one way around central park. It is narrow with cars parked and many activities in the park. People drive in the center of the street rather than on one side.	Vehicles	Operations	Design	Orenco Station Pkwy around Central Park
2180	Paper Comment	2018-05-19 22:34:24 UTC	Great timing on the lights giving all directions quick access. Does get a bit jammed during 4:30pm-5pm rush hour. I don't find the lack of a turn lane to be a big issue except for drivers that fail to use their left turn signal which sadly happens to me a few times a week.	Vehicles	Operations	Signals	Cornelius Pass Rd and Quatama
2181	Paper Comment	2018-05-21 08:50:25 UTC	Parr lumber has a trip light that lets their trucks out sooner. They don't have to wait the 1 minute and 40 seconds Holly Street does. The residents at The Crossing at Tanasbourne also enjoy the benefits of this trip light. Take it out.	Vehicles	Operations	Signals	185th between Holly and Walker
2182	Paper Comment	2018-05-25 14:31:43 UTC	Pedestrians are constantly jay-walking across TV-Highway for access between the bus stops on either side of the highway. Very dangerous and tough to see folks. A lot of close-call rear-ends when people slam on their brakes anticipating a potential jay-walker.	Bus	System Request	Safety, Crossings	TV Hwy
2183	Paper Comment	2018-05-27 08:09:41 UTC	Overflow parking for dog park is across the street, but there is no crosswalk.	Pedestrians	System Request	Crossings	Hondo Dog Park
2184	Paper Comment	2018-06-03 19:02:46 UTC	A wider shoulder or bike lane here would make biking much safer for both bicyclists and drivers.	Bicycles	Operations	Infrastructure, Safety, Bike Lanes	Main between Dennis Ave and NW Western Way
2185	Paper Comment	2018-06-06 20:53:51 UTC	There needs to be a stoplight at 21st and Cornell. It is a very busy street where many people need to make a left hand turn. Also, there is no crosswalk and people frequently cross the street illegally which is really unsafe.	Vehicles	System Request	Signals, Safety, Crossings	21st and Cornell
2186	Paper Comment	2018-06-17 21:40:22 UTC	Folks are commenting about the lack of sidewalks to Jackson Bottom Wetlands and around town. Have they not noticed sidewalks are nonexistent too?	Pedestrians	System Request	Infrastructure, Sidewalks	1st/Hillsboro Hwy

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
2187	Paper Comment	2018-06-19 17:47:05 UTC	NE 21st St Pedestrian Safety (3 suggestions):	Pedestrians	System Request	Infrastructure, Crossings, Signs/Markings, Sidewalks	21st between Cornell and Sunrise; 21st and Montgomery
			Full sidewalks on both sides of streets on NE 21st between NE Cornell and NE Sunrise.				
			Better pedestrian crossing signs/street stripes on NE 21st at Cornell and NE 21st at NE Sunrise.				
2188	Paper Comment	2018-06-19 18:26:44 UTC	Pedestrian crossing w/wheelchair ramp on NE 21st between long continuous section of sidewalk on west side between NE Barberry and NE Darby at NE Montgomery St.	Vehicles	System Request	Design, Congestion, Infrastructure	Western bypass - Jackson School Rd, Glencoe Rd, TV Hwy
			To relieve traffic through Hillsboro, create a bypass route for traffic on HWY 26 heading to west Hillsboro, Cornelius, Forest Grove. Possible routes could be off Jackson School Rd and Glencoe Rd. through country roads TV Hwy at Fred Meyer.				
2189	Paper Comment	2018-06-21 14:14:42 UTC	There are many children who live here who currently cannot walk safely to school or otherwise around the neighborhood, nor can they safely ride their bicycles near 21st. There is also quite a bit of foot traffic due to shopping/retail, people commuting to/from work, and peak foot traffic during events at the fairgrounds and airport throughout the year.	Other	System Request	Infrastructure, Parking, Safety, Sidewalks	21st between Sunrise and Cornell
			The main issues are lack of sidewalks from Cornell to Sunrise (most parts do but the gaps prevent there from being safe paths) and too much street parking that creates blindspots (cars turn without being able to see far enough or at all, and pedestrians must cross unsafely since the only painted crosswalk is surrounded by cars). Copying the entire configuration of SE 21st between Maple and Cypress would be an improvement; adding to that the sidewalk-parking config like Grant between Birchwood and 6th would help to reduce blindspots created by parked vehicles.				
2190	Paper Comment	2018-06-21 14:23:40 UTC	There are many children who live here who currently cannot walk safely to school or otherwise around the neighborhood, nor can they safely ride their bicycles near 17th. There is also quite a bit of foot traffic due to shopping/retail and pedestrians commuting to/from work. There are also many cars that use 17th to get to/from work (A LOT leaving Intel in the afternoon and evening).	Other	System Request	Infrastructure, Parking, Safety, Sidewalks	17th between Sunrise and Cornell
			The main issues are gaps in the sidewalks from Cornell to Sunrise (most parts do but the gaps prevent there from being safe paths) and too much street parking (especially between Cornell and Barberry) that creates blindspots (cars turn without being able to see far enough or at all, and pedestrians must cross unsafely since the only painted crosswalks is at Kennedy). Copying the entire configuration of SE 21st between Maple and Cypress would be an improvement; adding to that the sidewalk-parking config like Grant between Birchwood and 6th would help to reduce blindspots created by parked vehicles. Also, not allowing street parking between Barberry and Cornell would be a significant safety improvement.				
2191	Paper Comment	2018-06-21 14:38:29 UTC	There needs to be a pedestrian and bike crossing through/under the airport. As it is, those west of the airport are cut off from the Main Library and all of the walking and bike paths and green space along Brookwood. With many kids and families in that neighborhood, this means less upward mobility due to decreased exercise, no fresh air (yes they can go outside but it is too dense with too much traffic - not to mention the pollution from the airport - to actually call the air fresh), and lack of access to educational materials and public services and connections to others through events and groups.	Pedestrians	System Request	Infrastructure, Connectivity, Sidewalks, Bike Lanes	New connection through the airport from 25th to Brookwood
			And note that Shute Library is not a valid alternative since it's farther (as the crow flies), there are very few services at that locations comparatively, and the walking path itself is along an extremely busy and polluted road (Cornell and then 10th).				
2192	Paper Comment	2018-06-29 21:20:28 UTC	This trail has deteriorated and is unsuitable for the growing use by pedestrians and cyclists who connect here.	Pedestrians	Maintenance	Road Condition	60th between Oelrich and Wetherby

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
2193	Paper Comment	2018-07-04 15:32:31 UTC	Traffic signals at Imbrie and Evergreen need to be synchronized to favor traffic on Cornelius Pass. So many times, I've been in a group of dozens of cars travelling north or south on CP and we're all idling at a stop light waiting for 5 cars to cross from Imbrie or Evergreen.	Vehicles	Operations	Signals	Cornelius Pass and Imbrie; Cornelius Pass and Evergreen
2194	Paper Comment	2018-07-07 07:02:19 UTC	Parallel parking frequent; make Darnielle parallel parking-friendly (ie mark spaces, widen if at all possible)	Vehicles	Operations	Parking, Signs/Markings	Darnielle
2195	Paper Comment	2018-07-07 07:06:02 UTC	Currently 25 mph. Despite residential and proximity to downtown business, 1st Ave is still the W-E dividing line and is a major road. Increase speed to 30 or 35 mph.	Vehicles	Operations	Traffic Calming/Speed	1st Ave
2196	Paper Comment	2018-07-10 21:57 UTC	With all the new construction around Cornelius Pass and Quatama St, I would think it's time for a bus route north and South on Cornelius Pass.	Bus	System Request	Transit	Cornelius Pass Rd
2197	Paper Comment	2018-07-18 20:00:42 UTC	The TSP should not use the term "bicycle and pedestrian network" nor "bicycles and vehicles."	Other			
			First, bicyclists and pedestrians do not use the same facilities, so the bicycle network and the pedestrian network are separate entities, and should not be named as though they are the same network.				
			Second, bicycles are vehicles, so "bicycles and vehicles" is ungrammatical. You should say "bicycles and other vehicles" if you really feel the need to make specific mention of bicycles. Of course, you could simply say "vehicles," since that includes bicycles.				
3001	BWG	3/15/2018	Make it easier to stay off of TV Hwy	Bicycles	System Request	Design, Connectivity, Infrastructure, Bike Lanes	TV hwy
3002	BWG	3/15/2018	[Need] sharrows the length of Johnson	Bicycles	System Request	Signs/Markings	Johnson St
3003	BWG	3/15/2018	The way the trail goes away from the road at intersections is confusing and impractical	Bicycles	Operations	Intersection Design	Brookwood Multi-Use Path
3004	BWG	3/15/2018	The undulating trail surface of Brookwood's Trail is an unridable joke!	Bicycles	Maintenance	Road Condition	Brookwood Multi-Use Path
3005	BWG	3/15/2018	The Brookwood trail keeps dipping down to meet the road level at intersection for side access roads. Very risky for cyclists as cars can't see them.	Bicycles	Operations	Design, Safety	Brookwood Multi-Use Path
3006	BWG	3/15/2018	Shute needs bike lanes, slower traffic. It's <i>not</i> bike friendly for most.	Bicycles	System Request	Infrastructure, Traffic Calming/Speed, Bike Lanes	Shute Rd
3007	BWG	3/15/2018	This roundabout on Butler has a side raised path for bikes, but the bikes cross the intersection while being parallel to cars. Bikes should be at a 90 ° angle to cars when interacting.	Bicycles	Operations	Design, Safety	Roundabout at Butler and 65th
3008	BWG	3/15/2018	This street is hard to cross on foot or bike. Needs painted crosswalks, other crossing help.	Bicycles	Operations	Crossings, Signs/Markings	Walbridge St
3009	BWG	3/15/2018	This area needs signage to point people to MAX. I got lost here once.	Bicycles	Operations	Signs/Markings	Cherry Dr
3010	BWG	3/15/2018	It's impossible to turn left from Eastbound Baseline to these houses on bikes.	Bicycles	Operations	Intersection Design	Baseline and 60th and 63rd
3011	BWG	3/15/2018	Why is this bike lane not protected?	Bicycles	Operations	Design, Infrastructure, Bike Lanes	Brookwood Pkwy between Evergreen and US 26
3012	BWG	3/15/2018	Imbrie is not bike friendly.	Bicycles	Operations	Safety, Infrastructure, Bike Lanes	Imbrie Dr.
3013	BWG	3/15/2018	Path ends, cyclists become pedestrians, defeating the purpose of going by bike.	Bicycles	Operations	Design	Northern end of Cornelius Pass Multi-Use Path
3014	BWG	3/15/2018	Extend this [the multi use path] across US 26.	Bicycles	System Request	Infrastructure, Design, Connectivity, Bike Lanes	Cornelius Pass Multi-Use Path
3015	BWG	3/15/2018	It's so annoying that when car traffic going straight gets a green, but the bikes do not. Bikers have to stop at each intersection and press a button even to go straight.	Bicycles	Operations	Signals	Cornelius Pass Multi-Use Path
3016	BWG	3/15/2018	On the bikeway, the signal takes a long time. Also, I'm concerned about getting right-hooked.	Bicycles	Operations	Signals, Safety, Intersection Design	Cornelius Pass Multi-Use Path

City of Hillsboro TSP Public Comment Log							
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3017	BWG	3/15/2018	This kind of signal puts cyclists at the lowest priority.	Bicycles	Operations	Signals	Signal at Evergreen Pkwy and Cornelius Pass Rd.
3018	BWG	3/15/2018	There is no good east-west [bike] route through Downtown	Bicycles	System Request	Infrastructure, Connectivity, Bike Lanes	Downtown Hillsboro
3019	BWG	3/15/2018	Northbound bike lane on 10th ends after intersection at Walnut. Unclear where bicyclists are supposed to go.	Bicycles	System Request	Design, Infrastructure, Bike Lanes	10th Ave between Walnut St and Main St
3020	BWG	3/15/2018	Westbound lane on Cornell ends after 25th, leaving a serious gap and missing link into Downtown.	Bicycles	System Request	Connectivity, Infrastructure, Bike Lanes	Cornell Rd between 25th Ave and Main St
3021	BWG	3/15/2018	Shoulder disappears dangerously at curve. [There is] no facility.	Bicycles	Operations	Infrastructure, Safety, Bike Lanes	Glencoe Rd around Harewood St
3022	BWG	3/15/2018	[Suggest] right in, right out [access]	Bicycles	System Request	Design	Brogden St and Brookwood Pkwy
3023	BWG	3/15/2018	Downtown needs an east-west couplet [ex:] Lincoln/Main or a Greenway on Walnut	Bicycles	System Request	Design	Downtown Hillsboro
3024	BWG	3/15/2018	Bike lane on Cypress ends where it's needed most—at the intersection with TV Highway	Bicycles	System Request	Infrastructure, Bike Lanes	Cypress St and TV Hwy
3025	BWG	3/15/2018	River Rd (Westbound): bike lane ends, unclear where bicyclists are supposed to go.	Bicycles	System Request	Design, Infrastructure, Bike Lanes	River Rd between Rood Bridge Rd and TV Hwy
3026	BWG	3/15/2018	Shoulder disappears. Bike lane needed on Witch Hazel Rd.	Bicycles	System Request	Infrastructure, Bike Lanes	Witch Hazel Rd between 48th Pl and 38th Ct
3027	BWG	3/15/2018	Brookwood Pkwy (southbound): Bike lane gets worn down from drivers encroaching into lane to turn right on TV Hwy.	Bicycles	Operations	Intersection Design	Brookwood Ave and TV Hwy
3028	BWG	3/15/2018	People traveling southbound by bicycle on Brookwood are shunted onto the sidewalk (after a dangerous slip lane), then expected to cross an intersection with Witch Hazel that isn't marked.	Bicycles	Operations	Intersection Design, Safety, Signs/Markings	Brookwood Ave between TV Hwy and Witch Hazel Rd
3029	Proud to be HSD	5/12/2018	12th and Washington TriMet stop - we live near it. People want to park and ride, so they park in front of our house on 12 Ave - all day - and block our mailbox. Also, people walk to the station and from the station and drop trash in front of our house and sidewalk. They also congregate near the station and leave empty bottles and cigarette butts	Vehicles	Enforcement	Parking	12th and Washington
3030	Proud to be HSD	5/12/2018	Intersection in front of police station 10th and Baseline heading west. There's two lights, but one lane marking so sometimes people can't turn right because of the person stopping in the middle	Vehicles	Operations	Signals, Intersection Design, Signs/Markings	10th and Baseline
3031	Proud to be HSD	5/12/2018	Possible covering of ditches on either side of Sunrise between 15th and 10th?	Other	Operations	Design, Infrastructure	Sunrise between 10th and 15th
3032	Proud to be HSD	5/12/2018	Bus to Liberty High School PLEASE! And thank you	Bus	System Request	Transit	Liberty High School
3033	Proud to be HSD	5/12/2018	NW Jackson St - horrible speeders at bottom of street	Vehicles	Enforcement	Traffic Calming/Speed	NW Jackson St
3034	Proud to be HSD	5/12/2018	More bike stands! Everywhere!	Bicycles	System Request		
3035	Proud to be HSD	5/12/2018	PSA for pedestrian vs. left hand turns	Pedestrians	System Request	Signs/Markings	
3036	Proud to be HSD	5/12/2018	Where is the darn train? (Circled area south of TV Highway between Century and 209th)	MAX/WES Lightrail	System Request	Transit	TV Hwy between Century and 209th
3037	Proud to be HSD	5/12/2018	60th should be extended south to Baseline Road to provide more alternatives to transportation	Vehicles	System Request	Connectivity, Design	60th Ave
3038	Proud to be HSD	5/12/2018	We need to get from 57th Ave to Noble Woods Park on a sidewalk/path without going down to Lois (Connectivity - Brad)	Pedestrians	System Request	Infrastructure, Connectivity, Sidewalks	57th to Noble Woods Park, south of Baseline

City of Hillsboro
TSP Public Comment Log

ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
3039	Proud to be HSD	5/12/2018	Bad intersections (circled Cornell and Brookwood) Yellow light are timed poorly frequently and there isn't enough time to make turns	Vehicles	Operations	Signals, Intersection Design	Cornell and Brookwood
3040	Proud to be HSD	5/12/2018	Bad intersections (circled Cedar and Brookwood) Yellow light are timed poorly frequently and there isn't enough time to make turns	Vehicles	Operations	Signals, Intersection Design	Cedar and Brookwood
3041	Proud to be HSD	5/12/2018	Bad intersections (10th and Baseline) Yellow light are timed poorly frequently and there isn't enough time to make turns	Vehicles	Operations	Signals, Intersection Design	10th and Baseline
3042	Proud to be HSD	5/12/2018	Bad intersections (10th and Washington) Yellow light are timed poorly frequently and there isn't enough time to make turns	Vehicles	Operations	Signals, Intersection Design	10th and Washington
3043	Proud to be HSD	5/12/2018	Need crosswalk between 1st/Tiffany and where 1st Ave becomes Glencoe Rd	Pedestrians	System Request	Crossings	1st and Tiffany
3044	Proud to be HSD	5/12/2018	Left-turn lane or light at 1st/Grant	Vehicles	System Request	Intersection Design, Signals	1st and Grant
3045	Proud to be HSD	5/12/2018	Center-turn lane/greenway medians on 1st	Vehicles	System Request	Design	1st
3046	Proud to be HSD	5/12/2018	TWO-WAY DOWNTOWN - hard to walk downtown on one-way streets, kids don't have to look both ways, revitalize downtown	Other	System Request	Design	Downtown Hillsboro
3047	Proud to be HSD	5/12/2018	Brookwood/Cornell hot mess	Vehicles	Operations	Intersection Design	Brookwood and Cornell
3048	Proud to be HSD	5/12/2018	Morning congestion at Glencoe Rd during mornings	Vehicles	Operations	Congestion	Glencoe Rd
3049	Proud to be HSD	5/12/2018	Make Main St two-way to open up Downtown Hillsboro	Other	System Request	Design	Downtown Hillsboro
3050	Proud to be HSD	5/12/2018	Fix 1st/Lincoln	Vehicles	Operations	Intersection Design	1st and Lincoln
3051	Proud to be HSD	5/12/2018	Two right-turn lanes to Evergreen from Brookwood and Cornelius Pass	Vehicles	Operations	Intersection Design	Brookwood and Evergreen
3052	Proud to be HSD	5/13/2018	Two right-turn lanes to Evergreen from Brookwood and Cornelius Pass	Vehicles	Operations	Intersection Design	Cornelius Pass and Evergreen
3053	Proud to be HSD	5/12/2018	Make Grant between Delsey and Cornell 30 or 35 mph	Vehicles	System Request	Traffic Calming/Speed	Grant between Delsey and Cornell
3054	Proud to be HSD	5/12/2018	People like me, who live close to downtown would live two-way streets downtown to allow for clear traffic. Current one-ways outdated and are messes for first-time drivers. Would likve to make it easier to access small businesses in downtown.	Other	System Request	Design	Downtown Hillsboro
3055	Proud to be HSD	5/12/2018	Please improve Benldy [sic] (Bentley) Street. It is very dangerous street. At min side walks or a safe path way to walk on. It is near one school Brookwood and on another school (City View). It need a little TLC badly. You do not have to redo the street like you are doing for Maple but safe path way so people can WALK and not run over by speeding cars	Pedestrians	System Request	Infrastructure, Safety, Traffic Calming/Speed, Sidewalks	Bentley St.
3056	Proud to be HSD	5/12/2018	With all the new development in SE Hillsboro, the sidewalk (lack of!) issues on SE Johnson (Century Blvd to Cornelius Pass) and other side streets like SE 73rd! (thanks to business influx) are not equipped to handle the traffic volume nor are they safe for pedestrians (OUR SCHOOL CHILDREN!) or for traffic pulling out from blind private streets or driveways. THANK YOU!	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	SE Johnson from Century to Cornelius Pass; SE 73rd
3057	Proud to be HSD	5/12/2018	Need traffic lights (starred Brookwood and Bentley)	Vehicles	System Request	Signals	Brookwood and Bentley
3058	Proud to be HSD	5/12/2018	We wish there would be an easier way to cross 1st coming from Grant St and turning on to Garibaldi St.	Vehicles	System Request	Signals, Crossings	1st and Grant

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
3059	Proud to be HSD	5/12/2018	There is a very rough sidewalk section at the end of someone's driveway on Jackson between two railroad tracks and 1st St.	Pedestrians	Maintenance	Infrastructure, Sidewalks	Jackson St just east of the railroad tracks (163 NW Jackson)
3060	Proud to be HSD	5/12/2018	Left turn signal at 1st and Washington	Vehicles	System Request	Signals	1st and Washington
3061	Proud to be HSD	5/12/2018	Please look into putting in a left turn signal at Brookwood and Bentley	Vehicles	System Request	Signals	Brookwood and Bentley
3062	Proud to be HSD	5/12/2018	Sidewalks needed Imlay/TV Hwy down (circled Imlay a few blocks north of Drake down to TV Hwy)	Pedestrians	System Request	Infrastructure, Sidewalks	Imlay from just north of Drake to TV Hwy
3063	Proud to be HSD	5/12/2018	Cut the weeds/grass TV Hwy	Other	Maintenance	Road Condition	TV Hwy
3064	Proud to be HSD	5/12/2018	No sidewalk for kids walking to Eastwood from Baseline/Main up 18th. Lots of cars picking up/dropping off but no safe walk/bike path	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	18th from Main to Lincoln, towards Eastwood Elementary
3065	Proud to be HSD	5/12/2018	NE Edison St bewteen NE 2nd Ave and NE 3rd Ave NEEDS, seriously needs to be repaved!! Trouble riding bike along street; surface is crumbling. Safety issue for all using this road; children using this area to come to park. Seniors (me) using road as bike transport.	Vehicles	Maintenance	Road Condition	Edison between 2nd and 3rd
3066	Proud to be HSD	5/12/2018	I haven't driven for 4 yrs after history of stroke. Trimet is incredible and sidewalks every where I need to walk. Good job!	Other		Transit	
3067	Proud to be HSD	5/12/2018	Sidewalks outside of Hillsboro High School	Pedestrians	System Request	Infrastructure, Sidewalks	Rood Bridge Rd
3068	Proud to be HSD	5/12/2018	Sidewalks on Sunrise!!! (circled Sunrise between Jackson School and 25th)	Pedestrians	System Request	Infrastructure, Sidewalks	Sunrise between Jackson School and 25th
3069	Proud to be HSD	5/12/2018	Crossing TV Hwy - anywhere!	Pedestrians	System Request	Crossings	TV Hwy
3070	Proud to be HSD	5/12/2018	Turn light at 10th and Walnut	Vehicles	System Request	Signals	10th and Walnut
3071	Public Works Day	5/19/2018	Buses/Mass Transit! (Circled Brookwood area between MAX and TV Hwy)	Bus	System Request	Transit	Brookwood between Cornell and TV Hwy
3072	Public Works Day	5/19/2018	Bike Trail	Bicycles	System Request	Infrastructure, Trails	Brookwood between Cornell and TV Hwy
3073	Public Works Day	5/19/2018	North/South Trails (circled area south of Baseline surrounding Noble Woods Park)	Pedestrians	System Request	Connectivity	Area south of Baseline and south/west of Noble Woods Park around Rock Creek
3074	Public Works Day	5/19/2018	Sidewalks! (Circled Golden, between Brookwood and Imlay)	Pedestrians	System Request	Infrastructure, Sidewalks	Golden between Brookwood and Imlay
3075	Public Works Day	5/19/2018	Need bus service on Cornelius Pass Rd from Cornell to TV Hwy	Bus	System Request	Transit	Cornelius Pass Rd from Cornell to TV Hwy
3076	Public Works Day	5/19/2018	Need sidewalk to fill in gap on Borwick from Noble Woods to 67th	Pedestrians	System Request	Infrastructure, Connectivity, Sidewalks	Borwick from Noble Woods to 67th
3077	Public Works Day	5/19/2018	Future trail area - bike/walking request (circled Brookwood area from Bennett to Brogden)	Other	System Request	Infrastructure, Trails	Brookwood between Bennett/Ron Tonkin Field and Brogden

City of Hillsboro TSP Public Comment Log							
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3078	Public Works Day	5/19/2018	Brogden - current ditched road - request sidewalks and to go through to Brookwood Pky	Pedestrians	System Request	Infrastructure, Connectivity, Sidewalks	Brogden
3079	Public Works Day	5/19/2018	Take veterans through to Elam Young - request	Vehicles	System Request	Infrastructure, Connectivity	Veterans to Elam Young connection
3080	Public Works Day	5/19/2018	Take Century Blvd through (Noble Woods) to Century Blvd - request	Vehicles	System Request	Infrastructure, Connectivity	Century Blvd
3081	Public Works Day	5/19/2018	Lack of options going into Portland - Western by-pass - 205 all the way around - 205 around from Hwy 26 to I-5 N - 205 around from Hwy 26 to 217/I-5 S or 205	Vehicles	System Request	Congestion	
3082	Public Works Day	5/19/2018	Takes a half hour to get from downtown Hillsboro to OR 217 on OR 8. This travel time is too long	Vehicles	System Request	Congestion	TV Hwy
3083	Public Works Day	5/19/2018	Concern about tunnel on US 26	Vehicles	System Request	Design	US 26
3084	Public Works Day	5/19/2018	10th Avenue lights in downtown need to be coordinated	Vehicles	Operations	Signals	10th Ave in downtown
3085	Public Works Day	5/19/2018	Signal at Grant/1st	Vehicles	System Request	Signals	1st and Grant
3086	Public Works Day	5/19/2018	Tree roots damaging bike path along Brookwood (circled Brookwood south of the Brookwood Library, north of Airport)	Bicycles	Maintenance	Road Condition	Brookwood, north of the airport and south of the library
3087	Public Works Day	5/19/2018	EBL conflict with new westbound traffic at Brookwood/Bentley intersection	Vehicles	Operations	Intersection Design	Brookwood and Bentley
3088	Public Works Day	5/19/2018	(Brad notes from conversation with Glen): - Brookwood SB at Cornell backs up a lot in PM peak	Vehicles	Operations	Congestion	Brookwood and Cornell
3089	Public Works Day	5/19/2018	(Brad notes from conversation with Glen): Cornell traffic flow gets disrupted by pedestrian traffic at Orenco	Vehicles	Operations	Congestion	Orenco Station Pkwy and Cornell
3090	Public Works Day	5/19/2018	(Brad notes from conversation with Glen): SoHi! TV Hwy and Cornelius Pass!	Vehicles	System Request	Congestion	TV Hwy, Cornelius Pass, South Hillsboro
3091	Public Works Day	5/19/2018	(Brad notes from conversation with Glen): Will speed limit on 53rd change with opening of Community Center?	Vehicles	System Request	Traffic Calming/Speed	53rd
3092	Public Works Day	5/19/2018	(Brad notes from conversation with Glen): A lot of traffic doing the same route from Hillsboro to 99W via back roads (River, Scholls Ferry, Newberg)	Vehicles	System Request	Congestion	
3093	Public Works Day	5/19/2018	Sidewalks - narrow shoulders and deep ditch (Circled Jackson School Road between Grant and Sunrise)	Pedestrians	System Request	Infrastructure, Sidewalks	Jackson School Rd between Grant and Sunrise
3094	Latino Cultural Festival	5/20/2018	que deve haber mas seguridad y que pongan mas señales para el cruce de peatones (Brad- more flashing crosswalks on East Main St) TRANSLATION: there should be more safety and more pedestrian crossing signals	Pedestrians	System Request	Signals, Crossings, Safety	East Main St
3095	Latino Cultural Festival	5/20/2018	TV Highway congestion in the morning from 7 am and in the afternoon on and after 4 pm	Vehicles	System Request	Congestion	TV Hwy

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
3096	Latino Cultural Festival	5/20/2018	Baseline West of Brookwood could use more than one-lane in each direction	Vehicles	System Request	Design	Baseline west of Brookwood
3097	Latino Cultural Festival	5/20/2018	Too much traffic (circled 185th around MAX line) - max delays traffic	Vehicles	System Request	Congestion	185th near MAX line
3098	Latino Cultural Festival	5/20/2018	After 4 pm on TV Hwy congestion	Vehicles	System Request	Congestion	TV Hwy
3099	Latino Cultural Festival	5/20/2018	Too much traffic TV Hwy/Cornelius Pass after 4 pm	Vehicles	System Request	Congestion	TV Hwy and Cornelius Pass
3100	Latino Cultural Festival	5/20/2018	Aun apesar de la ley de no celulares muchas personas siguen textiando. Con las luces para doblar ala izquierda cuando estan flashiando ó estan en amarillas al parar para esperar que pase el trafico algunos conductores no quieren esperar. En el area de cornelius pass y 185th. TRANSLATION: Despite the no cell phone laws, many people continue texting. With left turn signals, when they're flashing or when they're yellow and about to stop to allow traffic to pass, some drivers don't want to wait. In the area of Cornelius Pass and 185th.	Vehicles	Enforcement, System Request	Safety, Intersection Design, Signals	185th, Cornelius Pass
3101	Latino Cultural Festival	5/20/2018	Safety issues near Burger King on Cornell - need traffic signal	Vehicles	System Request	Signals, Safety	21st and Cornell
3102	Senior Center	5/29/2018	185th and Baseline - dangerous, crashes all the time	Vehicles	System Request	Safety, Intersection Design	185th and Baseline
3103	Senior Center	5/29/2018	More roundabouts	Vehicles	System Request	Intersection Design	
3104	Senior Center	5/29/2018	Incomplete sidewalks, missing patches on Oak in front of Dental office - 808 SE Oak	Pedestrians	System Request	Infrastructure, Sidewalks	8th and Oak, 808 SE Oak
3105	Senior Center	5/29/2018	7th and Oak - no driveway, parking blocking the sidewalk	Pedestrians	Enforcement	Infrastructure, Parking, Sidewalks	7th and Oak
3106	Senior Center	5/29/2018	1st and Oak intersection Is backed up. Cars are waiting two light cycles, sometimes 3 to get a greet light and access to Oak Street at the Hospital, Senior Center - east bound on Oak St	Vehicles	Operations	Signals	1st and Oak
3107	Senior Center	5/29/2018	Please don't go through Noble Woods Park!	Vehicles	System Request	Connectivity, Design	Century Blvd connection
3108	Senior Center	5/29/2018	TV Hwy is very bad - no lanes for bikes	Bicycles	System Request	Bike Lanes	TV Hwy
3109	Senior Center	5/29/2018	Emly [sic] (Imlay) and Drake - no sidewalks	Pedestrians	System Request	Infrastructure, Sidewalks	Imlay and Drake
3110	Senior Center	5/29/2018	Peak-hour congestion on 209th	Vehicles	System Request	Congestion	209th
3111	Senior Center	5/29/2018	Construction/improvement on 209th and TV (fire department, other emergency vehicles impacted)	Vehicles	Operations	Congestion	209th and TV Hwy
3112	Senior Center	5/29/2018	Concern over 2018 summer construction on 198th and 209th	Vehicles	Operations	Congestion, Road Condition	198th

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
3113	Senior Center	5/29/2018	Concern over 2018 summer construction on 198th and 209th	Vehicles	Operations	Congestion, Road Condition	209th
3114	Senior Center	5/29/2018	Rent related to income facilities	Other			
3115	Senior Center	5/29/2018	Widen, improve corner of 209 and TV - turning lane on southside	Vehicles	Operations	Design	209th and TV Hwy
3116	Senior Center	5/29/2018	Sidewalks on 209th and 198th between TV and Farmington	Pedestrians	System Request	Infrastructure, Sidewalks	209th between TV Hwy and Farmington
3117	Senior Center	5/29/2018	Sidewalks on 209th and 198th between TV and Farmington	Pedestrians	System Request	Infrastructure, Sidewalks	198th between TV Hwy and Farmington
3118	Senior Center	5/29/2018	We live off Rosa Rd between 198th and 209th. We're concerned about construction going on at same time on 198th and 209th	Vehicles	Operations	Congestion, Road Condition	Rosa Rd between 198th and 209th
3119	Senior Center	5/29/2018	Unsafe biking to NW Jackson Quarry Rd - no railroad crossing to NW Jackson Quarry Rd	Bicycles	Operations	Safety, Crossings	NW Jackson Quarry Rd
3120	Senior Center	5/29/2018	No bike lane to NW West Union Road between 185th/Cornelius Pass/West Union to Jackson School Road	Bicycles	System Request	Infrastructure, Bike Lanes	West Union Rd between 185th and Jackson School Rd
3121	Senior Center	5/29/2018	TV Hwy - change yellow flashing beacons to red like Arizona - crosswalk treatment to increase safety	Pedestrians	Operations	Signals	TV Hwy
3122	Senior Center	5/29/2018	no roundabouts, very confusing to use - Scholls Ferry/River Road not nice enough for equipment, signage is confusing	Vehicles	Operations	Intersection Design, Signs/Markings	Scholls Ferry/River Rd Roundabout
3123	Hillsboro 2035	6/12/2018	Traffic signal at Airport Rd/Brookwood, congestion around HighTech	Vehicles	System Request	Signals, Congestion	Brookwood and Airport Rd
3124	Hillsboro 2035	6/12/2018	Pedestrian scramble at Cornell/Orenco	Pedestrians	System Request	Signals, Intersection Design	Cornell and Orenco Station Pkwy
3125	Hillsboro 2035	6/12/2018	Connell/Garibaldi warrants a stop sign; there are crashes occuring	Vehicles	System Request	Signs/Markings, Intersection Design, Safety	Connell and Garibaldi
3126	Hillsboro 2035	6/12/2018	Expand Park and Ride capacity at Sunset Transit Center	MAX/WES Lightrail	System Request	Transit	Sunset Transit Center
3127	Hillsboro 2035	6/12/2018	Traffic with South Hillsboro is a concern	Vehicles	System Request	Congestion	South Hillsboro
3128	Hillsboro 2035	6/12/2018	Lots of traffic by Nike - can you widen the street?	Vehicles	System Request	Congestion	
3129	Hillsboro 2035	6/12/2018	Airport MAX takes too long	MAX/WES Lightrail	System Request	Transit	MAX to PDX airport
3130	Hillsboro 2035	6/12/2018	Transit to Portland is too slow. Add USB ports to buses. Add dedicated bus lanes like carpool lanes so buses can go faster during rush hour	Bus	System Request	Transit	
3131	Hillsboro 2035	6/12/2018	Hard to use the ADA ramps on the MAX	MAX/WES Lightrail	Operations	Transit	
3132	Hillsboro 2035	6/12/2018	Have to press the walk signals so they turn green - this slows down and stops pedestrian traffic. The signal should always turn on with vehicle signals. Current signals are anti-convenience and anti-pedestrian. Read the 2007 Downtown Association Walking Report. Nothing has changed since then	Pedestrians	Operations	Signals	Downtown Hillsboro
3133	Hillsboro 2035	6/12/2018	Problems with TriMet Lift. They have left without knocking and called it a "no show." Broadway cab can be mean. Look into a new provider.	Other	Operations	Transit	

City of Hillsboro
TSP Public Comment Log

ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
3134	Hillsboro 2035	6/12/2018	29" bike wheels don't fit on bike hangers on MAX	MAX/WES Lightrail	Operations	Transit	
3135	Hillsboro 2035	6/12/2018	18th and Main needs a sidewalk. Kids walk to school.	Pedestrians	System Request	Infrastructure, Sidewalks	18th and Main
3136	Hillsboro 2035	6/12/2018	Bus Route 57 needs improvements. I appreciate the MAX.	Bus	System Request	Transit	
3137	Hillsboro 2035	6/12/2018	I am concerned about congestion in South Hillsboro because I live near Rood Bridge Park	Vehicles	System Request	Congestion	South Hillsboro
3138	Hillsboro 2035	6/12/2018	Need more transit connection - service from Glencoe to Shute	Bus	System Request	Transit, Connectivity	Glencoe to Shute
3139	Hillsboro 2035	6/12/2018	New payroll tax - need service I'm paying for	Other	System Request	Transit	
3140	Hillsboro 2035	6/12/2018	Congestion on TV Hwy	Vehicles	System Request	Congestion	TV Hwy
3141	Hillsboro 2035	6/12/2018	Speeding through construction zone	Vehicles	Enforcement	Traffic Calming/Speed	
3142	Hillsboro 2035	6/12/2018	Turn lane on Glencoe	Vehicles	System Request	Intersection Design	Glencoe?
3143	Hillsboro 2035	6/12/2018	Traffic light at Penny Way and Brookwood	Vehicles	System Request	Signals, Intersection Design	Brookwood and Penny Way
3144	Hillsboro 2035	6/12/2018	Light at Glencoe High School, Sidewalks at 1st and Glencoe, for pedestrian traffic and cross traffic from school	Vehicles	System Request	Infrastructure, Intersection Design, Signals, Sidewalks	Glencoe Rd in front of Glencoe HS
3145	Hillsboro 2035	6/12/2018	Flashing light to get across Glencoe Rd at Camp Ireland	Vehicles	System Request	Signals	Glencoe Rd and Camp Ireland
3146	Hillsboro 2035	6/12/2018	TV Highway light timing, bus turnouts	Vehicles	Operations, System Request	Design, Signals	TV Hwy
3147	Hillsboro 2035	6/12/2018	Sidewalks on Johnson St	Pedestrians	System Request	Infrastructure, Sidewalks	Johnson St
3148	Hillsboro 2035	6/12/2018	1st and Grant pedestrian crossing safety - safer to cross mid-block for bus stop access; u-turns on Grant due to delay	Pedestrians	System Request	Design, Intersection Design, Safety	1st and Grant
3149	Hillsboro 2035	6/12/2018	Need North/South bus service	Bus	System Request	Transit	
3150	Hillsboro 2035	6/12/2018	Gravel in bike lanes on 25th, Brookwood, Golden	Bicycles	Maintenance	Road Condition	25th
3151	Hillsboro 2035	6/12/2018	Gravel in bike lanes on 25th, Brookwood, Golden	Bicycles	Maintenance	Road Condition	Brookwood
3152	Hillsboro 2035	6/12/2018	Gravel in bike lanes on 25th, Brookwood, Golden	Bicycles	Maintenance	Road Condition	Golden
3153	Hillsboro 2035	6/12/2018	Widen bike lane on 25th near curve to 28th	Bicycles	System Request	Design, Infrastructure, Bike Lanes	25th/28th curve
3154	Hillsboro 2035	6/12/2018	No sidewalks! South of Walnut on Dennis	Pedestrians	System Request	Infrastructure, Sidewalks	Dennis, south of Walnut
3155	Hillsboro 2035	6/12/2018	More transportation to Brookwood Library	Bus	System Request	Transit	Brookwood Library
3156	Hillsboro 2035	6/12/2018	EB Cornell and Brookwood - 5:00 short cycle left turn	Vehicles	Operations	Signals	Brookwood and Cornell

City of Hillsboro
TSP Public Comment Log

ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
3157	Hillsboro 2035	6/12/2018	Train speeds out of Hatfield slowed causing light to cycle	MAX/WES Lightrail	Operations	Signals	Hatfield MAX stop
3158	Hillsboro 2035	6/12/2018	Like 1/2 mile walk to bus on Cypress	Bus	Operations	Transit	Cypress
3159	Hillsboro 2035	6/12/2018	Bus service on Corn Pass to West Union	Bus	System Request	Transit, Connectivity	Cornelius Pass to West Union
3160	Hillsboro 2035	6/12/2018	Bus service to Hops	Bus	System Request	Transit	
3161	Hillsboro 2035	6/12/2018	Fairplex: Bad behavior "riders" into community	Other	System Request	Transit	
3162	Hillsboro 2035	6/12/2018	Limited access N-S connection	Bus	System Request	Transit	
3163	Hillsboro 2035	6/12/2018	Express Light Rail service Hillsboro to Providence Health	MAX/WES Lightrail	System Request	Transit	
3164	MISC	5/22/2018	Please install bike parking racks on Orenco station parkway South of Cornell	Bicycles	Operations	Infrastructure	Orenco Station Pky and Cornell
3165	MISC	2018-04-24 23:27:00 UTC	<p>I wanted to use your interactive map, but the size was too large to allow me see the instructions on how to leave a comment. So I am contacting you directly.</p> <p>On Frances Street, west of the light at the intersection of Frances St and Cornelius Pass RD, in front of Brown Jr High school, there are several "No Parking Signs" along the north side of Frances Street. Parents or other drivers are continually parking in the "Bike Lane" there waiting to pick up their children.</p> <p>As a bike rider I find this not only annoying but frustrating and dangerous, as I am forced to turn into the traffic and not the bike lane. As a driver, while turning west onto Frances Street from the north or south bound on Cornelius Pass Road, you have to swing into the east bound traffic on Frances to get around the cars parked on Francis.</p> <p>I have called and left messages at the school several times and asked them to inform parents/drivers that this is a no parking zone, AND a bike lane and they should not be parking or stopping and waiting to pick up their child at this location. I have also called the Hillsboro police department and reported it. Yet this continues to happen nearly every school day.</p> <p>Maybe this would be a good spot for cones to be installed to protect bikers. However, a cheaper option would be to enforce the laws already in place and collect the money from the tickets.</p>	Bicycles	Enforcement	Parking	Cornelius Pass Rd and Frances St
3166	Open House #1	6/14/2018	More North/South routes	Vehicles	System Request	Infrastructure, Connectivity	
3167	Open House #2	6/28/2018	<p>Orenco Station Improvements:</p> <p>1. Put bike parking along businesses on Orenco Station Parkway, south of Cornell Rd</p> <p>2. The one way half-circle at the Orenco Station Max station is a hindrance to bicyclists. It is a 2-lane car road from south end of Orenco Station Parkway to Cherry Drive. For cyclists who are disembarking from the MAX and need to go to Orenco Station Drive, they are forced to take the round about way by going right on the loop to Cherry and then left, and then right onto Orenco Station Parkway.</p>	Bicycles	Operations	Design, Infrastructure	Orenco Station Parkway

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
3168	Open House #2	6/28/2018	1. The MAX from Hillsboro to Airport (PDX) takes 1.5 hours while driving only takes 30 min (45 in rush hour). We really need to fix this if you want to encourage transit rides. Time is money! A) Increase MAX's speed B) Create a direct route from Willowcreek TC to Sunset TC and let Willowcreek to Beaverton to Sunset be a short MAX shuttle 2. All your trains are running below capacity. 3. Buses are SLOOOW. There is no incentive to take the bus. You need to create rapid transit route on Cornell and TV Highway. Take away a car land and dedicate it to buses/trains. Reduce the no. of stops per bus so that it doesn't stop everywhere. (See Seattle transit for example)	MAX/WES Lightrail	Operations	Transit	
3169	Open House #2	6/28/2018	Bike signage to guide users to use Veterans/Grant from Brookwood/Cornell	Bicycles	System Request	Signs/Markings	Brookwood and Cornell
3170	Open House #2	6/28/2018	Need roadway improvements widening to mitigate impact of South Hillsboro development	Vehicles	System Request	Design	Brookwood south of TV Hwy
3171	Open House #2	6/28/2018	Need roadway improvements widening to mitigate impact of South Hillsboro development	Vehicles	System Request	Design	Century south of TV Hwy
3172	Open House #2	6/28/2018	What's the plan for Johnson - need widening (3 lanes), bike [lanes] and sidewalk. Alternate route when TV Highway gets congested due to South Hillsboro	Vehicles	System Request	Design, Infrastructure, Sidewalks, Bike Lanes	Johnson, east of Century
3173	Open House #2	6/28/2018	Route 47 to Hillsboro is thumbs up	Bus	System Request	Transit	
3174	Open House #2	6/28/2018	Service on Baseline	Bus	System Request	Transit	Baseline
3175	Open House #2	6/28/2018	Better transit options to access Nike and Intel. Transit needed on Cornelius Rd	Bus	System Request	Transit	Cornelius Pass Rd
3176	Open House #2	6/28/2018	Difficulty crossing Butler and Walbridge on bike around Winco area	Bicycles	Operations	Design, Safety	Butler, Walbridge
3177	Open House #2	6/28/2018	Fix bike lane gap on 205th south of Wilkins	Bicycles	Operations	Connectivity, Infrastructure, Bike Lanes	205th south of Wilkins
3178	Open House #2	6/28/2018	Lack of bicycle facilities on Imbrie to access Fred Meyer, restaurants, and Road House. Difficulty crossing Corn Pass at Imbrie to get to Corn Pass trail.	Bicycles	System Request	Connectivity, Infrastructure, Bike Lanes	Cornelius Pass and Imbrie
3179	Open House #2	6/28/2018	Trail along the MAX trails	Other	System Request	Infrastructure, Trails	MAX Blue Line tracks
3180	Open House #2	6/28/2018	Undulating bike path on Brookwood	Bicycles	Maintenance	Infrastructure, Bike Lanes	Brookwood Bike Path
3181	Open House #2	6/28/2018	Narrow bike lanes on Cornell	Bicycles	Operations	Infrastructure, Bike Lanes	Cornell
3182	Open House #2	6/28/2018	[[circled Johnson St]]	Bicycles	System Request	Infrastructure	Johnson
3183	Open House #2	6/28/2018	Beaverton and Washington County - I'd like some kind of protection in the bike lane going straight on Cornell past 158th - the designated right turn lanes make it very dangerous	Bicycles	Operations	Design, Safety	158th and Cornell
3184	MISC	7/2/2018	The intersection of 5th and Lincoln needs to be a 4 way stop, there are so many bad accidents in that intersection. All the streets along 5th don't have a stop sign until you come to Lincoln? Last night my son was involved in a roll over crash in that intersection, is it going to take someone dying before it is fixed? I am thankful my babies are okay, but something needs to be done before someone is killed.	Vehicles	Operations	Intersection Design, Safety	5th and Lincoln
3185	BWG	3/15/2018	I feel comfortable using buffered bike lanes on Evergreen (marked in green) [Evergreen from 25th to Brookwood].	Bicycles	Operations	Design, Infrastructure, Safety, Bike Lanes	Evergreen from 25th to Brookwood

City of Hillsboro
TSP Public Comment Log

ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
3186	BWG	3/16/2018	I "enjoy" riding on cycle tracks on Veterans [from 28th to Brookwood]	Bicycles	Operations	Design, Infrastructure, Safety, Bike Lanes	Veterans from 28th to Brookwood
3187	BWG	3/17/2018	I "enjoy" riding on cycle tracks on Veterans [from 28th to Brookwood] and between Alder and Cornell on 231st (Century). [Author also highlighted the buffered bike lane on Baseline between Brookwood and Century]	Bicycles	Operations	Design, Infrastructure, Safety, Bike Lanes	Century between Alder and Cornell
3188	BWG	3/15/2018	I think Cornell is a Death Road. I have had so many close calls on Cornell due to high traffic, heavy banking of roads, super-high speeds and absence of segregated bike lanes. Though Cornell is the shortest route from home to work, I am unable to use it out of fear. Giant trucks drive past the riders at such a high speed and since they're wide, they are rather close to cyclists.	Bicycles	Operations	Design, Safety, Traffic Calming/Speed	Cornell Rd
3189	BWG	3/15/2018	[Author has highlighted 'bad' areas' on Shute from Dawson Creek to Cornell	Bicycles	Operations	Safety	Shute
3190	BWG	3/15/2018	[Author has highlighted 'bad' areas' on 25th from Griffin Oaks to Grant]	Bicycles	Operations	Safety	25th
3191	BWG	3/15/2018	[Author has highlighted 'bad' areas' on 15th from Evergreen to Griffin Oaks	Bicycles	Operations	Safety	15th
3192	BWG	3/15/2018	[Author has highlighted 'bad' areas' on Cornelius Pass from Cornell to Walbridge	Bicycles	Operations	Safety	Cornelius Pass from Cornell to Walbridge
3193	BWG	3/15/2018	[Author has also indicated "almost-accidents" at 25th and Grant	Bicycles	Operations	Safety	28th and Grant
3194	BWG	3/15/2018	[Author has also indicated "almost-accidents" at 25th and Cornell]	Bicycles	Operations	Safety	25th and Cornell
3195	BWG	3/15/2018	[Author has also indicated "almost-accidents" at Brookwood and Cornell	Bicycles	Operations	Safety	Brookwood and Cornell
3196	BWG	3/15/2018	[Author has also indicated "almost-accidents" at Shute and Cornell	Bicycles	Operations	Safety	Shute and Cornell
3197	BWG	3/15/2018	[Author has also indicated "almost-accidents" at Cornelius Pass and Cornell	Bicycles	Operations	Safety	Cornelius Pass and Cornell
3198	BWG	3/15/2018	[Author has also indicated "almost-accidents" at Amberwood/Butler and Cornelius Pass	Bicycles	Operations	Safety	Amberwood/Butler and Cornelius Pass
3199	BWG	3/15/2018	[Author has also indicated "almost-accidents" on Butler near Century	Bicycles	Operations	Safety	Butler near Century
3200	BWG	3/15/2018	[Author has also indicated "almost-accidents" between 25th and Brookwood]	Bicycles	Operations	Safety	25th/Brookwood area
3201	BWG	3/15/2018	The portions in yellow are places I can't ride in due to lack of sufficient bike lanes. I am not sure why you have highlighted the Jackson School Rd as Multi Use Path. It's a pretty bad road with a narrow shoulder. It creates a suction, pulling cyclists into traffic.	Bicycles	System Request	Infrastructure, Bike Lanes	Jackson School Rd between Evergreen and Grant
3202	BWG	3/15/2018	The portions in yellow are places I can't ride in due to lack of sufficient bike lanes. Author has highlighted insufficient areas along Imbrie	Bicycles	System Request	Infrastructure, Bike Lanes	Imbrie
3203	BWG	3/15/2018	The portions in yellow are places I can't ride in due to lack of sufficient bike lanes. Author has highlighted insufficient areas on 25th from Evergreen to Griffin Oaks	Bicycles	System Request	Infrastructure, Bike Lanes	25th from Evergreen to Griffin Oaks
3204	BWG	3/15/2018	The portions in yellow are places I can't ride in due to lack of sufficient bike lanes. Author has highlighted insufficient areas on Sunrise from Jackson School and 25th	Bicycles	System Request	Infrastructure, Bike Lanes	Sunrise
3205	BWG	3/15/2018	The portions in yellow are places I can't ride in due to lack of sufficient bike lanes. Author has highlighted insufficient areas along Cornell from 25th to Main	Bicycles	System Request	Infrastructure, Bike Lanes	Cornell from 25th to Main
3206	BWG	3/15/2018	The portions in yellow are places I can't ride in due to lack of sufficient bike lanes. Author has highlighted insufficient areas along TV Hwy between River Road and 24th	Bicycles	System Request	Infrastructure, Bike Lanes	TV Hwy between River Rd and 24th
3207	BWG	3/15/2018	The portions in yellow are places I can't ride in due to lack of sufficient bike lanes. Author has highlighted insufficient areas along Tv Hwy between Brookwood and Cornelius Pass	Bicycles	System Request	Infrastructure, Bike Lanes	TV Hwy between Brookwood and Cornelius Pass
3208	BWG	3/15/2018	Other opinions: Segregated bike lanes are the cheapest. Just paint them on.	Bicycles	System Request	Infrastructure, Bike Lanes	
3209	BWG	3/15/2018	Repurpose roads. Reduce car traffic by creating better bus routes for fast busses.	Bicycles	System Request	Congestion, Design, Transit	
3210	BWG	3/15/2018	Enable bicycle detection of traffic lights. Add islands on roads wider than 3 lanes.	Bicycles	System Request	Safety, Signals	
3211	BWG	3/15/2018	Enable left turning onto and from heavy traffic roads like Cornell and Evergreen.	Bicycles	System Request	Intersection Design	

City of Hillsboro
TSP Public Comment Log

ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
3212	BWG	3/15/2018	I do route planning for Portland Velo. Every Saturday we start rides from Evergreen and Century. Our primary use of HBO streets is going out and returning. Our routes cover much of Washington County. As far out as Gaston, Forest Grove, Skyline, Etc. We primarily use the Century Corridor going/returning south, Evergreen going/returning west and Evergreen/Starr/Meek. Concerns: Keeping bike lanes free of garbage/obstacles.	Bicycles	Maintenance	Road Condition	Evergreen and Century
3213	BWG	3/15/2018	Disappearing bike lane on Glencoe.	Bicycles	Operations	Infrastructure, Bike Lanes	Glencoe
3214	BWG	3/15/2018	Hazards turning from/to Century from/to Main.	Bicycles	Operations	Intersection Design, Safety	Century and Main
3215	BWG	3/15/2018	Need for extension on Century south of Main.	Bicycles	System Request	Design, Connectivity	Century south of Main
3216	BWG	3/15/2018	Convert Brookwood multi-use path to bike lanes on Brookwood.	Bicycles	System Request	Design, Infrastructure, Bike Lanes	Brookwood north of Cornell
3217	BWG	3/15/2018	We [Portland Velo] intentionally avoid the downtown/core of Hillsboro due to traffic. Over many (10 - 12) years we have had incidents in Hillsboro. Evergreen comes to mind. There are places that are difficult to turn: Starr to east(bound) Evergreen. East(bound) Evergreen to 253rd (Starr Blvd). We try to avoid Jackson School south of Meek.	Bicycles	Operations	Intersection Design	Starr Blvd and Evergreen
3218	BWG	3/15/2018	TV Hwy just east of 21st sewer overflows and thus the bike lane floods and is always debris filled. Better street sweeping especially after gravel in Winter. Street slurry seal raises street level much higher than sewers - very dangerous.	Bicycles	Maintenance	Road Condition	Cypress and TV Hwy
3219	BWG	3/15/2018	SE 10th Ave just north of Washington No bike lane - Dangerous road/curve. Develop bypasses above/below/parallel to main roads (Bike only or Ped/Bike). Most N/S roads south of TV Highway narrow/unsafe east of Century. Good News: Baseline/Main in great shape after repave. Pacific Ave Cornelius-Band in great shape after repave. Cornelius Pass Road in great shape after repave. Veterans Way (E of 25th) great separate bike lane.	Bicycles	System Request	Design, Safety	10th and Washington
3220	BWG	3/15/2018	Driver educational awareness needs tremendous work. Buses need 3-bike bike racks (Tri-met contact) Security on max needs work (Tri-met contact). More bike space on trains. More bike space on trains. Police Liaison to discuss attitude towards bicyclists but also theft.	Bicycles	Enforcement, Operations	Safety, Transit	
3221	BWG	3/15/2018	Encourage more bike shops (tax incentives?). Very little covered bike parking (Free).	Bicycles	System Request	Parking	
3222	BWG	3/15/2018	TV Highway at Permapost - Frequent toxic air quality.	Other	Operations	Safety	TV Hwy near 40th Ave
3223	BWG	3/15/2018	1. NE 25th ave - This is a very important North-South connection for about 15,000 people who work at the Intel Jones Farm campus. Whatever bike lanes exist on this road are sub-standard, especially going northbound. The bike connection also mysteriously disappears midway between Griffin Oaks and Evergreen Rd. causing a pinch point especially when sharing the lane with impatient drivers during rush-hour. Please fix NE 25th ave as a top priority if the city really wants to project friendliness towards people on bicycles.	Bicycles	Operations	Infrastructure, Safety, Bike Lanes	NE 25th
3224	BWG	3/15/2018	2. NE Sunrise/Grant/Brogden - These relatively straight and calm streets that go parallel to busy highway-like roads are perfect candidates for the designation of bicycle-boulevards where people on two wheels have priority techniques to reduce automobile speeds on these roads will be key to encourage people to use them to cycle on. Some of these streets are currently designed as rural roads with no sidewalk or shoulder and can really use a facelift.	Bicycles	System Request	Infrastructure, Sidewalks	Sunrise

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
3225	BWG	3/15/2018	2. NE Sunrise/Grant/Brogden - These relatively straight and calm streets that go parallel to busy highway-like roads are perfect candidates for the designation of bicycle-boulevards where people on two wheels have priority techniques to reduce automobile speeds on these roads will be key to encourage people to use them to cycle on. Some of these streets are currently designed as rural roads with no sidewalk or shoulder and can really use a facelift.	Bicycles	System Request	Infrastructure, Sidewalks	Grant
3226	BWG	3/15/2018	2. NE Sunrise/Grant/Brogden - These relatively straight and calm streets that go parallel to busy highway-like roads are perfect candidates for the designation of bicycle-boulevards where people on two wheels have priority techniques to reduce automobile speeds on these roads will be key to encourage people to use them to cycle on. Some of these streets are currently designed as rural roads with no sidewalk or shoulder and can really use a facelift.	Bicycles	System Request	Infrastructure, Sidewalks	Brogden
3227	BWG	3/15/2018	3. SE 24th ave - This road connects to a school and doesn't have any bicycle or pedestrian infrastructure. Improving this connection for people walking and on bicycle can rally improve access to the school and nearby communities. It can also inspire a healthy way of living among schoolchildren from a young age.	Bicycles	System Request	Infrastructure, Sidewalks, Bike Lanes	SE 24th
3228	BWG	3/15/2018	4. Historical Downtown Core - The city's older neighborhoods have zero bicycle infrastructure. These neighborhoods are best suited to minimize car-dependency since all destinations are within a 2-mile radius. Can the city come up with a plan of alternate-street bicycle boulevards on the historical downtown streets? There are a lot of destinations in the historical downtown area which I access multiple times a week and have to go out of my way to find safe routes to get there.	Bicycles	System Request	Infrastructure, Bike Lanes	Downtown Hillsboro
3229	BWG	3/15/2018	5. Overall - Please prioritize sweeping/cleaning bike lanes especially after the city and county have dumped gravel over roads for traction. All of that debris gets swept up into the bike lane by the force of the automobile tires. When that debris keeps sitting in the bike lane for weeks or months after a snow event, it really makes a person on a bicycle feel like a second-class citizen.	Bicycles	Maintenance	Road Condition	

City of Hillsboro
TSP Public Comment Log

ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
3230	BWG	3/15/2018	<p>Commute:</p> <p>My wife and I live in the Orenco Station neighborhood and work at the Ronler Acers campus, I in RA1 on the east side of the campus, while she is over in RS5 on the NE side of the campus at the corner of Dawson Creek Parkway and Brookwood. From late April to October, we ride our bikes into work almost daily. Our proximity to the office was one of the draws of the neighborhood. Our commute on average takes less time door to desk than it does driving a car, but as you can imagine it is far more risky. The roundabout at 65th and Butler is horrifically designed due to a number of reasons.</p> <p>1. Drivers fail to understand that traffic entering the roundabout must yield to traffic already in the roundabout.</p> <p>2. The west bound lanes on Butler entering into the roundabout cause a great deal of confusion. The outside lane drops from the traffic flow as it is a “dedicated right turn” lane into the Ronler campus, then it picks back up exiting out of the Ronler campus. This creates a sense of “right of way” for those traveling west bound on Butler entering into facility. My wife and I travel through this roundabout on a daily basis. About once a week someone blows through this intersection regardless if we are on bike or car. Traveling through this west bound and needing to make the left turn into 65th brings an additional set of challenges. Since the outside lane starts up leaving Ronler cars wanting to make a left on 65th must merge to the right while executing a left hand turn. Often this confuses cars that are traveling east bound on Butler entering this intersection and makes them think it’s clear to enter the roundabout.</p> <p>3. The Yield signs for traffic entering into the roundabout are almost in the roundabout itself. By the time traffic arrives at the sign and realizes they have to stop, they often are moving too quick to stop in time. This is further compounds the issues highlighted in 1 and 2.</p> <p>4. The pedestrian crosswalks at all 4 side to the roundabout are in the middle of the entrance/exit. Now that someone is finally through the roundabout and starts to accelerate to the speed of traffic, they may immediately have to stop to let a pedestrian through. This causes a butterfly like effect through the entire roundabout.</p> <p>I’m a large proponent of roundabouts. I grew up in New England and have traveled extensively in the UK and Ireland and seen how effective they are keeping traffic flowing. Great examples of this can be seen in Washington county in Verhob, Forest Grove, and most recently at the intersection of Jackson School / Meek / Zion Church. That</p>	Bicycles	Operations	Design, Safety, Signs/Markings	65th and Butler

City of Hillsboro
TSP Public Comment Log

ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
3231	BWG	3/15/2018	<p>My wife and I first settled in the Jackson School neighborhood, then Jones Farm, before moving to Orenco station in 2012. We often biked to our respective offices during the summer months, and I will admit as a Hillsboro resident and Intel employee that the traffic in and around the different campuses was the most dangerous of any places I ride my bike. High volume of cars, people in a hurry, and frequently distracted.</p> <p>Errands: As I mentioned, we currently live in the Orenco Station neighborhood on 64th Ave. The neighborhood as a whole is setup to not need a car to live within. Close proximity to mass transit, grocery needs, and shops all make it ideal to use a bike to get around. During the summer months we will typically ride our bikes or walk to New Seasons for our groceries, or cross Cornel to grab a bit to eat in the new platform district by the max station. The narrow roads, low speeds, and neighborhood feel lend to a sense of safety while riding, although I don't see kids riding around the streets, only the alleys between the houses. During rush hour, traffic greatly increases, as does the speed of traffic within the neighborhood. The lack of consistent traffic control signage does cause a number of near misses with cars, along with pedestrians and bikes. For example, there are stop signs at 64th and 65th and Rosebay Drive, but none at 63rd and Rosebay. This causes traffic traveling on 63rd to believe they have a right of way at that 4 way intersection and not stop. Brighton Road also has similar inconsistencies. There is a stop sign at 63rd, but not at 65th, 64th, or Orenco Station Parkway East/West.</p>	Vehicles	Operations	Congestion, Signs/Markings, Traffic Calming/Speed	Rosebay Drive, Brighton Rd
3232	BWG	3/15/2018	<p>Recreational Riding: The majority of my miles fall into this category. Overall, I don't use many of the roads that are in Hillsboro for recreational riding, but rather to get to the locations in Washington County that offer better recreational riding. Hillsboro has historically created a good infrastructure of bike lanes on major roads, especially when they get expanded (see Jackson school road north, Brookwood north of evergreen, CPR from 26 to Cornell, evergreen road from CPR to Glencoe). Unfortunately, the desired use of these roads for recreational riding for those roads is very low from my point of view. I'll address each of those separately.</p>	Bicycles	Operations	Infrastructure, Bike Lanes	
3233	BWG	3/15/2018	<p>Jackson School road north – People would typically be on this road in order to get to West Union. This road isn't desirable to ride on due to it being a high speed arterial between Evergreen and 26. Posted speed is 45, however traffic routinely travels 60+ on this road. Couple that with a lack of visibility in the low spot where the curves are just outside of the city line makes this road undesirable to bike on. Alternative that are more frequently used are: NE Starr to Meek, NE Sewell to Meek, or Glencoe road north to Wren.</p>	Bicycles	Operations	Safety, Traffic Calming/Speed	Jackson School Rd north
3234	BWG	3/15/2018	<p>Brookwood north of evergreen – People would typically be on this road in order to get to the Helvetia area. Another high speed road with a extremely high volume of traffic. Cycling on this road is not fun, especially when trying to merge across the onramp to 26. Cars don't want to let bikes across the lane.</p>	Bicycles	Operations	Design, Traffic Calming/Speed	Brookwood north of Evergreen
3235	BWG	3/15/2018	<p>CPR from 26 to Cornell – The new infrastructure looks amazing, but I'm honestly unsure why I'd ever ride on it. There is no draw for me to use that stretch of road especially since it ends at 26. Anything I'd want to get to would be on the far side, which means I have to merge on to CPR which is not a road I chose to ride on.</p>	Bicycles	Operations	Design, Infrastructure	Cornelius Pass Rd between US 26 and Cornell

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
3236	BWG	3/15/2018	Evergreen road, CPR to Glencoe – This is the main East – west arterial in Hillsboro for cycling. Most direct route, largest bike lane, far less traffic / stop lights than Cornell. The main downside of traveling on this road is the sheer volume of construction detritus that is all over the place. Gravel, glass, rocks, wood, road signs.. you name it, I’ve seen it in the bike lane. Garbage in the bike lane means you have 2 choices: Ride through it and risk damage to a tire which can cause at best an inconvenience of changing a tire on the side of the road and at worst a major blowout that causes serious injury, or ride in the road to avoid it and incur the wrath of drivers. This weekend I and a few friends were riding out Evergreen westbound and had to ride on the edge of the bike lane to avoid it. A large truck came up behind us and blared it horn and male behind the wheel rolled down his window and screamed at us about staying in the bike lane. This is a common occurrence for cyclists. People don’t realize the Oregon law says that cyclists must ride as far to the right as practical, i.e. the law is purposefully worded to allow cyclists to move to the left when needed.	Bicycles	Maintenance	Road Condition	Evergreen Rd between Cornelius Pass Rd and Glencoe
3237	BWG	3/15/2018	All in all, the biggest issue I run into with some of these main arterials is the construction debris. There is constant roadwork being done, and constant construction being done. Hillsboro is a growing city, and that is to be expected. Unfortunately, it doesn’t seem that any budget is set aside to get the street sweepers in on a frequent basis to control the deposit of garbage into these lanes. If I was transportation czar for a day, I’d make a city law that says any construction project, public, or private abutting a public road, must also provide and execute a road cleaning plan.	Bicycles	Maintenance	Road Condition	
3238	BWG	3/15/2018	Apologies for the late input. I commute by bike 20-60 miles per day to jobs at various locations in Hillsboro, Beaverton, and Bethany, with ever changing routes. Here are a few thoughts - First and foremost, Hillsboro should embrace and implement Vision Zero as Portland has done. More driver education and infrastructure safety improvements, please.	Other	System Request	Safety	
3239	BWG	3/15/2018	Many traffic signals, especially across large, busy roads, do not allow enough green time for bikes to get across safely. For someone carrying a heavy load, pedaling against the wind, traveling with children, or someone who is elderly or managing physical handicaps, a green light might turn red while they are midway across, placing them in great danger. Some red lights do not respond to bikes if there are no cars present. In particular I have had this experience attempting to turn left from Ronler Dr. onto Cornelius Pass.	Bicycles	Operations	Signals	
3240	BWG	3/15/2018	Also at Ronler Dr. and Cornelius Pass, there should be lane lines painted to separate the car's left turn lane from the bike's left turn lane toward the separated path.	Bicycles	System Request	Intersection Design, Signs/Markings	Cornelius Pass and Ronler Dr
3241	BWG	3/15/2018	Locations where the bike lane shifts across a traffic lane, especially with no road markings, are very hazardous, the following two locations on 185th in particular - 185th and Baseline eastbound. The bike lane shifts left to continue traveling eastbound on Baseline, while cars are shifting to the right for the right turn onto Stepping Stone, leading to northbound 185th. Have almost been hit there several times in spite of careful looking and signaling.	Bicycles	Operations	Intersection Design, Safety, Signs/Markings	185th and Baseline
3242	BWG	3/15/2018	185th and Cornell - at this location, fast southbound traffic on 185th shifts across the bike lane to turn right on Cornell. In my experience, many motorists just aren't watching for bikes or yielding right of way. Besides the risk of being directly hit by a car crossing the bike lane, I have also experienced (recently) vehicles that come to a full stop and/or a short fast stop in the bike lane as traffic builds at the right turn. I was lucky to stop in time and not crash into the back of an SUV recently. Likewise, there is a similar shift in bike lane traveling west on Cornell just past the intersection where a right turn lane into the shopping plaza appears.	Bicycles	Operations	Intersection Design, Safety	185th and Cornell
3243	BWG	3/15/2018	Cornelius Pass and Amberwood - the bike lane disappears after the stoplight at Butler. There is ample space to put a bike lane there, but instead there is a big patch full of gravel in front of Best Buy Bark. That intersection was improved fairly recently to accommodate cars turning onto Cornelius Pass, but no improvements were made for bikes traveling straight. Cars tend to pass much too closely.	Bicycles	System Request	Infrastructure, Safety, Bike Lanes	Cornelius Pass and Amberwood

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
3244	BWG	3/15/2018	Stucki and Evergreen - not sure what the problem is with this intersection, but both my husband and I have been hit in the crosswalk with a green signal to go across on the sidewalk. With the Safeway/Trader Joe's plaza down the road near 185th and Evergreen, the sidewalk would appear to be the safer, logical choice for anyone traveling between there and the many apartments along Evergreen on the same (south) side of the road rather than trying to make two left turns on and off Evergreen or traveling around the longer way onto busy Cornell Rd. And yet it is not so. I have also seen several car on car wrecks or the aftermath thereof at that location. My hunch is that one cause is drivers attempting right turns from Stucki onto Evergreen who are watching to their left for cars, then turning right on red without looking right for pedestrians/bikes in the crosswalk. Perhaps a no right on red sign would be helpful here.	Bicycles	Operations	Intersection Design, Safety	Stucki and Evergreen
3245	BWG	3/15/2018	TV Highway - need I say more? The number of lanes and speed. My son Jacob was in a wreck when a distracted driver made a left turn across multiple lanes without looking for oncoming bikes in the bike lane. The driver saw him too late, hit the brakes in the bike lane, and Jacob, unable to stop in time, crashed into the vehicle. The driver was cited for failure to yield right of way. Fortunately, Jacob has pretty much recovered from injuries, but this situation again highlights the need for more driver education and better infrastructure. In particular, a separated path along the TV Hwy route would be a tremendous help.	Bicycles	Operations	Design, Safety, Traffic Calming/Speed	TV Hwy
			Please do keep me on your mailing list even though I am unlikely to have time to attend meetings. I work a lot of hours to keep up with rising rent, which was also the main reason our family quit the car more than 7 years ago and turned to bikes for transportation. We all appreciate how much bike friendlier the infrastructure is in Hillsboro/Beaverton than our previous home in Scottsdale, but much can be done to improve. Thank you!				
3246	Centro Cultural Open House	7/19/2018	24th on from Main Street safety issues - narrow lanes and no walk/bike connection - when will the sidewalks be implemented	Pedestrians	System Request	Infrastructure, Safety, Sidewalks	24th Ave
3247	Centro Cultural Open House	7/19/2018	plans to build parking structures where traffic is expected to get worse in the future	Vehicles	System Request	Parking	
3248	Centro Cultural Open House	7/19/2018	expanding MAX line need more Park and Ride and most are accessible to people who are low income	MAX/WES Lightrail	System Request	Transit	
3249	Centro Cultural Open House	7/19/2018	South Hillsboro capacity - what are we doing to address traffic from all of the new development	Vehicles	System Request	Congestion	South Hillsboro
3250	Centro Cultural Open House	7/19/2018	2200 SE 45th Ave - Por favor me gustaría que en esta area pusieran atencion porque hay mucho carro parquindo en la calle y es bien peligroso. No miro cuando salgo de casa es bien peligroso. Gracias por estar pendientes de la comunidad se les agrádese mucho me alegro de este programa; y de lo que están haciendo por la comunidad. TRANSLATION: Please, I would like you to pay attention to this area because there are a lot of cars parking on the street and it is very dangerous. I can't see when I leave the house and it is very dangerous. Thank you for keeping an eye on the community, it is very appreciated, and I am happy about this program and what you all are doing for the community.	Vehicles	Operations	Parking, Safety	2200 SE 45th Ave

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
3251	Centro Cultural Open House	7/19/2018	<p>Congestion en las siguientes calles 25/Cornell mucho trafico manana y tarde a la salida de Intel</p> <p>TRANSLATION: Congestion on the following streets: - 25th/Cornell lots of traffic morning and evening near the Intel exit</p>	Vehicles	Operations	Congestion	25th and Cornell
3252	Centro Cultural Open House	7/19/2018	<p>Congestion en las siguientes calles Cornell y Brookwood cerca de COSTCO</p> <p>TRANSLATION: Congestion on the following streets: - Cornell and Brookwood near Costco</p>	Vehicles	Operations	Congestion	Brookwood and Cornell
3253	Centro Cultural Open House	7/19/2018	<p>Congestion en las siguientes calles Cornelius Pass y TV Hwy</p> <p>TRANSLATION: Congestion on the following streets: - Cornelius Pass and TV Hwy</p>	Vehicles	Operations	Congestion	Cornelius Pass and TV Hwy
3254	Centro Cultural Open House	7/19/2018	<p>Congestion en las siguientes calles Vuelta a la izquierda en 209 y TV Hwy</p> <p>TRANSLATION: Congestion on the following streets: - left turn at 209 and TV Hwy</p>	Vehicles	Operations	Congestion	209th and TV Hwy
3255	Centro Cultural Open House	7/19/2018	<p>Congestion en las siguientes calles 170 y TV Hwy una de las peores, 15 o 20 min. para cruzar de un lado a otro de la calle manejando.</p> <p>TRANSLATION: Congestion on the following streets: - 170th and TV Hwy one of the worst, 15 or 20 min. to get from one side to the other driving</p>	Vehicles	Operations	Congestion	170th and TV Hwy
3256	Centro Cultural Open House	7/19/2018	<p>No hay autobuses para ir a los campos a Nor Plains</p> <p>TRANSLATION: There aren't buses to travel from the fields (??) to North Plains</p>	Bus	System Request	Transit	North Plains
3257	Centro Cultural Open House	7/19/2018	<p>Necesitamos otras lineas de autobus aunque sea 2 veces a dia Vernonia, Gaston, Farmington</p> <p>TRANSLATION: We need other bus lines even if it's just two times a day to Vernonia, Gaston, and Farmington</p>	Bus	System Request	Transit	Vernonia, Gaston, Farmington
3258	Centro Cultural Open House	7/19/2018	<p>If Hillsboro first priority is "safety" Hillsboro must focus on sidewalks and bike lanes before "convenient" bus stops. An example is 24th Ave that connects Maple St and Main. The street is so narrow, there is no room for pedestrians/bikes. The only option is to jump through the ditches to avoid traffic.</p>	Pedestrians	Operations	Infrastructure, Safety, Sidewalks, Bike Lanes	24th between Maple and Main St
3259	Centro Cultural Open House	7/19/2018	Autobus desde TV Highway and 13th St, to River Rd and meet on Rosedale, to 209, to TV Hwy, and follow to Cornelius Pass to West Union	Bus	System Request	Connectivity, Transit	TV Highway to West Union via River Rd, Rosedale, 209, and Cornelius Pass

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
3260	Centro Cultural Open House	7/19/2018	Nosotros vivemos por 2093 NE Barberry Dr, Hillsboro, falta alumbrado publico TRANSLATION: We live on 2093 NE Barberry Dr, Hillsboro, missing street lights	Pedestrians	System Request	Safety	21st and Barberry
3261	Centro Cultural Open House	7/19/2018	1: en la tarde se congestiona el trafico y en la noche pasan muy rapido los carros y es un area de 35 mph! TRANSLATION: In the afternoon, traffic is congested and at night cars pass by very quickly and it is a 35 mph area	Vehicles	Enforcement, Operations	Congestion, Traffic Calming/Speed	Arrington and Cornell
3262	Centro Cultural Open House	7/19/2018	Concerns with this area - Protected green/blue spaces (Rock Creek)? - Will likely require a bridge - What will this mean for the park? - There is lots of potential	Vehicles	System Request	Design, Trails	Century and Baseline
3263	Centro Cultural Open House	7/19/2018	Main - one-way to two-way. Very hard to drive on not clearly labeled streets	Vehicles	Operations	Design	Downtown Hillsboro
3264	Centro Cultural Open House	7/19/2018	Increible la cantidad de trafico a la hora pico. TRANSLATION: Incredible amounts of traffic at the peak hour.	Vehicles	Operations	Congestion	25th and Cornell
3265	Centro Cultural Open House	7/19/2018	The light takes a significant long time for the turning lane	Vehicles	Operations	Signals	Cypress and TV Hwy
3266	Centro Cultural Open House	7/19/2018	Center lane needs to be split. Left turn lane needs its own lane - not shared	Vehicles	Operations	Intersection Design	On Oak at 10th
3267	Centro Cultural Open House	7/19/2018	Muy dificil a la hora de entrar y salir de la escuela TRANSLATION: Very difficult at the drop off and pick up time for school.	Vehicles	Operations	Congestion	Cornelius Pass and Lois
3268	Centro Cultural Open House	7/19/2018	Demasiado trafico a toda hora TRANSLATION: Too much traffic at every hour	Vehicles	Operations	Congestion	Cornelius Pass and TV Hwy
3269	Centro Cultural Open House	7/19/2018	Along TV Highway it is a dangerous road for bikers	Bicycles	Operations	Safety	TV Highway
3270	Centro Cultural Open House	7/19/2018	Que construyan la conección del trai entre Rock Creek TRANSLATION: Build the trail connection with Rock Creek	Bicycles	System Request	Connectivity, Infrastructure, Trails	Proposed Rock Creek Trail alignment between the existing Rock Creek Trail and Rood Bridge Park
3271	Centro Cultural Open House	7/19/2018	Calle chica, sin espacio para pasar seguramente TRANSLATION: Narrow road, without space to travel safely	Bicycles	Operations	Design, Safety	24th Ave

City of Hillsboro TSP Public Comment Log							
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3272	Centro Cultural Open House	7/19/2018	¡Peligro! Ya que las personas utilizan las aeeras TRANSLATION: Danger! People actually use this area	Bicycles	Operations	Safety	Maple between 10th and 24th
3273	Centro Cultural Open House	7/19/2018	Bus on River Rd and connect with Cornelius Pass	Bus	System Request	Connectivity, Transit	River Rd to Cornelius Pass via Rosedale
3274	Centro Cultural Open House	7/19/2018	[Bus service requested] Rosedale to West Union	Bus	System Request	Connectivity, Transit	Rosedale to West Union via 209th and Cornelius Pass
3275	Centro Cultural Open House	7/19/2018	[Bus service requested] TV Highway to Rosedale on 209th	Bus	System Request	Transit	209th from TV Hwy to Rosedale
3276	Centro Cultural Open House	7/19/2018	Max to PCC	MAX/WES Lightrail	System Request	Transit	
3277	Centro Cultural Open House	7/19/2018	[Bus service requested] from West Union to Rosedale	Bus	System Request	Connectivity, Transit	West Union to Rosedale via Cornelius Pass
3278	Centro Cultural Open House	7/19/2018	Autobus de enlace or autobus? Calle principal!! Cornelius Pass Rd TRANSLATION: Shuttle bus or bus? Main road!!! Cornelius Pass Rd.	Bus	System Request	Connectivity, Transit	Cornelius Pass Rd
3279	Centro Cultural Open House	7/19/2018	Dairy Queen 48th Ave - cuando entra uno al Dairy Queen esa calle tiene muchos hoyos TRANSLATION: Dairy Queen 48th Ave - When you enter Dairy Queen the street has many potholes	Vehicles	Maintenance	Road Condition	48th and TV Hwy
3280	Centro Cultural Open House	7/19/2018	Autobus all way down from north Brookwood to TV Highway	Bus	System Request	Connectivity, Transit	Brookwood from Dawson Creek to TV Hwy
3281	Centro Cultural Open House	7/19/2018	Autobuses de enlace TRANSLATION: Shuttle bus	Bus	System Request	Transit	Area between 10th and Brookwood, south of Baseline and north of TV Hwy
3282	Centro Cultural Open House	7/19/2018	Autobuses de enlace TRANSLATION: Shuttle bus	Bus	System Request	Transit	Area bewteen Jackson School Rd and 25th, north of Cornell, south of Evergreen
3283	Centro Cultural Open House	7/19/2018	TriMet doesn't care for rural communities facing barrier[s] to reliable transportation			Transit	
3284	Centro Cultural Open House	7/19/2018	Max Tren Ligero para Forest Grove TRANSLATION: MAX light rail train to Forest Grove	MAX/WES Lightrail	System Request	Connectivity, Transit	MAX Blue Line to Forest Grove

City of Hillsboro TSP Public Comment Log							
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3285	Centro Cultural Open House	7/19/2018	Seniors in Washington County don't have reliable transportation available. A lot are not able to use public transportation for mobility reasons, but at the same time don't qualify for TriMet Lift because they don't meet disability criteria. The only option they have is Ride Connection - a service with constant negative feedback due to all of the cancellations. This may be happening because of the lack of volunteers who can travel across the county, or funding. The majority of seniors aren't on OHP and cannot use Ride to Care so they are left with the only option, Ride Connection, resulting in missing medical appointments and other necessary trips.	Bus	System Request	Transit	
3286	Centro Cultural Open House	7/19/2018	Aumentar las banquetas en los alrededores de South Hillsboro Project. Aumentar areas peatonales crossing TV Highway TRANSLATION: Add sidewalks around the South Hillsboro Project. Increase pedestrian crossings on TV Highway	Pedestrians	System Request	Crossings, Infrastructure, Signals, Sidewalks	South Hillsboro
3287	Centro Cultural Open House	7/19/2018	Need sidewalks on TV Hwy	Pedestrians	System Request	Infrastructure, Sidewalks	TV Hwy
3288	Centro Cultural Open House	7/19/2018	South Century passing TV Hwy [[sidewalks]]	Pedestrians	System Request	Infrastructure, Sidewalks	Century and TV Hwy
3289	Centro Cultural Open House	7/19/2018	Banquetas a lo largo de South Hillsboro Project en 209th and 229th TRANSLATION: Sidewalks for the length of the South Hillsboro Project on 209th and 229th	Pedestrians	System Request	Infrastructure, Sidewalks	209th
3290	Centro Cultural Open House	7/19/2018	Banquetas a lo largo de South Hillsboro Project en 209th and 229th TRANSLATION: Sidewalks for the length of the South Hillsboro Project on 209th and 229th	Pedestrians	System Request	Infrastructure, Sidewalks	229th
3291	Centro Cultural Open House	7/19/2018	Banquetas en TV Hwy - acceso a negocios - seguridad de estudiantes en Aloha Huber /ISB/Aloha HS TRANSLATION: Sidewalks on TV Hwy - access to businesses - safety of students in Aloha-Huber / ISB (International School of Beaverton) / Aloha High School	Pedestrians	System Request	Infrastructure, Sidewalks	TV Hwy and Kinnaman, between 185th and Farmington/170th
3292	Centro Cultural Open House	7/19/2018	24th necesitan banquetas TRANSLATION: 24th needs sidewalks	Pedestrians	System Request	Infrastructure, Sidewalks	24th
3293	Centro Cultural Open House	7/19/2018	24th from Maple to Main- seguridad banquetas y linea de bicicletas TRANSLATION: 24th from Maple to Main - safe sidewalks and bike lane	Pedestrians	System Request	Infrastructure, Sidewalks	24th from Maple to Main
3294	Centro Cultural Open House	7/19/2018	Faltan más banquetas en esta area TRANSLATION: Missing more sidewalks in this area	Pedestrians	System Request	Infrastructure, Sidewalks	Connell and Garibaldi

City of Hillsboro TSP Public Comment Log							
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3295	Centro Cultural Open House	7/19/2018	Construcción de banquetas TRANSLATION: Construction of sidewalks	Pedestrians	System Request	Infrastructure, Sidewalks	Between Jackson School and 17th between Sunrise and Grant
3296	Centro Cultural Open House	7/19/2018	Calle chica, no hay espacio para caminar seguramente (Brogden) TRANSLATION: Narrow street, there's not enough space to walk safely.	Pedestrians	System Request	Design, Safety	Brogden
3297	Centro Cultural Open House	7/19/2018	Antes de agan cualquier cosa ??? de seguridad de los ninos ??? ir a la escuela TRANSLATION: Before doing anything else, prioritize the safety of children going to school.	Pedestrians	Operations	Safety	South of Baseline between 24th and Brookwood
3298	Centro Cultural Open House	7/19/2018	No hay espacio para caminar en el puente TRANSLATION: There is no space to walk on the bridge	Pedestrians	Operations	Infrastructure, Safety	24th over Turner Creek
3299	Centro Cultural Open House	7/19/2018	Me preocupa la seguridad de los ninos cuando van a la escuela TRANSLATION: I worry about the safety of the children when they go to school	Pedestrians	Operations	Safety	Brookwood School
3300	Centro Cultural Open House	7/19/2018	Mi prioridad es la seguridad en las escuelas que los ninos no tengan peligro TRANSLATION: My priority is the safety in the schools, that children are not in danger	Pedestrians	Operations	Safety	Brookwood School
3301	MISC	7/24/2018	<p>The proposed reconfiguration of the bus loop to improve on-site circulation does not answer the standing question of emergency access to the residents located in the area of 7th Avenue and Queens Court when the buses are trying to exit 7th Avenue onto Darnielle.</p> <p>Currently, the residents of 7th Avenue and Queens Court can circumvent the chaos of student drop-off/pick-up and bus traffic by turning right onto Darnielle. The new proposal will effectively block any emergency access to and from 7th Avenue and Queens Court. Emergency access by fire, rescue, ambulance, police and medical care would effectively be blocked when the buses and children are in motion and are present. The thirty two individual homes that comprise this area would be affected.</p> <p>Should the proposed change be implemented, it would be reasonable for bus vehicles to enter the new area from 7th Street and depart to Darnielle Street. This would effectively make the access to the affected area more manageable. I do realize though, that student access to the area could affect student safety.</p> <p>It would be reasonable to place a traffic light to control the access around the school area. The access from Darnielle Street to Connell during the process of student activity has become over-congested and dangerous.</p>	Vehicles	Operations	Congestion, Design, Safety, Signals	McKinney Elemetary School; 7th and Queens Ct
3302	MISC	5/18/2018	1. Vehicles west bound on NE Lincoln Street instead of eastbound	Vehicles	Operations	Safety, Signs/Markings	5th and Lincoln

City of Hillsboro
TSP Public Comment Log

ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
3303	MISC	5/18/2018	2. Consistent (daily) ignoring posted 25 mph speed limit Concern: proximity of Lincoln Elementary School i.e. children safety Opinion: there are no stops from NE 2nd to NE 6th. Drivers gain a lot of momentum in four blocks Solution: solar powered speed monitor with photo capabilities to cite violators	Vehicles	Enforcement, Operations	Traffic Calming/Speed	5th and Lincoln
3304	MISC	5/18/2018	3. Confusion at intersection of NE Lincoln and NE 5th a) eastbound vehicles on NE Lincoln stopping at intersection (there are no stop signs or pedestrians to initiate this response) Solution: ? b) eastbound vehicles in north lane executing left hand turn onto NE 5th Avenue Solution: ? c) southbound vehicle on NE 5th Ave failing to come to complete stop at stop sign Solution: rumble strips on NE 5th Ave to alert drivers to upcoming stop sign. Signage that states cross traffic does not stop. d) southbound vehicle on NE 5th Ave pulling into intersection of NE Lincoln/NE 5th Ave thinking that eastbound vehicles have stop signs, i.e. entering into on-coming traffic. Solution: see 3(c)	Vehicles	Operations	Signs/Markings	5th and Lincoln
3305	MISC	5/18/2018	Comment 1) There have been numerous "fender benders" that have occurred at NE 5th Ave and NE Lincoln St 2) Everyday there is an incident of at least one of the stated concerns. This is evidenced by visual observation and/or audible observation from blaring horns. I ask that the City of Hillsboro give these concerns your foremost attention to prevent a serious injury or a fatality. I have lived at this location for 16 years and am aware that these situations are increasing. If a city employee would like to discuss this on-site I would be willing to be the contact person. Thank you for your time and willingness to improve our city.	Vehicles	Operations	Safety	5th and Lincoln
3306	Centro Cultural Open House	7/19/2018	A bus line needs to be added to connect to TV Highway. The density is changing everyday in North Brookwood through TV Highway. I notice because I have sold houses in that area.	Bus	System Request	Transit	Brookwood
3307	Centro Cultural Open House	7/19/2018	What is given more of a priority when assessing safety?	Other	Operations	Safety	
3308	Centro Cultural Open House	7/19/2018	We live near 200th (20th?) and Maple St (referring to the turn on 24th and Turner Creek) - no safe way to get to the other side of Hillsboro walking. Does not have sidewalks and it is dangerous to connect to the other side.	Pedestrians	System Request	Infrastructure, Sidewalks, Safety ?	
3309	Centro Cultural Open House	7/19/2018	Is there any plan to make more parking structure or rideshare parking?	Vehicles	System Request	Parking	
3310	Centro Cultural Open House	7/19/2018	No transportation to the fields where some field workers work (North Plains & Vernonia)	Bus	System Request	Transit	North Plains, Vernonia
3311	Centro Cultural Open House	7/19/2018	WL Henry - dangerous side areas to walk to school. There are no sidewalks for children to connect to school	Pedestrians	System Request	Infrastructure, Sidewalks, Safety	24th

City of Hillsboro
TSP Public Comment Log

ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
3312	Centro Cultural Open House	7/19/2018	Why do the bus hours reduce on holidays? Some people in the community still work on holidays and others do not	Bus	System Request	Transit	
3313	MISC	7/31/2018	<p>Just wondering, what is the magic number, how many collisions have to happen at the intersection of 21st and NE Sunrise before it is made a 4 way stop LIKE EVERY OTHER INTERSECTION OF SIMILAR TYPE ON SUNRISE???? Why is this such a difficult thing to make happen? Granted, todays latest victim probably could not have been avoided, but, AT LEAST THERE WOULD HAVE BEEN A CHANCE TO AVOID IT, if all parties were supposed to stop. It is incredibly difficult to see oncoming traffic FROM EITHER approach on 21st due to the cars that are perpetually parked on the street between 21 and 25 on Sunrise. It is dangerous and pointless to not have this a 4-way stop.</p> <p>On a related but separate note, who do I talk to about getting some traffic enforcement on this freeway known as Sunrise Ln? really sick and tired of all the speeders up and down this street constantly. Its shameful and annoying as h#!!. Who are the politicians in charge of this inaction because I want to know who not to vote for at the next election. Thanks. PS, I was trying to reach engineering but the link brought me here, please forward as appropriate, thanks.</p>	Vehicles	Enforcement, Operations	Intersection Design, Safety, Traffic Calming/Speed	21st & Sunrise
3314	Next Door		Done! Having grown up in Hillsboro, now working for the school district, and owning a house here... I love the growth the city has had. At the same time we’re not fixing up old neighborhoods with intentionality, just building new ones. Glad you’re all doing this!	Other	System Request		
3315	Next Door		The area on Rood Bridge rd to River rd where the kids, cars and buses come out of Hillsboro High could use sidewalks. I drive that road daily and kids are on cell phones and often walking in the street and it’s a high traffic area with cars commuting to Hilhi, Rood Bridge park, golf course and neighborhoods.	Pedestrians	System Request	Infrastructure, Sidewalks, Safety	Rood Bridge Rd
3316	Next Door		I'm drive in a Power Chair & I've noticed many Hillsboro Streets don't have a safe place for Me to drive or cement squares that are misplaced making for quite a big bump. I'd like to see posted speed limit signs in neighborhoods. I've had to yell at several Drivers that though My Neighborhood was a Raceway.	Pedestrians	Operations	Infrastructure, Sidewalks, Safety, Road Condition, Traffic Calming/Speed	
3317	Next Door		Not forcing hundreds of people to completely change there addresses would be a great start. Honestly who was the bright one who thought of that one? Just to be more like Portland? The excuse "to make public safety more efficient" doesn't fly either.	Other			
3318	Next Door		We need a street light at 18th and Baseline (Main). Many cars try to get onto Baseline from 18th and must wait and wait and then take a chance of not getting hit. Cars coming out of the apartments on south side of Baseline also have difficulty. Could not find your map so have written this.	Vehicles	System Request	Signals	18th and Baseline
3319	Next Door		Second area would be the intersection at Cornell and Brookwood. East bound left turn lane needs a longer time for cars to go through it. We have watched many times when only 3 cars made it on green, one on yellow and the 4th actually on red. Thanks.	Vehicles	Operations	Signals	Brookwood and Cornell
3320	Next Door		Bus transportation needed on Cornelius Pass.	Bus	System Request	Transit	Cornelius Pass Rd
3321	Next Door		The older neighborhoods need new sidewalks. The city should be paying for that too, this is the first time I have owned a home and not had the city provide sidewalks on the easement for public access. The present sidewalks are NOT ADA compliment, so the disabled in our community do not have full and equal access. It is on the city top provide equal access for ALL citizens. Some roads do not even have sidewalks, such as Rood Bridge Road, which is unsafe for both the disabled and able bodied children alike.	Pedestrians	System Request	Infrastructure, Sidewalks, Safety	Rood Bridge Rd
3322	Next Door		A bus route on Brookwood would be nice.	Bus	System Request	Transit	Brookwood

City of Hillsboro TSP Public Comment Log							
ID	Source	Date_Time	Comment	Mode	Category	Subcategories	Location
3323	Next Door		First Avenue is a freaking mess. Crossing between Glencoe HS and Lincoln Street is a continuing nightmare as the traffic is apparently less regulated in the center of town than it is on Cypress, which generally sports a snazzy electronic speed sign. Drivers of everything from Mom Vans to 88-wheel trucks sail through regularly at 35+ MPH. Good luck not getting killed.	Vehicles	Enforcement, Operations	Crossings, Traffic Calming/Speed, Safety	Glencoe/1st between Glencoe HS and Lincoln St
3324	Next Door		If you want to do something really useful, do SOMETHING about the god- damned trains through town in the middle of the night.	Other	Operations		
3325	Next Door		We REALLY need a bus route up Cornelius Pass Rd! I tried to put a comment on the map but can't do it from my phone.	Bus	System Request	Transit	Cornelius Pass Rd
3326	Next Door		Please put in sidewalks from River Road, past the high school to Rood Bridge Park. This is heavily used by students and elderly walkers.	Pedestrians	System Request	Infrastructure, Sidewalks	River Rd
3327	Next Door		River road and witch hazel needs a light.	Vehicles	System Request	Signals	River Rd and Witch Hazel
3328	Next Door		A light on Brookwood/Bentley (a sensitive one) could be helpful for people trying to make lefts onto Brookwood. Not sure how people feel about this when traffic is light (I wouldn't want to be stuck waiting at a light coming out).	Vehicles	System Request	Signals	Brookwood and Bentley
3329	Next Door		Also, it'd be great if bike paths were actually kept clean. They get unusable when all the gravel and sticks/twigs/evergreen duff piles up in them.	Bicycles	Maintenance	Road Condition	
3330	Next Door		I put my comments on the interactive map, which a) very cool, and b) just wanted to say thanks for allowing the public to give their input. It's one thing to be frustrated and a whole other to be able to be given a way to be part of giving feedback and thinking of solutions, so thanks!	Other			
3331	Next Door		8th and E Main. Add a pedestrian signal on the west side of the intersection. I know the City's in love with Pacific University but, the Max platform is on the west side of 8th so in order to have the luxury of the pedestrian signal, the mass transit commuters have to cross the street. The other option is to have no parking on the North and South sides of E Main between 7th and 9th because a pedestrian has to get into the lane of traffic to see oncoming traffic. Don't believe me ? Try it for yourself when the Pacific students have Main Street parking loaded up at this intersection. If you're going to encourage a pedestrian corridor, at least make it safe.	Pedestrians	System Request	Infrastructure, Parking, Sidewalks, Signals, Safety	8th and Main
3332	Next Door		If you want to cross 1st street to go either west or east and you are between Cory and Lincoln - good luck. There are no obvious cross walks, and cars don't pay attention. Yes pedestrians have the right of way but again, good luck.	Pedestrians	System Request	Crossings, Safety	1st between Cory and Lincoln
3333	Next Door		OMG TV Hi way is in very bad cond !!!! The intersection at Brookwood Has LARGE ruts/cracks !!! We pay plenty of gas tax FIX it ! & The large DIP just west of murry !	Vehicles	Maintenance	Road Condition	TV Hwy at Brookwood and Murray
3334	Next Door		The "walk" signs need to be triggered automatically with the matching green light. If you are at an intersection and push the "walk" request before the light turns green you will get a "walk" when the light turns green. If you get there a second too late and push the button it won't.	Pedestrians	Operations	Signals	
3335	Next Door		The crosswalk at Oak St and Aarmco is ineffective and dangerous. I believe it needs a flashing light. Traffic eastbound on oak does not appear to notice pedestrians attempting to cross, and not infrequently one lane will stop while the next lane continues thru the crosswalk	Vehicles	Operations	Crossings, Signals, Safety	Oak and Armco
3336	Next Door		I have seen elementary school kids walking in the ditches to avoid oncoming cars and school buses on the way to school on Imly, Borwick and Golden streets. Curbs and sidewalks are needed especially since many drivers exceed the speed limit on these heavy used streets mornings and after school every day.	Pedestrians	System Request	Infrastructure, Sidewalks, Safety	Imlay
3337	Next Door		I have seen elementary school kids walking in the ditches to avoid oncoming cars and school buses on the way to school on Imly, Borwick and Golden streets. Curbs and sidewalks are needed especially since many drivers exceed the speed limit on these heavy used streets mornings and after school every day.	Pedestrians	System Request	Infrastructure, Sidewalks, Safety	Borwick

City of Hillsboro TSP Public Comment Log							
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3338	Next Door		I have seen elementary school kids walking in the ditches to avoid oncoming cars and school buses on the way to school on Imly, Borwick and Golden streets. Curbs and sidewalks are needed especially since many drivers exceed the speed limit on these heavy used streets mornings and after school every day.	Pedestrians	System Request	Infrastructure, Sidewalks, Safety	Golden
3339	Next Door		The intersection of Brookwood and Bentley desperately needs a left turn light.	Vehicles	System Request	Signals	Brookwood and Bentley
3340	Next Door		The intersection of first and Oak needs a left turn light.	Vehicles	System Request	Signals	1st and Oak
3341	Next Door		Bentley also needs widening and sidewalks.	Pedestrians	System Request	Infrastructure, Sidewalks	Bentley
3342	Next Door		Please add a stop light at Grant and 1st street!!!!	Vehicles	System Request	Signals	1st and Grant
3343	Next Door		Slow down speefers in neighborhoods! These streets are long and have no stops to slow people down. Dangerous and a disaster waiting to happen!	Vehicles	Enforcement, System Request	Traffic Calming/Speed	
3344	Next Door		Intersections around Brookwood, Cornell, Costco, and 53rd	Vehicles	Operations	Safety	Brookwood and Cornell
3345	Next Door		Frewing Road needs sidewalks. The only sidewalks we have are the ones that were installed when the new houses went up. It would be great to have sidewalks on both sides of the road. This way the kids can stay off the street. We also need something to let people know that the speed limit is 25MPH. I've seen too many people drive by to fast. It's scary.	Pedestrians	System Request	Infrastructure, Sidewalks, Traffic Calming/Speed	Frewing Rd
3346	Next Door		Oregon seems to have a sidewalk issue period. The start and stop of sidewalks draws people to cross the road in the middle of the street, which adds to pedestrian safety issues. I get why it is that way, but something needs to give, through eminent domain of whatever to have uninterrupted pedestrian ways. To stay on a sidewalk, my wife has to cross the street three times in six blocks on her way home from work at Freddie's, at 11 PM or midnight. Not safe.	Pedestrians	Operations	Infrastructure, Sidewalks, Safety, Connectivity	