



Beaverton

SW Farmington Rd. & SW Murray Blvd.



SW Farmington Rd. & SW Murray Blvd.—Beaverton

SW Farmington Rd. & SW Murray Blvd. focus area is located in the City of Beaverton. It is situated approximately one mile from the City's downtown, an area of particular interest to the City as it works to revitalize the area. The focus area's close proximity to downtown Beaverton and direct connections to TriMet service make it a prime location for infrastructure investments that will improve a person's ability to walk to transit stops and local destinations safely, directly, and comfortably.

Places to access locally by foot

If a person walks within this focus area, these are examples of the places he or she could walk to or from:

- Retail (e.g. Kmart, Grocery Outlet, Plaid Pantry, 7-Eleven)
- Housing (senior, multi-family, single-family)
- Sisters of St. Mary Oregon Campus (schools, nursing home, community center)
- Schools (Beaverton High School, Sunshine Montessori Pre-School, German American School of Portland,)
- Eichler Park

Places to access regionally by transit

If a person boards a TriMet bus in this focus area, these are examples of the places he or she could travel to without making a transfer:

Beaverton: Downtown Beaverton, Beaverton High School, Beaverton Library, Beaverton Farmer's Market, The Round

Aloha: Aloha High School, retail along Tualatin Valley Hwy

Hillsboro: Downtown Hillsboro, Streets of Tanasbourne, Portland Community College (PCC) - Rock Creek Campus and Portland Community College (PCC) - Willow Creek Center

Tigard: Washington Square Mall

Forest Grove and Cornelius: Pacific University, Downtown Forest Grove and Cornelius

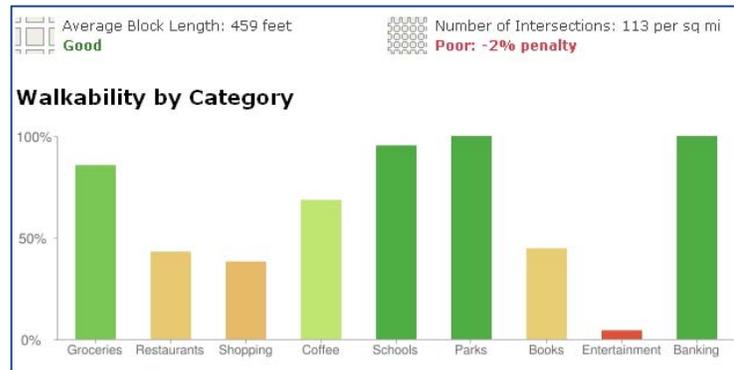
Transit centers and MAX stations: Beaverton Transit Center, Sunset Transit Center, Hillsboro Central/SE 3rd Ave Transit Center, Willow Creek/SW 185th Ave Transit Center, Washington Square Transit Center, Millikan Way MAX Station, Beaverton Central MAX station

2040 growth concept centers: Beaverton Regional Center, Washington Square Regional Center, Tanasbourne Regional Center, Aloha Town Center, Murray Hill Town Center, Cedar Mill Town Center

15 minutes by walking

The map below displays the area a person can walk to, or from the intersection of SW Murray Blvd. & SW Farmington Rd., within 15 minutes, using the street network. It was created using the website *walkscore.com*. Additional information about Walkscore's beta street smart feature can be found on their website. As noted earlier, Walkscore has limitations. It cannot rate the quality of a walking environment. For example, it does not know whether a sidewalk is missing or an intersection is dangerous to cross. The "observed behavior" section of this report begins to assess the focus area from a more qualitative, user experience perspective.

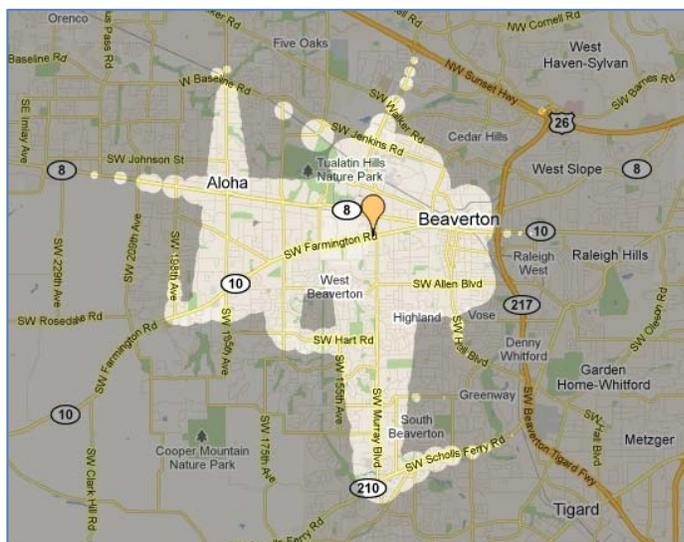
Walk shed map: score 61 out of 100—somewhat walkable—some amenities within walking distance



Source: *walkscore.com* (beta street smart feature)

15 minutes by transit

The map below displays the area a person can travel to within 15 minutes, using TriMet transit service, from the intersection of SW Murray Blvd. & SW Farmington Rd. It was created using the website *mapnificent.net* and assumes the person is starting travel at 9 a.m. on a weekday.



Source: *mapnificent.net*

The table below shows, during an average week, how many people are getting on and off a bus at the stops located at a particular intersection. We know every person who got on or off the bus had to walk or roll for some part of their trip to the bus stop. Therefore, when no other pedestrian count data is available, the total number of ons and offs can be used as a proxy for the *minimum* number of pedestrians walking around an intersection during an average week. Likewise, the table shows how many times the bus ramp or lift is deployed. The number of ramp/lift deployments is an indicator of the number of people needing an accessible walking environment, often because they are using a mobility device, stroller, or shopping cart.

Top 5 intersections with TriMet customer ons and offs

Transit stop locations - intersection	Transit line(s)	Weekly ons and offs at intersection	Monthly vehicle ramp/lift deployment at intersection
Tualatin Valley Hwy. & Murray Blvd.	57,62	2,587	22
Farmington Rd. & Murray Blvd.	52,62	1,865	22
Farmington Rd. & 153rd/Mueller Dr.	52	468	0
Farmington Rd. & 139th	52	410	1
Farmington Rd. & 149th/St Mary's Dr.	52	352	12

Observed behavior

1. Cars parked in the shoulder of SW Farmington Rd., east of SW Murray Blvd., on the south side of the road, where no sidewalks are present, forcing pedestrians into the motor vehicle travel lane. Pedestrians walking on the south side where no sidewalks are present, even though there are sidewalks on the north side of the road.
2. Transit customers, carrying many items, waiting for the Westbound, Line 52 bus, at SW Farmington Rd. & SW Murray Blvd. without a place to sit.
3. People crossing SW Tualatin Valley Hwy. midblock, in unprotected places, across seven lanes of very fast moving motor vehicle traffic. The posted speed limit is 45 mph.
4. People crossing SW Farmington Rd. midblock, in unprotected places, against four lanes of fast moving motor vehicle traffic. The posted speed limit ranges from 35 to 40 mph.
5. People having to wait a long time before being able to get a walk signal, crossing very long distances, and being on the watch for motor vehicles making permitted right turns on red at the intersections of SW Farmington Rd. & SW Murray Blvd. and SW Murray Blvd. & SW Tualatin Valley Hwy. There are 2,587 people getting on or off a bus at the intersection of SW Murray Blvd. & SW Tualatin Valley Hwy. Most of them likely have to walk across this intersection.

SW Farmington Rd. & SW Murray Blvd.—pedestrian and transit needs

Needs help

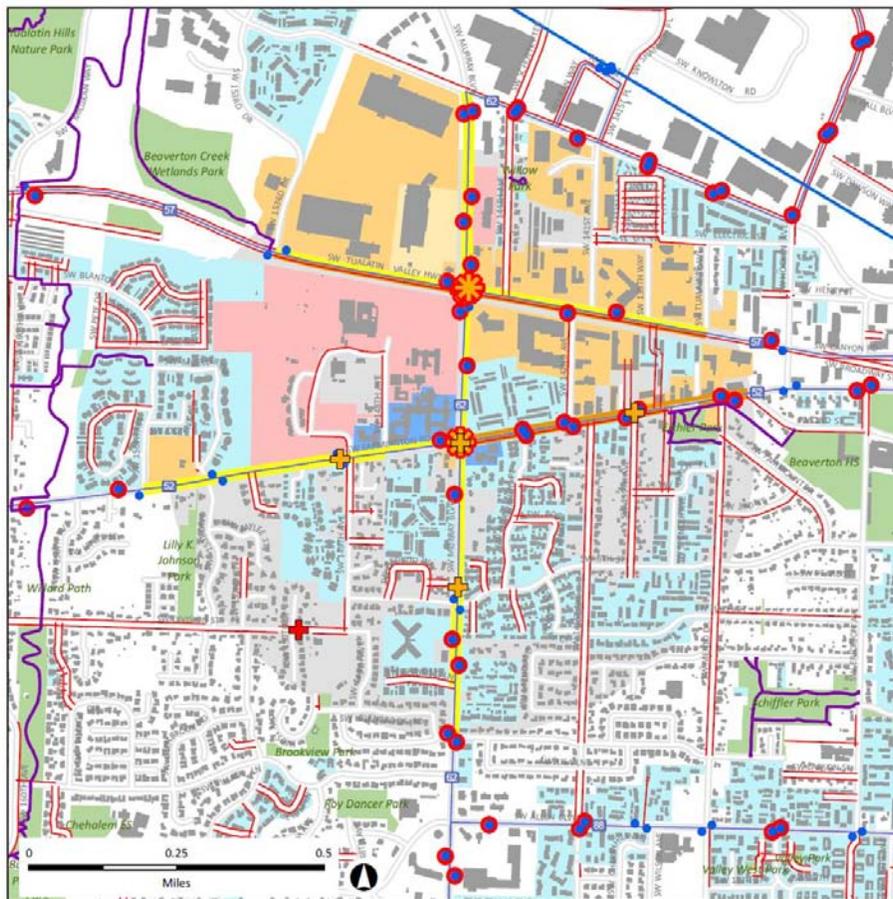


Near Stop ID 1667, SW Farmington Rd. & 139th Ave.

Something positive to build from



Stop ID 4064, SW Murray Blvd. & Bonnie Brae St.



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|--|---|--|-----------------------------------|--|----------------------|
| | Conflict at crossing with turning vehicles | | TriMet stops | | Multi-family housing |
| | Fatality or serious injury bike/ped crash | | Stops >150' from marked crosswalk | | Senior housing |
| | Injury bike/ped crash | | TriMet bus lines | | Pre-to-middle school |
| | Minimal buffer between sidewalk and traffic | | Existing multi-use path | | High school |
| | No buffer between sidewalk and traffic | | Proposed multi-use path | | Library |
| | Sidewalk gaps | | Focus area boundary | | Health clinic |
| | | | Parks and open space | | Grocery store |
| | | | | | Commercial: other |

Five actions to take to make the area safer, easier, and comfortable to walk

- 1.** Build sidewalks that are at least 10 ft. wide along the south side of SW Farmington Rd., east of SW Murray Blvd, where there are none, and widen the existing sidewalk corridors all along SW Farmington Rd, east and west of SW Murray Blvd., so there is a landscaped buffer between pedestrians and the motor vehicles. The minimum sidewalk corridor width for a busy road like this should be 10 ft, including a landscaped buffer, but wider is better, preferably 14 ft.
- 2.** Provide a shelter at the Stop ID 1660. It has over 50 average boardings (ons) each weekday.
- 3.** Provide additional, frequent, protected pedestrian crossings along SW Tualatin-Valley Hwy; add sidewalks (minimum 10 ft. with a planted buffer) along the south side of the roadway where there are none, both east and west of where it intersects SW Murray Blvd, parallel to the freight railroad tracks. Work with Portland and Western Railroad to accomplish this. Currently, there are only two protected crossings within one mile. At a minimum, protected pedestrian crossings should be provided at least every 530 ft. Consider treatments like full signalization of intersections, medians with pedestrian refuges, and pedestrian warning signs, like Rectangular Rapid-Flashing Beacons (RRFBs) to assist people with crossing the street.
- 4.** Provide additional, frequent, protected pedestrian crossings along SW Farmington Rd. At a minimum, protected pedestrian crossings should be provided at least every 530 ft. Consider treatments like medians with pedestrian refuges, and pedestrian warning signs, like Rectangular Rapid-Flashing Beacons (RRFBs) to assist people with crossing the street.
- 5.** Shorten crossing distances, make crosswalks more visible, and provide more time for pedestrians to cross at the intersections of SW Farmington Rd. & SW Murray Blvd. & SW Tualatin-Valley Hwy. & SW Murray Blvd. All signals should, at a minimum, be timed so people have one second to walk 3.5 ft. Given the intersections' proximity to senior centers and schools, a more appropriate time would be one second for every 2.5 ft. to allow children and senior citizens, who tend to walk more slowly, to cross comfortably under the protection of the walk phase. Consider other signal treatments like leading pedestrian phases, automatic recall for pedestrian actuated signals, and right turn on red restriction. Curb radius reduction and crossing island treatments should also be considered to shorten crossing distances.