



Washington County

SW Beaverton-Hillsdale Hwy. & SW Scholls Ferry Rd.



SW Beaverton-Hillsdale Hwy. & SW Scholls Ferry Rd.— Washington County

The SW Beaverton-Hillsdale Hwy & SW Scholls Ferry Rd. focus area is located in Washington County, on the border of the City of Beaverton and the City of Portland. It is situated 2.5 miles from downtown Beaverton, five miles from downtown Portland, and 4.5 miles from downtown Tigard. Commuter Rail and bus connections converge at Tigard and Beaverton Transit Centers and connections to light rail can be made at Beaverton Transit Center. Within the focus area a variety of neighborhood retail and services are located along SW Beaverton-Hillsdale Hwy. The mix of land uses and abundance of senior housing in this focus area make it a good 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. Raleigh Hills Plaza, Fred Meyer, New Seasons, Safeway, Walgreens)
- Housing (senior, multi-family, single-family)
- Raleigh Hills Elementary School
- Parks (Raleighwood Park and Bauman Park)

Places to access regionally by transit

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

Portland: Downtown Portland, Portland State University, Marquam Hill

Beaverton: Downtown Beaverton

Tigard: Downtown Tigard, Washington Square Mall

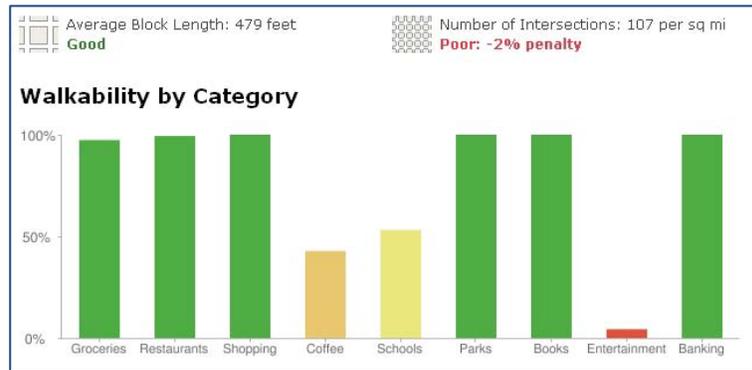
Transit centers and MAX stations: Beaverton Transit Center, Tigard Transit Center, Washington Square Transit Center

2040 growth concept centers: Central City, Beaverton Regional Center, Washington Square Regional Center, Raleigh Hills Town Center, Tigard Town Center, Hillsdale Town Center

15 minutes by walking

The map below displays the area a person can walk to, from the intersection of SW Beaverton-Hillsdale Hwy. & SW Oleson 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.

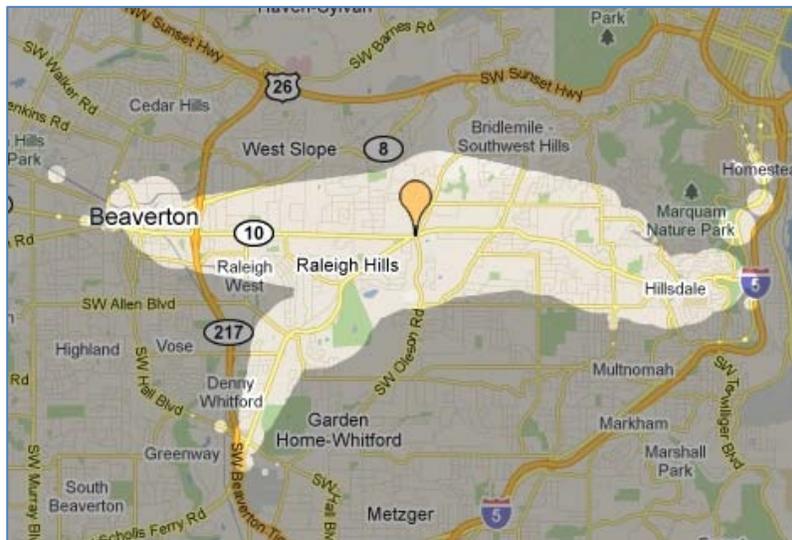
Walk shed map: score 81 out of 100—very walkable – most errands can be accomplished on foot



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 Beaverton-Hillsdale Hwy. & SW Oleson 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 stops located at an 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
Beaverton-Hillsdale Hwy & Oleson	54,56,61	1,857	26
Beaverton-Hillsdale Hwy & 62nd	54,56	1,018	35
Beaverton-Hillsdale Hwy & 78th	54,55	762	1
Scholls Ferry 5100 Block	56	711	2
Beaverton-Hillsdale Hwy & 59th	54,56	631	15

Observed behavior

1. People having to wait a long time before being able to get a walk signal, crossing very long distances, being on the watch for motor vehicles making permitted right turns on red, and hurrying or running to cross the intersection of SW Beaverton Hillsdale Hwy & SW Oleson Rd. because they cannot make it across the road in the time allotted to cross. There are 1,857 people getting on or off a bus at this intersection every week. Most of them likely have to walk across this intersection.
2. People having to wait a long time before being able to get a walk signal, crossing very long distances, being on the watch for motor vehicles making permitted right turns on red, and hurrying or running to cross the intersection of SW Beaverton Hillsdale Hwy & SW Oleson Rd. because they cannot make it across the road in the time allotted to cross.
3. People walking on the shoulder or bicycle lane of SW Scholls Ferry Rd. where sidewalks are not present, for example near Raleigh Hills Elementary School.
4. People crossing SW Scholls Ferry Rd. mid-block or at unprotected intersections.
5. People walking on 6 ft. curb tight sidewalks along SW Beaverton-Hillsdale Hwy, where there is no landscaped buffer between pedestrians and traffic. The posted speed limit is 40 mph.

SW Beaverton-Hillsdale Hwy. & SW Scholls Ferry Rd—Pedestrian and transit needs

Needs help

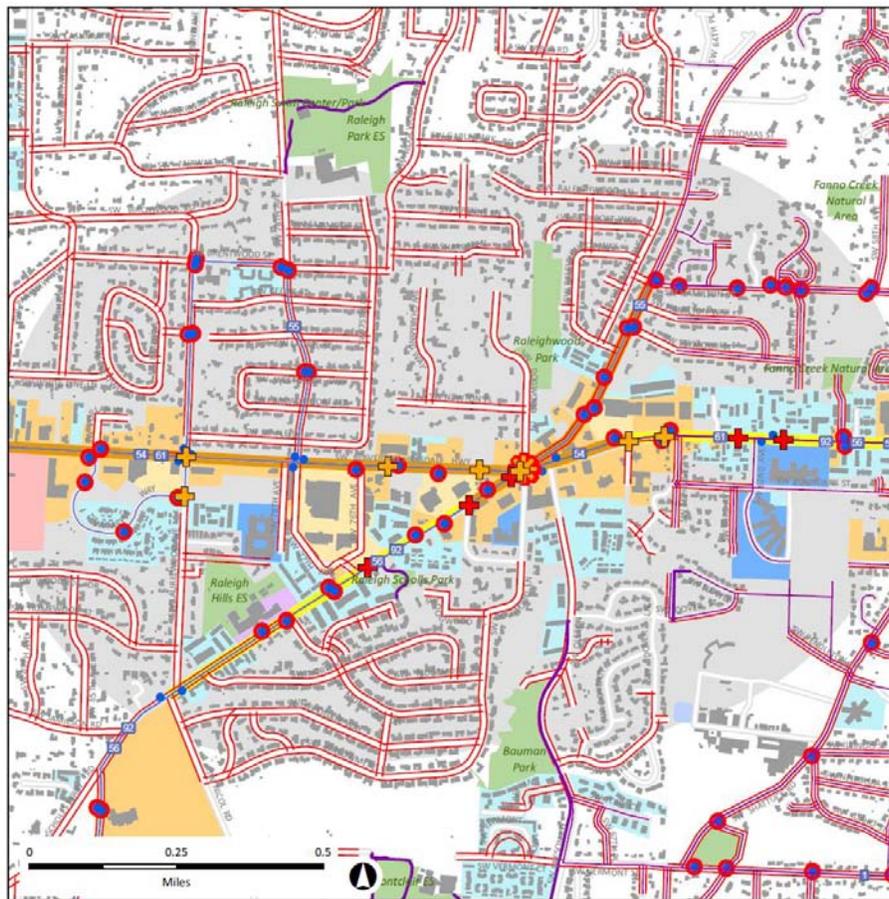


SW Beaverton-Hillsdale Hwy & SW Scholls Ferry Rd, near bus Stop ID 350

Something positive to build from



SW Oleson Rd, near SW Dover St



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

- 1.** Shorten crossing distances, make crosswalks more visible, and provide more time for pedestrians to cross at the intersection of SW Beaverton-Hillsdale Hwy. & SW Oleson Rd. All signals should, at a minimum, be timed so people have one second to walk 3.5 ft. Given the intersection's proximity to senior centers and retail, 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 restrictions. Curb radius reduction, curb extension, and crossing island treatments should also be considered to shorten crossing distances.
- 2.** Shorten crossing distances, make crosswalks more visible, and provide more time for pedestrians to cross at the intersection of SW Beaverton-Hillsdale Hwy. & SW Scholls Ferry Rd. All signals should, at a minimum, be timed so people have one second to walk 3.5 ft. Given the intersection's proximity to senior centers and retail, 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 restrictions. Curb radius reduction, curb extension, and crossing island treatments should also be considered to shorten crossing distances.
- 3.** Build sidewalks that are at least 10 ft. wide along SW Scholls Ferry Rd., where there are none, and widen existing sidewalk corridors all along SW Scholls Ferry Rd., so there is 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.
- 4.** Provide additional, frequent, and protected pedestrian crossings along SW Scholls Ferry Rd. At a minimum, protected crossings should be provided 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.** Widen existing sidewalk corridor along SW Beaverton-Hillsdale Hwy., so there is 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.