



# Portland Hillsdale



## Hillsdale—Portland

The Hillsdale focus area is located in the City of Portland. It is situated approximately three miles from the City of Portland's downtown, 5.5 miles from the City of Beaverton's Downtown, and five miles from the City of Tigard's Downtown. Light rail and bus connections converge at Portland's Transit Mall and at the Beaverton Transit Center. Connections to WES Commuter Rail can be made at Tigard or Beaverton Transit Centers. Within the focus area a variety of retail and service providers are located along SW Capitol Hwy and SW Barbur Blvd. The mix of land uses and plans for future high capacity transit service makes this focus area 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. Hillsdale Plaza, Fred Meyer, Safeway)
- Housing (multi-family and single family)
- Wilson Pool
- Multnomah County Library —Hillsdale Branch
- Schools (Wilson High School, Reike Elementary School, Gray Middle School, Alpha Bet Jewish Day School)
- Parks & Trails (George Himes Park and Trail, Fulton Park & Community Garden, Stephens Creek Natural Area, and Dewitt Park, Fanno Creek Greenway)

### 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, Northeast Portland, Lewis and Clark College, Multnomah Village

**Beaverton:** Downtown Beaverton

**Tigard:** Downtown Tigard, retail along SW Pacific Hwy, Washington Square Mall

**Sherwood / King City:** Downtown Sherwood

**Transit centers and MAX stations:** Barbur Blvd Transit Center, 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, Hillsdale Town Center, West Portland Town Center, Tigard Town Center, King City Town Center, Sherwood Town Center

## 15 minutes by walking

The map below displays the area a person can walk to, from the intersection of SW Vermont St. & SW Bertha Blvd., 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.

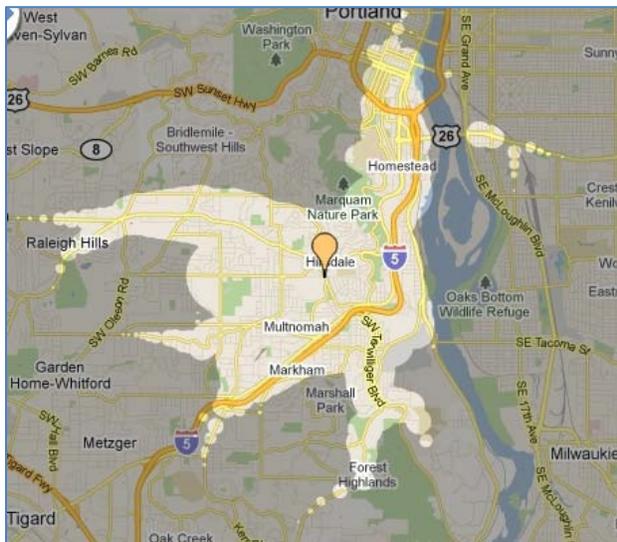
Walk shed map: score 84 out of 100—very walkable—most errands can be accomplished on foot



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 Vermont St. & SW Bertha Blvd. 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 |
|---------------------------------------|------------------------------|-------------------------------------|--|
| Capitol & Sunset                      | 39,44,45,<br>54,56,61,<br>64 | 8,158                               | 104  |
| Barbur & Bertha                       | 1,12,39,<br>65,94            | 2,863                               | 26   |
| Capitol & Bertha Ct                   | 39,44,45,<br>54,56           | 1,542                               | 23   |
| Barbur & Terwilliger                  | 1,12,39,65                   | 1,409                               | 16   |
| Barbur & 3rd                          | 1,12,38                      | 889                                 | 0  |

### Observed behavior

1. People walking in the bicycle lane of SW Barbur Blvd., between SW Moss St. and SW Evan St., including people using mobility devices, immediately adjacent to fast moving traffic, where there are no sidewalks present. The posted speed limit is 35 mph.
2. People crossing SW Barbur Blvd. at SW Bertha Blvd., many of them elderly or with children, and not making it across the street within the allowed amount of time to cross.
3. People attempting to cross mid-block on SW Barbur Blvd., including a person in a wheelchair crossing at unmarked midblock point near intersection of SW 17th Ave. & SW Barbur Blvd., to reach an Eastbound, Line 12 bus stop.
4. People having to wait a long time before being able to get a walk signal and crossing long distances at the intersection of SW 19th Ave. & SW Barbur Blvd.
5. People walking in the bike lane on SW Capitol Hwy., east of SW Sunset Blvd., where there are no sidewalks present.

## Hillsdale—pedestrian and transit needs

### Needs help

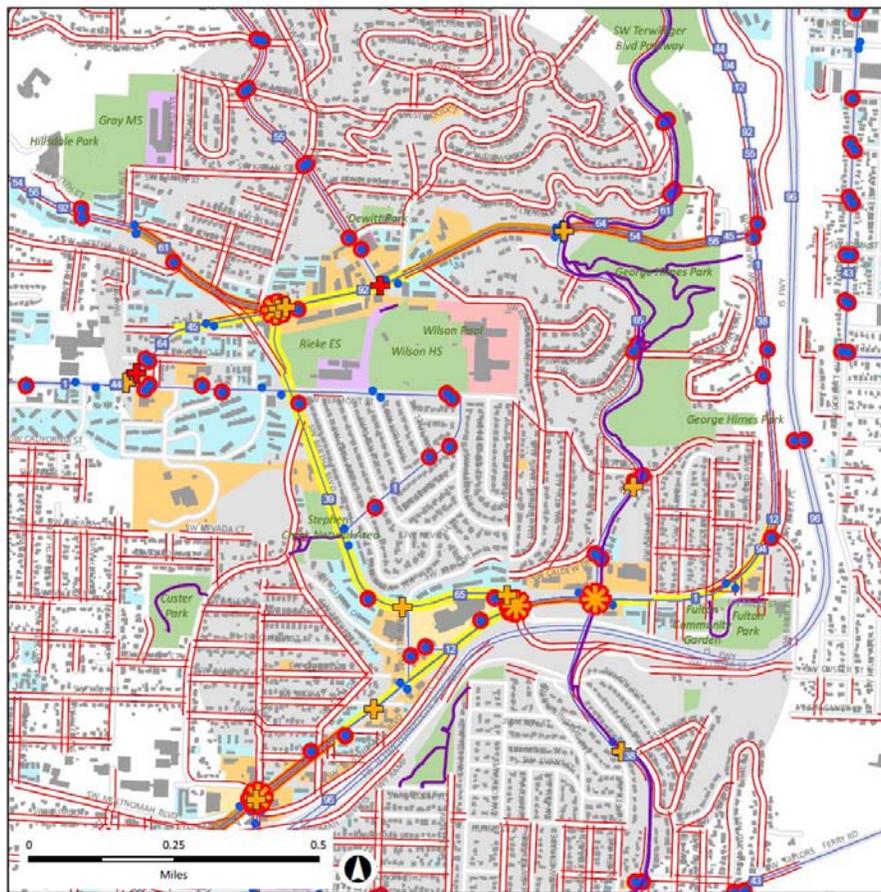


SW Barbur Blvd. (99W) & SW 17th Dr, near bus Stop ID 180

### Something positive to build from



SW Capitol Hwy. and SW Bertha Ct., bus Stop ID 925



C. Maher - 1 July 2012 - Focus\_Area\_Existing\_Cond\_8.5x11.mxd



## **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 SW Barbur Blvd., where there are none, and widen existing sidewalk corridors all along Blvd, 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.
- 2.** Shorten crossing distances, make crosswalks more visible, and provide more time for pedestrians to cross at the intersection SW Barbur Blvd. and SW Bertha Blvd. 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 a major retail center, 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 more comfortably under the protection of the walk phase. Consider other signal treatments like leading pedestrian phases, automatic recall for pedestrian actuated signals, right turn on red restrictions, and automatic pedestrian detection to extend the phase for slower moving pedestrians. Curb radius reduction, curb extension, and crossing island treatments should also be considered to shorten crossing distances.
- 3.** Provide additional, frequent, and protected pedestrian crossings along SW Barbur Blvd. At a minimum, protected crossings should be provided every 530 ft. to allow people to cross the street frequently in a safe manner. Consider treatments like medians with pedestrian refuges, and pedestrian warning signs, like Rectangular Rapid-Flashing Beacons (RRFBs) to assist people with crossing the street. In particular consider adding additional pedestrian warning signage to the crossing island at SW Barbur Blvd. and SW 13th Ave.
- 4.** Shorten crossing distances, make crosswalks more visible, and provide more time for pedestrians to cross at the intersection SW Barbur Blvd. and SW 19th Ave. 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 a major retail center, 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 more 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.
- 5.** Build sidewalks that are at least 10 ft. wide along SW Capitol Blvd., where there are none. 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.