



Tigard

Tigard Transit Center



Tigard Transit Center—Tigard

The Tigard Transit Center focus area is located in the City of Tigard. It is situated in the City of Tigard's downtown and is 4.5 miles from the City of Beaverton's Downtown and 3.5 miles from the City of Tualatin's Downtown. Commuter Rail and bus connections converge at Tigard Transit Center 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 Pacific Hwy. The mix of land uses and plans for future light rail 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. Tigard Plaza Shopping Center, neighborhood retail along downtown Tigard's Main St., and retail along SW Pacific Hwy)
- Housing (senior, multi-family, single-family)
- Tigard Public Library
- St. Anthony Catholic School
- Parks & Trails (Fanno Creek Trail & Park, Jim Griffith Memorial Skate Park, Commercial Park, Main Street 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:

Tigard: Washington Square Mall, Bridgeport Village

Beaverton: Downtown Beaverton

Portland: Downtown Portland, Multnomah Village, Northeast Portland, Marquam Hill

Tualatin: Downtown Tualatin

Lake Oswego: Downtown Lake Oswego

Sherwood/King City: Downtown Sherwood

Transit centers and MAX stations: Tigard Transit Center, Beaverton Transit Center, Washington Square Transit Center, Barbur Blvd Transit Center, Lake Oswego Transit Center

2040 growth concept centers: Central City, Beaverton Regional Center, Washington Square Regional Center, Tigard Town Center, Raleigh Hills Town Center, Hillsdale Town Center, West Portland Town Center, King City Town Center, Sherwood Town Center, Tualatin Town Center, Lake Grove Town Center, Lake Oswego Town Center

15 minutes by walking

The map below displays the area a person can walk to, from the Tigard Transit Center, 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 82 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 Tigard Transit Center. It was created using the website *mapnificent.net*, and assumes the person is starting travel at 9a.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
Tigard Transit Center	12,64,76,78, 45, WES	18,378	194
Main & Scoffins	12,76,78	1,885	16
Greenburg & Center	76,78	1,470	14
Pacific Hwy & Garden Place/Warner	12	1,254	6
Pacific Hwy & Main	12	1,227	6

Observed behavior

1. People walking on the south side of SW Pacific Hwy (99W) east of SW Dartmouth St, where there are no sidewalks present.
2. People walking in the street, with children, along SW Scoffins St. where there are no sidewalks. There is also a senior affordable housing complex being constructed nearby at SW Hall Blvd. & SW Scoffins St.
3. People cutting through neighborhood on informal path, from SW Commercial St. to SW Center St., parallel to SW Pacific Hwy. (99W). This provides direct access to SW Greenburg Rd. & SW Hall Blvd., via the Tigard Plaza parking lot.
4. People exiting the trail at the southern end of TriMet's Tigard WES station park and ride lot and continuing through the parking lot, without a designated path, to reach SW Main St.
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 Pacific Hwy. (99W) & SW Greenburg Rd., 99W & SW Hall Blvd, and 99W & SW Dartmouth St.

Tigard Transit Center—pedestrian and transit needs

Needs Help

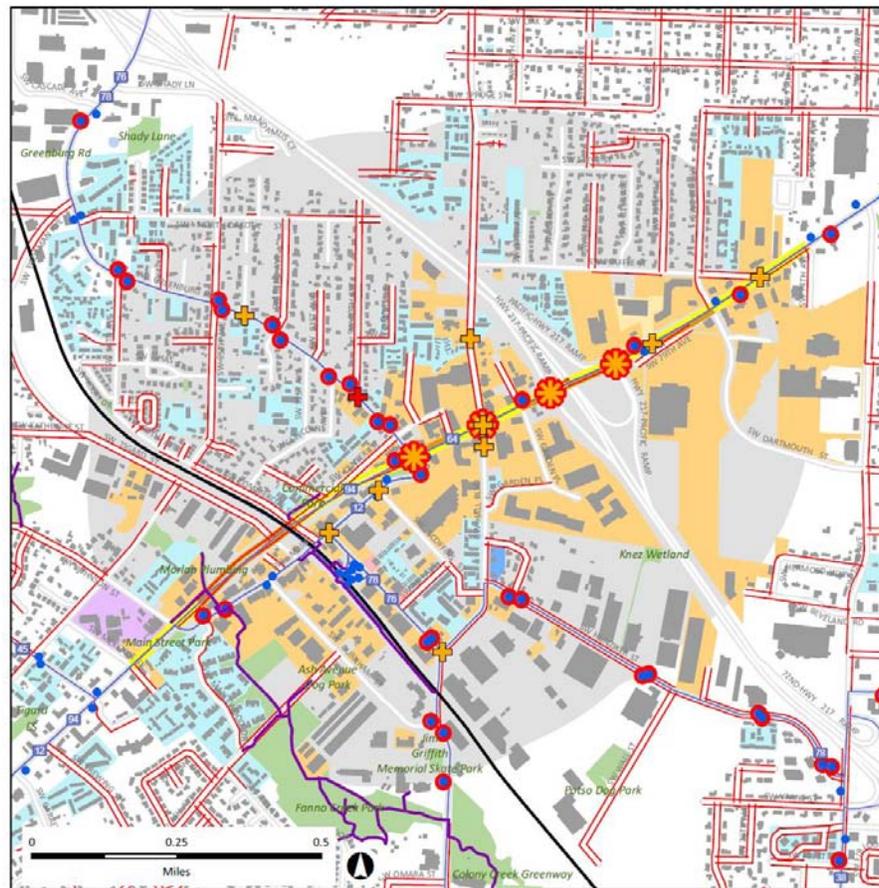


SW Pacific Hwy. (99W) & SW Dartmouth St., bus Stop ID 4251

Something Positive to Build From



SW Pacific Hwy. (99W) & SW Center St, bus Stop ID 10873



C. Maher - 1 July 2012 - Focus_Area_Existing_Cond_8.5x11.mxd

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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 SW Pacific Hwy (99W), where there are none, and widen existing sidewalk corridors all along 99W, 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.** Build sidewalks, where there are none, along SW Scoffins St. & SW Ash St. These streets are near the Tigard Transit Center and provide access to it. Ensure there is a landscaped buffer between pedestrians and motor vehicles.
- 3.** Formalize the informal path running from Center Street Connection from SW Commercial St. to SW Hall Blvd., by paving it, making it ADA accessible, providing lighting, and wayfinding signage.
- 4.** Provide a designated pedestrian path through the transit center park and ride lot, connecting to SW Main St.
- 5.** Shorten crossing distances, make crosswalks more visible, and provide more time for pedestrians to cross at the intersections of 99W and SW Greenburg Rd., 99W & SW Hall Blvd., and 99W & SW Dartmouth St. All signals should, at a minimum, be timed so people have one second to walk 3.5 ft. Given the SW Greenburg Rd. & SW Hall Blvd. 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.