

Transit depends on safe and convenient pedestrian access

Every transit rider is a pedestrian. Whether walking or using a mobility device, all TriMet customers depend on being able to get to and from a stop safely and comfortably. Providing safe, convenient and attractive sidewalks, pedestrian crossings and transit stops is imperative to ensuring riders have a positive experience. As a result, TriMet and its regional partners are working collaboratively as part of the Pedestrian Network Analysis Project to develop an objective, data-driven system for prioritizing places around the region where pedestrian infrastructure investments will provide safer and more comfortable access to transit. This effort is designed to:



Wide sidewalks facilitate a safer pedestrian environment by creating a buffer from auto traffic and enhancing sightlines.

- **Prioritize safety:** Arterials are the most suitable type of roadway for transit service and often the only choice. There are usually many destinations along arterials and the roads are designed to handle large vehicles, like buses. However, from a pedestrian perspective arterials can be difficult to cross and uncomfortable, or even dangerous to walk along. This is particularly true when there are missing sidewalks, unprotected crossings, or very little buffer provided between fast moving traffic and pedestrians. This study first and foremost examines how to improve pedestrian safety.
- **Cost-effectively provide service:** It costs an average of \$29 per ride to provide LIFT paratransit service to people who are unable

to use more cost effective bus or rail service due to a lack of pedestrian access. Investments in sidewalks, protected crossings, traffic-calming and streetscaping are long-term fiscally prudent investments that help people maintain their independence by being able to access fixed route transit even as their mobility lessens over the years.

- **Foster environmental stewardship:** Improving access to transit enables people to meet more of their needs without driving and helps the region reduce its greenhouse gas emissions.
- **Create great places: People like to walk.** Creating engaging, easy, desirable places where people want to walk helps communities stay vibrant and attract private investment.



This Line 52-Farmington/185th bus stop is in project focus area No. 1. It lacks sidewalks, a buffer from 40 mph traffic and a direct protected crossing.

Benefits of a more pedestrian accessible transit system

An accessible transit system has many benefits:

- **Keeping people healthy:** The U.S. Centers for Disease Control and Prevention recommends adults get 150 minutes of moderate-intensity activity, such as walking, every week. Walking to transit helps people stay active and healthy.
- **Saving families money:** Transportation costs are often the second biggest expense in a family's budget. According to the American Automobile Association (AAA), excluding loan payments, the average annual cost of driving a car 15,000 miles in 2011 was \$8,588. By comparison, a TriMet annual Adult All-Zone Pass costs \$1,012, just over 10 percent of the cost of owning a car.
- **Maintaining independence:** Public transportation provides travel options to people who do not want to, cannot afford to, or are unable to drive, like the very young and very old.

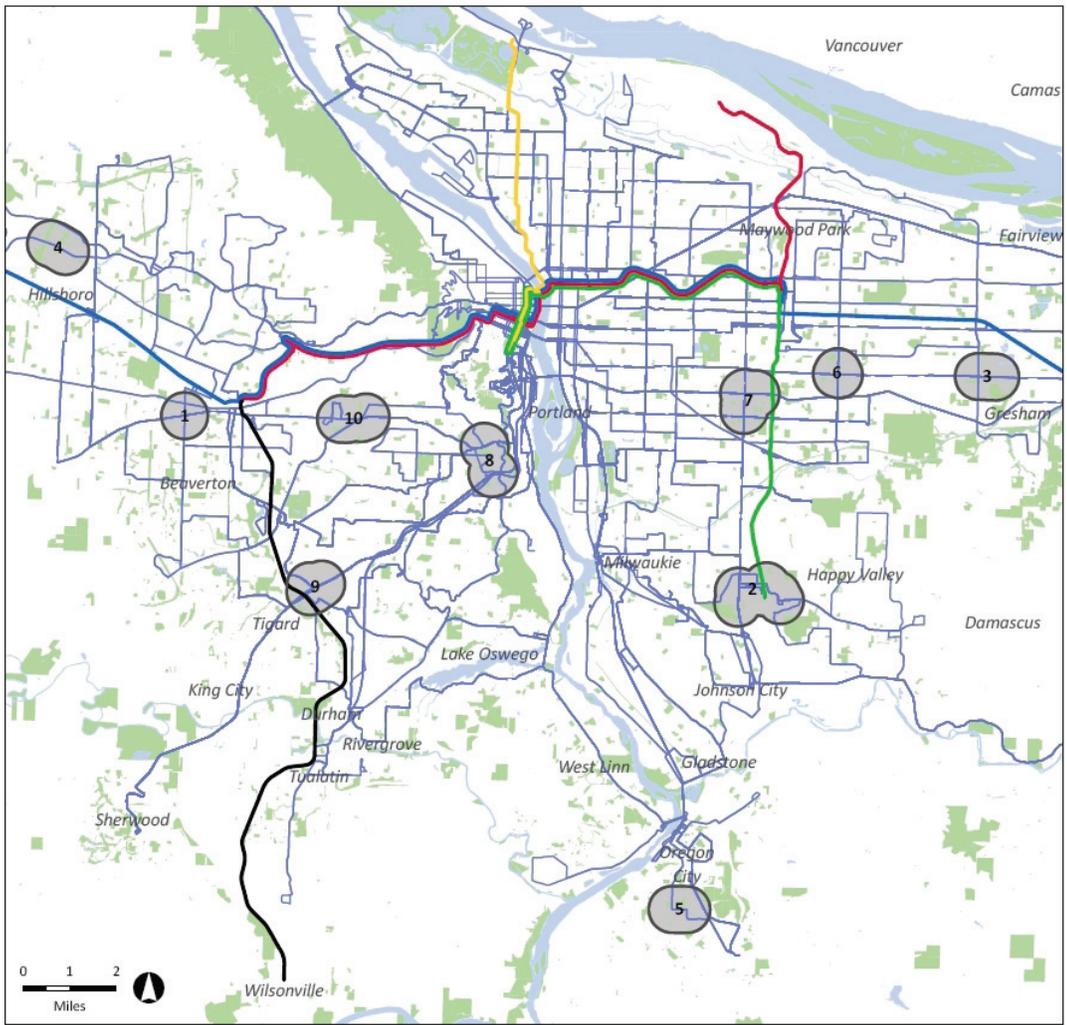
The Pedestrian Network Analysis Project

The Pedestrian Network Analysis Project identifies key locations within the Portland region where pedestrian investments will provide better access to transit stops and have the strongest potential to improve pedestrian safety, both actual and perceived, and increase the number of people walking and using transit.

TriMet has more than 7,000 stops. Using regionally available data TriMet and its jurisdictional partners located areas near transit stops that exhibited the highest amount of opportunity and need. Sixty-six clusters of stops, encompassing roughly 600 stops were identified as high need/high opportunity areas. From these clusters, TriMet and its partners chose 10 key focus areas to place attention first*:

1	City of Beaverton	SW Farmington Rd. & SW Murray Blvd.
2	Clackamas County	Clackamas Town Center Transit Center
3	City of Gresham	SE Division St. & SE 182nd Ave.
4	City of Hillsboro	Tanasbourne Town Center
5	City of Oregon City	Clackamas County Red Soils Campus
6	City of Portland	SE Division St. & SE 122nd Ave.
7	City of Portland	SE Powell Blvd. & SE 82nd Ave.
8	City of Portland	Hillsdale
9	City of Tigard	Tigard Transit Center
10	Washington County	SW Beaverton-Hillsdale Hwy. & SW Scholls Ferry Rd.

*Numbers indicate location on map, and do not indicate project prioritization.



Pedestrian Access Network Project focus areas. Numbers correspond to the table on previous page.

TriMet staff walked each area, documenting existing conditions and assessing pedestrian needs near transit stops. The final report can be found at trimet.org/walk.

Next steps

TriMet will continue to work with its partners to move pedestrian investments forward in the 10 focus areas and to generally promote ways communities can help make areas near transit stops safer, more convenient and more pleasant to walk.



Before and after photos show the bus stop and pedestrian improvements that were made outside a major grocery store on Highway 8 in Hillsboro.

More information

Learn more about the Pedestrian Network Analysis Project at trimet.org/walk, or contact Jessica Engelmann at TriMet Planning & Policy Development, 503-962-2137 or engelmaj@trimet.org.

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