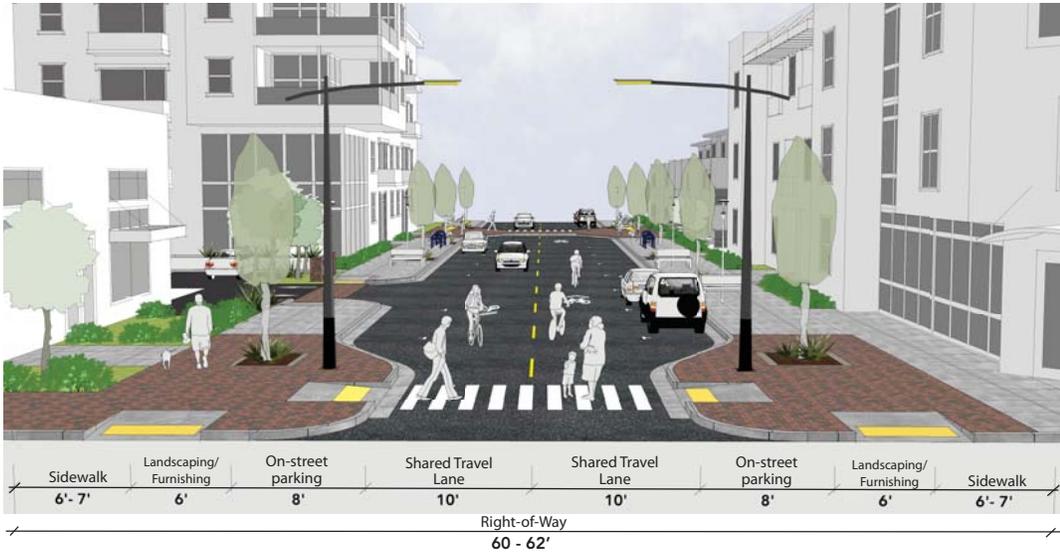


PEDESTRIAN STREETS



Typical Street Cross Section

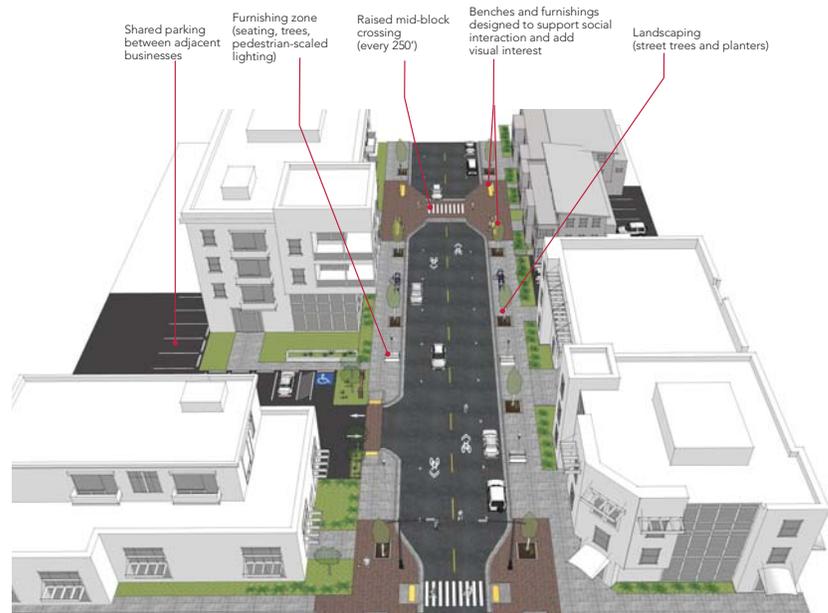
What are pedestrian streets?

Pedestrian streets are designed to provide an urban environment by incorporating:

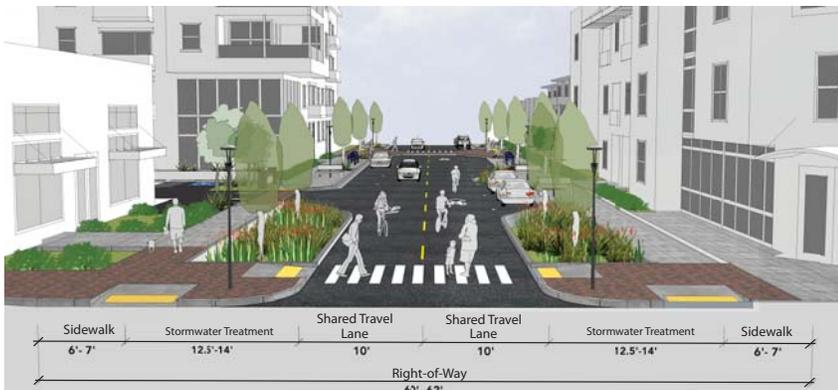
- Sidewalks, stormwater tie-ins, safe crosswalks, street trees, and shared travel lanes for bikes and cars;
- Visually interesting and accessible buildings, on-street parking, street trees and slow vehicle speeds.

What benefits do they provide?

- Universally accessible (meeting and going beyond the American with Disabilities Act guidelines);
- Improved pedestrian visibility and comfort (mid-block crossings, seating areas, pedestrian street lighting, bulbouts and street trees and other landscaping).



Aerial View



Pedestrian Stormwater Street

What are stormwater streets?

Stormwater street facilities consist of a range of low-impact development approaches (LIDA) such as:

- Flow-through planters;
- Infiltration rain gardens and planters;
- Porous pavement and;
- Vegetated swales and filter strips.

They can be applied to both pedestrian and access street types.

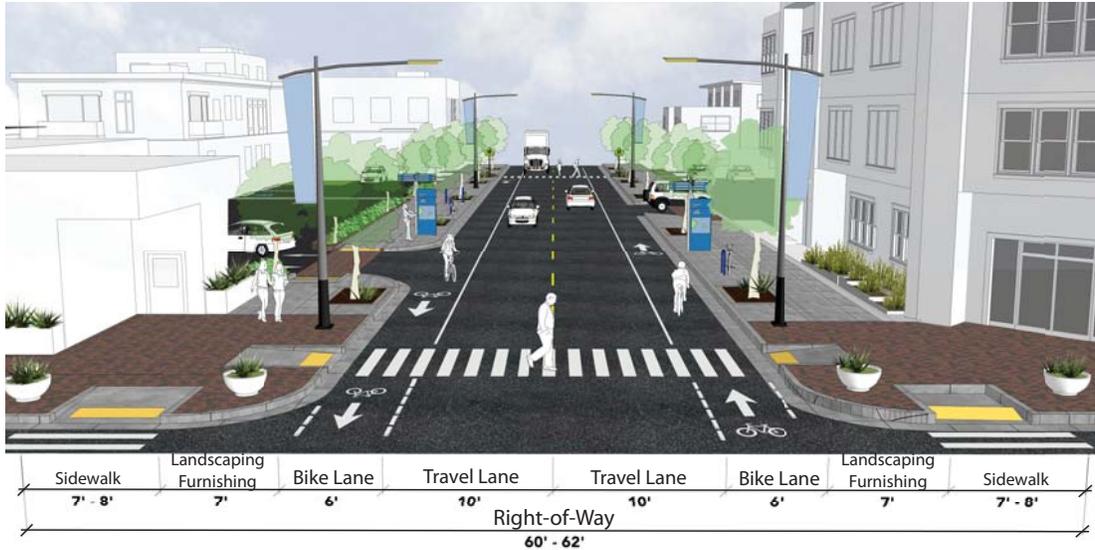


STREETSCAPE DESIGN PLAN

TIGARD TRIANGLE IMPLEMENTATION PROJECT



ACCESS STREETS



Typical Street Cross Section

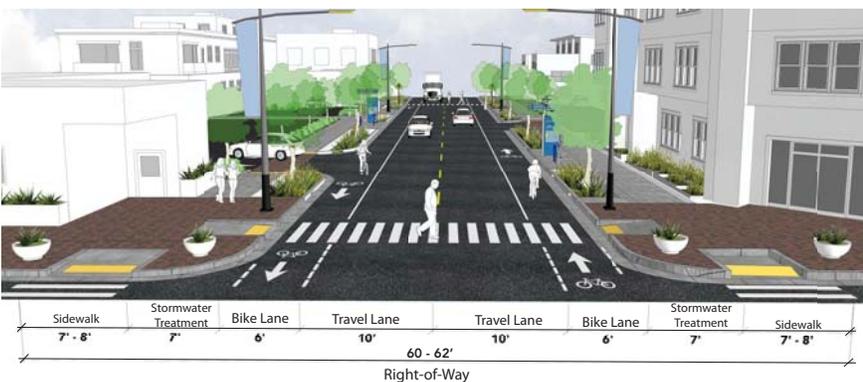
What are access streets?

An access street is a roadway that provides access to parking and other necessary services for businesses and residents by providing:

- Improved function for motorists and bicyclists with directional signage, enhanced visibility/sightlines at intersections and curb cuts into parking areas;
- Emphasis on pedestrian crossings, street lighting, strategically placed branding/identity elements, and street furnishings and;
- Link to adjacent major highways (99W) and freeways (I-5).



Aerial View



Access Stormwater Street

What are stormwater streets?

Stormwater street facilities consist of a range of low-impact development approaches (LIDA) such as:

- Flow-through planters;
- Infiltration rain gardens planters;
- Porous pavement and;
- Vegetated swales and filter strips.

They can be applied to both pedestrian and access street types.

TRANSITIONAL STREETS

What are transitional streets?

Lower-cost, interim improvements (using materials such as asphalt paving, concrete curb stops, paint and landscape materials) that:

- Complete connections for people traveling by active modes (walking, bicycling and accessing transit)
- Address pedestrian network deficiencies

What benefits do they provide?

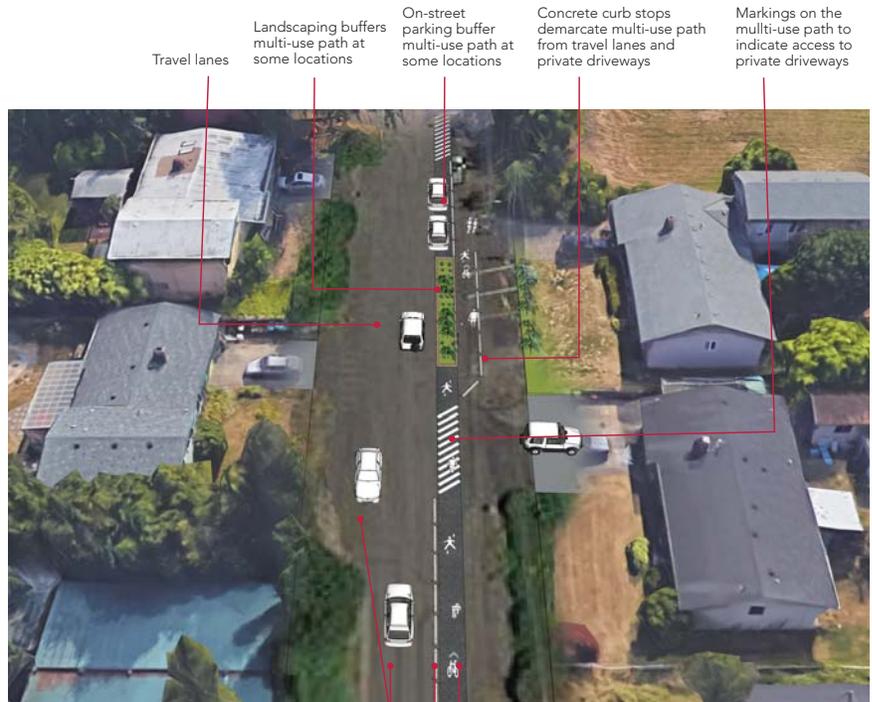
- Enhanced walkability by providing continuous pedestrian access while the Triangle redevelops
- Behavior changes among roadway users consistent with the streetscape characteristics planned for full build-out

Where would they be located?

- Streets with no sidewalks and adjacent residential uses



Before



After

Travel lanes Landscaping buffers multi-use path at some locations On-street parking buffer multi-use path at some locations Concrete curb stops demarcate multi-use path from travel lanes and private driveways Markings on the multi-use path to indicate access to private driveways

Travel lane becomes narrow at points and requires cars to wait their turn to pass each other Concrete curb stops demarcate multi-use path from travel lanes and private driveways A multi-use lane for pedestrians and cyclists is created in the short-term using concrete curb stops/ landscaping/ on-street parking



Examples of Transitional Street Improvements



STREETSCAPE DESIGN PLAN

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