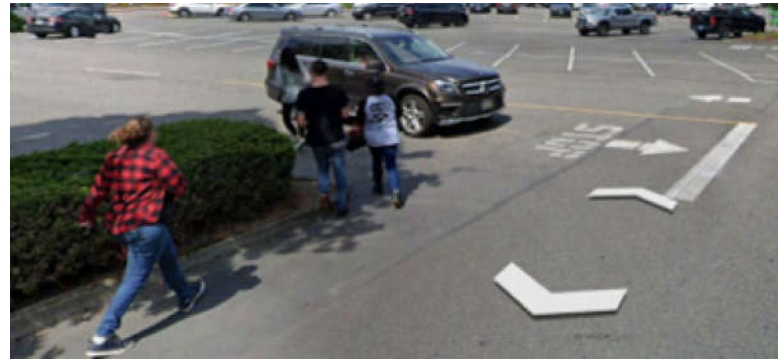


**A** SPECIAL STUDY: OPPORTUNITIES TO ENHANCE TRANSIT SERVICE AND TRANSIT-SUPPORTIVE DEVELOPMENT ON THE MALL SITE

EXISTING SITE HAS SINGLE-USE BUILDINGS, NO HOUSING, AND MINIMAL OUTDOOR PUBLIC AMENITIES



EXISTING PARKING LOTS ARE NOT PEDESTRIAN FRIENDLY



EXISTING TRANSIT CENTER IS AN ISLAND IN A SEA OF PARKING



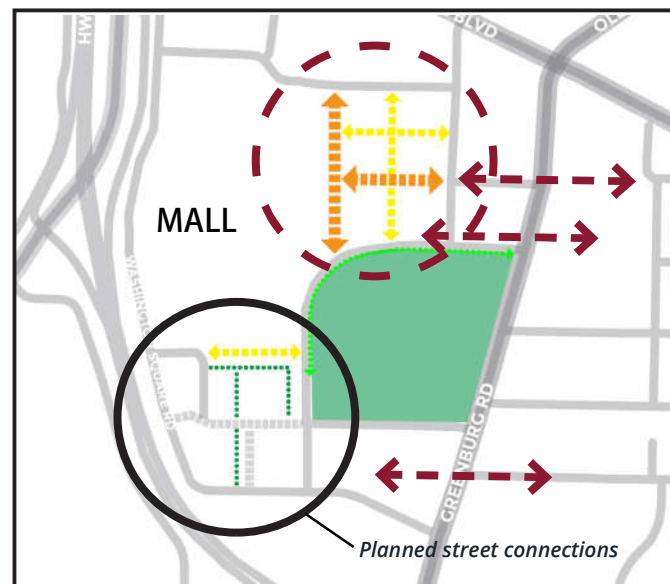
**TOD DESIGN PRINCIPLES:**

- Human-centric design
- Dense, livable, and complete community
- High-quality public realm and amenities that benefit the mall and the community
- Multimodal transportation options
- Seamless multimodal transfers
- Integration with surrounding neighborhood
- Safe and secure
- Redevelopment and changes to transit service in phases

**FUTURE CONNECTIVITY CONCEPT**

Transit-oriented development (TOD) is an integrated urban development approach designed to create walkable and sustainable mixed-use communities within easy walking and biking distance of high-quality frequent transit service.

Washington Square Mall is planning to redevelop portions of their property with TOD Design Principles in mind (see next page inset). TriMet and the City want to support and encourage this transformation.



**PLANNED MALL DEVELOPMENT**



Image Credit: Macerich

**FUTURE TRANSIT CONCEPT**



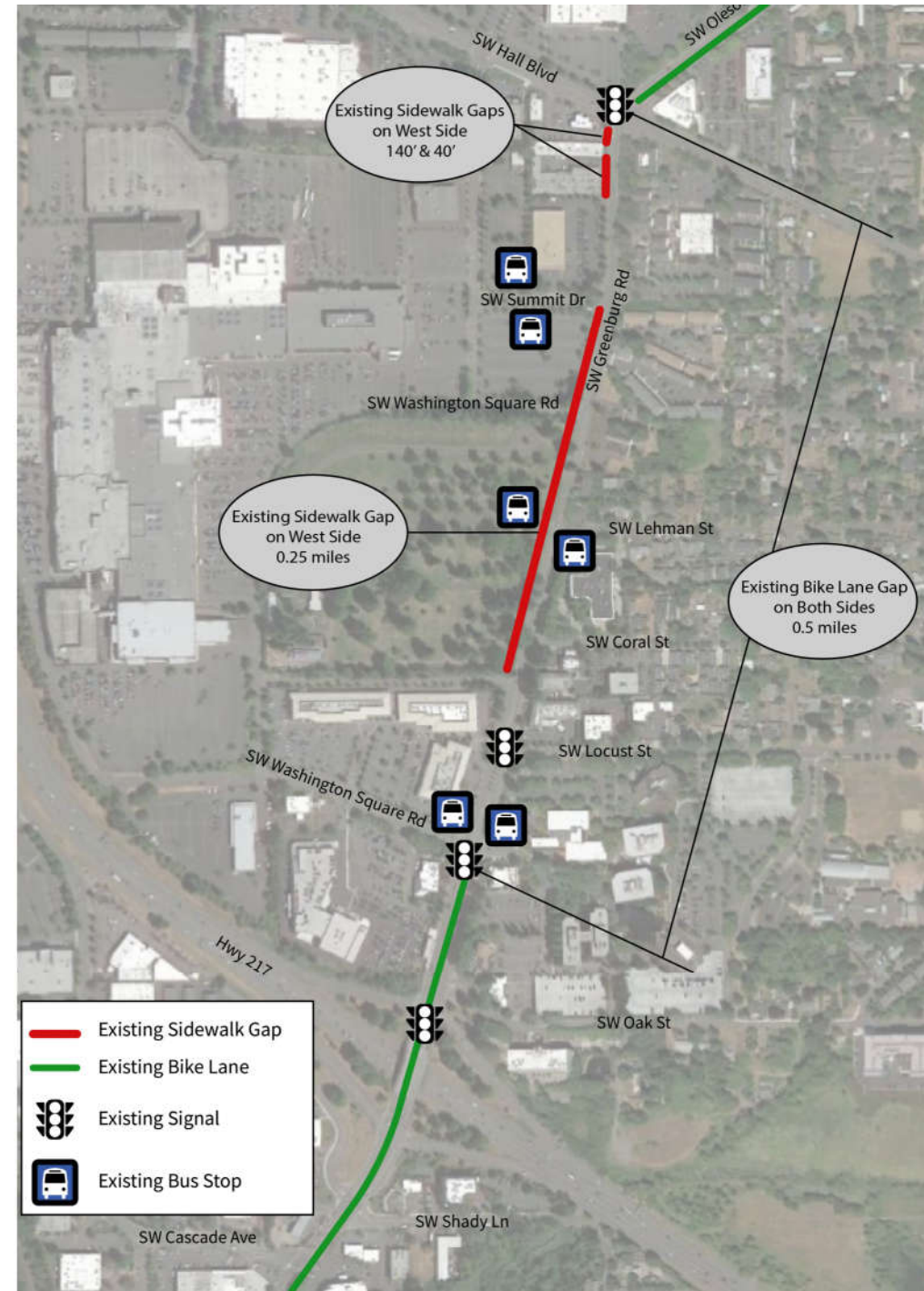
B

### SPECIAL STUDY: OPPORTUNITIES TO IMPROVE CONDITIONS ON GREENBURG ROAD TO MAKE IT SAFER AND MORE COMFORTABLE FOR PEDESTRIANS AND CYCLISTS

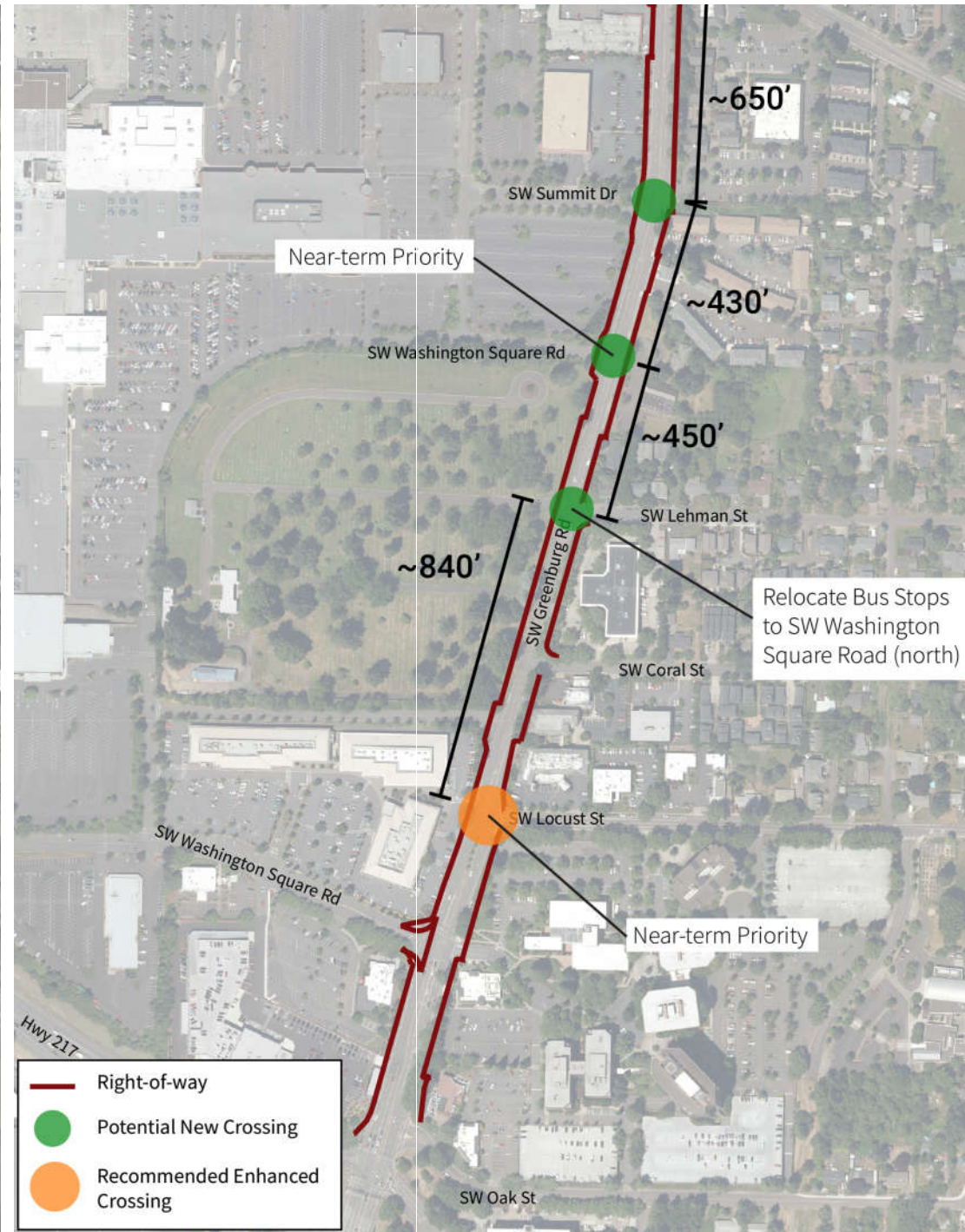
A large variety of businesses are located on both sides of Greenburg Rd that provide the neighborhood and the region with many jobs and services. New housing is being built on the east side of Greenburg Rd, and more housing is anticipated on both sides of the road in the future, most notably on the mall site. Greenburg Rd is also a transit street, and a regional transit center is located on the west side of the road.

Today, Greenburg Rd acts as a barrier for people walking and biking. It is unsafe and uncomfortable because of missing sidewalks and bike lanes, high traffic volumes, and high travel speeds. This study recommends redesigning Greenburg Rd so that it serves as a seam, not a barrier. In order to achieve the vision for this area, residents, workers, and visitors need to be able to safely and comfortably reach destinations, including transit, on both sides of the road, especially as the mall begins to redevelop.

#### EXISTING CONDITIONS

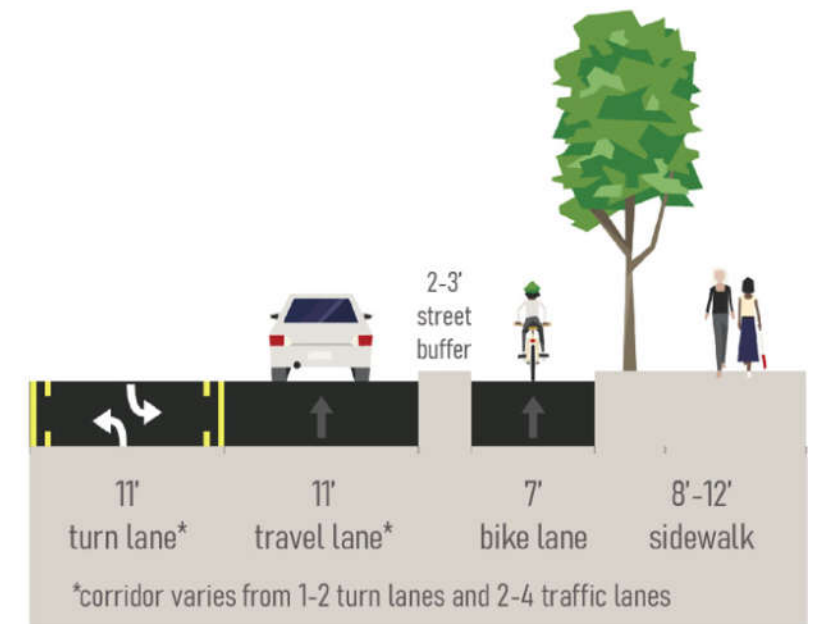


#### CROSSING RECOMMENDATIONS



#### SUMMARY OF RECOMMENDATIONS

- Wider sidewalks on both sides of street, with landscaping in planting strips or tree wells.
- Wider bike lanes on both sides of street, with 2' - 3' raised buffers to protect bikes from cars.
- Up to 3 additional crossings with signals and reconstruction of the existing crossing at Locust St. to improve safety.
- Narrower vehicle travel and turn lanes to make space for bike lanes and sidewalks.
- Maintain the same number and type of vehicle lanes as exist today in most areas, but remove one southbound turn lane between Washington Square Road and Hall Blvd.
- Acquire small amounts of property from owners in key locations to allow for a consistent design.
- Transfer responsibility for Greenburg Road from Washington County to City of Tigard.
- Request funding from Washington County's Major Streets Transportation Improvement Program.



RECOMMENDED STREET DESIGN CONCEPT

C

**SPECIAL STUDY: OPPORTUNITIES TO IMPROVE THE WALKING AND BIKING NETWORK TO LINK NEARBY TRAILS, PARKS, AND SCHOOLS AND ENHANCE ACCESS TO RECREATIONAL OPPORTUNITIES AND OPEN SPACE**

