



# SOUTHWEST Service Enhancement Plan

*Final Report*



Dear Reader,

I am proud to present the Southwest Service Enhancement Plan, with recommendations to get you and your fellow community members where you need to go. This report provides a vision for future TriMet service in the Southwest portion of the region (for other areas, see [www.trimet.org/future](http://www.trimet.org/future)).

The vision for future service in the Southwest Service Enhancement Plan is the culmination of many hours of meetings with our customers, neighborhood groups, employers, social service providers, educational institutions and stakeholders. Community members provided input through open house meetings, surveys, focus groups, and individual discussions. Extra effort was put into getting input from the entire community, especially youth, seniors, minorities, people with low incomes, and non-English speakers. Demographic research was used to map common trips, and cities and counties provided input on future growth areas. Lastly, TriMet staff coordinated closely with Metro's Southwest Corridor Plan process to ensure that both efforts complement one another and expand transit in the southwest part of our region.

The final result is a plan that calls for bus service that connects people to more places, more often, earlier, and later. The plan also recommends improvements to the sidewalks and street crossings to support transit service and new community-job shuttles to serve areas that lack transit service because the demand is too low for traditional TriMet service to be economically viable.

The service enhancement plans are not just visions of the future, but commitments to grow TriMet's system. This commitment was recently bolstered by employers' support for an increase in TriMet's payroll tax rate. This new revenue will be used to implement recommendations from the service enhancement plans. New improvements to the system will begin in March 2016.

In the following months, TriMet will be revising visions for Eastside, Southeast and North/Central Service Enhancement Plans based on data analysis and discussions with input from riders, neighborhoods, employers, social service providers, educational institutions, cities, and counties. Those visions, together with the Southwest and Westside Service Enhancement Plans, will represent a new era of growth for the TriMet system. While you read through this plan, I hope you are as excited about the future of transit in the Portland Metro Region as we are.

Regards,



TriMet General Manager

Line 12, 43, & Orange Line MAX Rider



*A note from*  
*TriMet*  
*General Manager,*  
**Neil McFarlane**



Over the past year and a half, TriMet has engaged the communities of Durham, King City, Lake Oswego, SW Portland, Tigard, Tualatin, Sherwood, and West Linn in a process to develop the Southwest Service Enhancement Plan (SWSEP), a long-range vision to improve bus service and bus stops, and to recommend pedestrian improvements.

The SWSEP outlines a future vision for transit in the Southwest part of the metro region (all areas in the TriMet Service District south of Scholls Ferry Road to the Willamette River and not including Downtown Portland). The vision was developed with the help of dozens of partner organizations (cities, counties, business groups, social service providers, etc.), existing transit riders, and the general public. The plan aligns future improvements with current and projected needs by recommending better transit connections, improved frequency, safer pedestrian facilities, and increased access to jobs and community services. The plan also highlights opportunities to partner with local cities, Washington County and the private sector to make it easier for people to reach and use transit. The plan identifies:

- near-term service enhancements that can be made with little or no additional cost
- long-term service improvements and expansion when revenues allow
- opportunities for partnering with public and private sectors to improve access to transit including walking and biking to the bus and WES.

The plan supports the Southwest communities in the following ways:

**Getting to Work:** As employment grows throughout the region, long gone is the day when Downtown Portland was the only concentration of jobs. While there will always be strong demand for fast, frequent transit service to Downtown Portland, there is also more need than ever for transit service within Southwest, particularly in employment areas with a large number of entry level and middle wage jobs such as:

- the Tualatin Industrial area
- 72nd Avenue employment area and the Tigard Triangle
- Kruse Way/Meadows Road
- the Hillsboro/Beaverton employment areas

**Supporting Southwest Corridor:** The Southwest Corridor Project is a community development project that will leverage public investments to make land use and transportation improvements in the Southwest part of the region. Led by Metro, our regional planning agency, a primary focus of the project is the development of high capacity transit connecting Portland, Tigard, and Tualatin. TriMet and Metro have closely coordinated on the Southwest Corridor Project and the Southwest Service Enhancement Plan. Together, the projects aim to reduce congestion, improve connections and serve those with limited transportation options.

**Enabling Health, Research, Education and Job Training:**

Home to four hospitals (OHSU Hospital, Dornbecher Children’s Hospital, Shriners Children’s Hospital, and the VA Medical Center) Marquam Hill is the largest transit destination in the SWSEP study area. With limited parking for students and employees, transit plays a vital role in facilitating access to and from Marquam Hill. OHSU’s expansion to South Waterfront includes the Center for Health and Healing and the Collaborative Life Sciences Building, with future developments still to come.



The Sylvania campus is the largest of Portland Community College’s (PCC) four major campuses, serving over 26,000 students per year. Students, faculty and staff from throughout the metro area attend PCC Sylvania. However, the campus sits atop a hill, has constrained parking, and is surrounded by single-family homes, creating conflicts with transit operations by single-family homes, creating potential conflicts with transit operations. Yet, TriMet bus service to the campus is well used, as is the inter-campus shuttle provided by PCC to its students.



*“With over 90% of our employees commuting in and out of Tualatin every day, transit will play a huge roll in reducing congestion. For the first time ever, Tualatin Sherwood road will have a new bus line starting in 2016.”*

— **Linda Moholt**,  
CEO, Tualatin Chamber  
of Commerce

Lewis & Clark College has over 5,100 students, faculty, & staff. Though most students live on campus, the college offers a free shuttle to Downtown Portland to supplement TriMet’s service to the campus. Parking at the college is currently maxed out.

**Communities of Tomorrow:** Several areas on the edge of the region are being planned for large-scale development. These areas will accommodate future housing and employment. These areas include:

- **Basalt Creek:** Only in the concept planning phase, Basalt Creek will host a mix of light industrial employment and residential development on vacant land between Tualatin and Wilsonville. Work will begin soon on an extension of SW 124th Avenue to Tonquin Road, which will be a catalyst for future development in the area.
- **River Terrace:** Located west of Bull Mountain in Tigard, River Terrace will predominately be composed of single family homes with a small commercial corridor east of SW 175th Avenue.
- **South Cooper Mountain:** Technically outside SWSEP study area, South Cooper Mountain will impact both Beaverton and Tigard significantly. The plan calls for a mix of residential and commercial development and a new Beaverton School District high school located at Scholls Ferry Road and Roy Rogers/175th Avenue.



## Southwest’s Story

### Transit in Southwest

From early town plats centered on train stations in Tualatin, Tigard, and Lake Oswego to the Southern Pacific Red Electric interurban rail network, transit service has helped define the southwest communities for many years. Still today, transit is very much a vital part of life in this part of the region with 24 bus lines (one of which is Frequent Service; three of which are express/limited stop lines), the region’s only commuter rail line (WES), one streetcar line (NS Line), an aerial tram, four transit centers and over 2,000 TriMet-dedicated and shared-use park and ride spaces.

Yet, in some ways, the transit service hasn’t changed much in Southwest. The core of the transit service was originally designed decades ago to get workers to and from the central business district with 14 of 24 bus lines and the streetcar line serving Downtown Portland and five bus lines serving Marquam Hill – leaving only five bus lines and WES serving southwest communities without going to Downtown Portland or Marquam Hill.



Additionally, 11 bus lines and WES only operate in the morning and afternoon peak hours and don't provide weekend service. As the region has grown, the need for all-day transit service to areas other than Downtown Portland or Marquam Hill has grown as well.

## Where the Jobs Are

The Southwest part of the region has a diversity of job centers ranging from white collar jobs in the Kruse Way/Meadows Road and Lincoln Center areas to middle wage jobs in the Tualatin Industrial Area and the 72nd Avenue employment corridor. Southwest residents are also drawn to jobs on Marquam Hill, in Downtown Portland and the Silicon Forest. Furthermore, the area has seen significant retail job growth in Bridgeport Village, Downtown Tualatin, and Progress Ridge in addition to the long established retail centers of Washington Square, Sherwood Town Center, Hillsdale, Multnomah Village, and along Barbur Boulevard/Highway 99W. Finally, nearly all the communities in the southwest part of the region are actively pursuing Downtown development plans which will bring additional employment and vitality in Downtown communities throughout the area.



## Regional Changes Impact Southwest

Several trends will impact Southwest and the entire region over the next 20 years, including:

**Growth:** According to Metro's *2014 Urban Growth Report*, the metro area will grow by 400,000 residents and 260,000 jobs by 2035.

- Residential growth will occur by way of infill development along corridors and in centers, while available land for new single-family residential development will remain in the suburbs (e.g., River Terrace, South Cooper Mountain, Basalt Creek).
- Among the fastest growing industries in the region are professional services and manufacturing/distribution. Large parcels for manufacturing and distribution are primarily available on the edges of the region, especially in Southwest (e.g., Tualatin Industrial Area, Basalt Creek), while professional services are accommodated in centers and corridors (e.g., Lincoln Center, Kruse Way, town centers).

## TriMet's Future: Back on Stable Financial Footing

In October, 2014, TriMet and the Amalgamated Transit Union Local 757 worked together to approve a new labor contract that places the agency on a sustainable financial path moving forward. The new contract continues to provide a robust compensation package for TriMet's employees while also ensuring long-term, fiscal health for the agency. As a result, TriMet will be able to focus future revenue growth on expansion of services and maintenance. Additionally, the contract allows for certainty in TriMet's future plans and begins a new, more collaborative chapter for TriMet and the ATU.

Transit will become increasingly important as this growth increases traffic congestion.

**Changing Income Levels:** According to the *2014 Urban Growth Report*, much of the Southwest part of the region experienced a drop in the median family income between 2000 and 2008-12. This has resulted in a greater mix of incomes in Southwest and a greater demand for transit services.



#### **Community of Color and Language Diversity:**

Washington County has:

- a higher percentage of Asian or Pacific Islander residents (8.6%) compared to the state (3.7%),
- a higher percentage of Hispanic or Latino residents (15.7%) compared to the state (11.7%),
- almost double the proportion of foreign-born residents (16.8%) than statewide (9.7%), and
- a higher percentage of residents speaking a language other than English at home (22.7%) compared to the state (14.3%).<sup>1</sup>

Because communities of color and language diversity populations often rely on TriMet, these changes in growth and demographics illustrate a growing demand for more and better transit service in the southwest communities



<sup>1</sup>*Washington County Transportation System Plan 2014, A-En-grossed Ordinance 768, Exhibit 4*

## **Transit into the Future: Southwest Corridor**

The region can expect to see a significant increase in traffic congestion as the population grows substantially over the next two decades. Traffic congestion not only impacts people's lives by adding time to their travels and worsening air quality, but it also imposes an economic cost as companies can't deliver their goods to customers and workers can't get to their jobs, stunting the region's ability to grow economically. Increased congestion will be especially true along the major corridors connecting Downtown Portland to the surrounding suburban communities. Many of these corridors have already received investments in high capacity transit to help deal with congestion—Highway 99E, Highway 84, Highway 26W, Interstate 5 North, Interstate 205. However, the Highway 99W/ Interstate 5 South corridor has yet to receive a high capacity transit investment, and is feeling the strain of the rapidly increasing number of vehicles on the road, especially as the economy has recovered from the recession. Consequently, the Southwest Corridor Plan was envisioned as a means to comprehensively address congestion in this part of the region.

Metro is leading the Southwest Corridor Planning process with help from TriMet, Washington County, ODOT, and the cities of Tigard, Tualatin, Sherwood, and Portland. The project aims to leverage major infrastructure investments—predominantly a high capacity transit line—to also make improvements to roads, trails, sidewalks, crossings, and bikeways. With help from project staff, the Project Steering Committee will decide to pursue either a light rail or a bus rapid transit option. Project staff and the steering committee are also evaluating potential routing options, though the project aims to connect Downtown Tualatin, Bridgeport, Downtown Tigard, the Tigard Triangle, PCC, Barbur Transit Center, Marquam Hill, Portland State University, and the Portland Transit Mall. Some destinations may not be directly served with high capacity transit, but would connect to the line via improved transit and pedestrian and bicycle facilities.

In addition to helping reduce vehicle congestion, the Southwest Corridor Plan will help make communities along the alignment safer for transit riders, pedestrians, bicyclists, and drivers. Moreover, the plan will be the catalyst for downtown development efforts in Tigard and Tualatin, bolstering their civic and economic vibrancy.

Revisions to the Southwest Service Enhancement Plan will be required after the Southwest Corridor Plan is completed to ensure that the two efforts complement one another and provide a complete transit network for the southwest part of the region.

# The Southwest Service Enhancement Process

The process for developing recommendations for Southwest's transit future included significant outreach to residents and businesses, data mapping, and conversations with cities and counties about future growth.

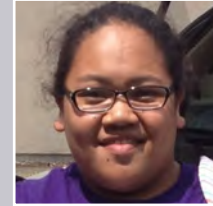
**Community Outreach:** TriMet staff reached out to community members in a myriad of ways including surveys, community workshops, special events, individual stakeholder meetings, newspaper articles, neighborhood meetings, and focus group discussions. Participants included existing transit riders, neighborhood associations, employers, business associations and chambers of commerce, jurisdictions, and social service providers. Additional outreach events were held to reach out to traditionally under-represented groups such as low-income, senior, youth, and communities speaking languages other than English (especially Spanish, Vietnamese, and Somali).



**Data Analysis and Mapping:** TriMet staff mapped concentrations of jobs and housing throughout the study area and were able to connect where people live with where they work. TriMet verified this information with data from the Oregon Household Activity Survey (OHAS) provided by Metro. TriMet also mapped data based on equity factors such as minority, low-income, and limited English proficiency households in the study area. This data was also used to ensure that outreach was provided to traditionally underrepresented communities.

**Future Growth:** Individual jurisdictions best understand where future growth will occur in the next 20 years. TriMet spoke with elected leaders and city and county staff to better understand where and how southwest communities will grow in the future. City and county plans for growth were taken into account when developing the SWSEP recommendations.

An initial Draft Vision for future transit service was developed using the information gathered via the methods outlined above.



*"I appreciate that instead of asking a smart and brilliant engineer they asked the public to help solve the problem. They took our ideas, which are like uncut and unpolished pieces of gems that are hidden inside of a stone, and made them into something of beauty and value."*

— Tyra Tanaka,  
College Student



## Service Enhancements on Lines 47 and 48 Show Ridership Gains

In Fall 2013, TriMet implemented routing and frequency changes to Lines 47-Baseline/ Evergreen and 48-Cornell as called for in the West-side Service Enhancement Plan (serving Beaverton, Hillsboro, Forest Grove, and Cornelius). Between Fall 2012 and Fall 2015, average weekday ridership increased by 62% on Line 47 and 106% on Line 48.

It was then released to the public with a survey asking for input on the recommendations contained within the Draft Vision. The Draft Vision was then revised and re-released to the public as the Refined Draft Vision, again with a survey. Last tweaks were made based on input received and a Final Vision was developed.

TriMet will begin implementing the service improvements called for in this vision during its annual service plan process, with each year's enhancements leading toward the long-term vision.

The vision was made flexible enough to take maximum advantage of the future Southwest Corridor Project, regardless of its final mode and alignment.

## Final Vision

The SWSEP Final Vision addresses four key needs:

### 1. Transit Connections

The existing transit network is historically oriented towards trips to Downtown Portland during the rush hours. Many job centers outside the Downtown core are not connected with other suburban residential areas where many employees live. In addition, some lines have indirect routes and could benefit from streamlining and some lines that overlap could be moved to serve areas that lack bus service.

#### Opportunities for Action

We'd like to realign bus routes to provide more connections between suburban residential communities and suburban employment centers and streamline routes and fill service gaps.

##### **New Destination for SW Vermont Street Service (Line 1)**

Eliminate the low-ridership, residential loop and serve Washington Square via Shattuck, giving the line a regional destination that can support midday, evening and weekend trips, improving service for riders along the line.

##### **Downtown Lake Oswego to King City (Line 36)**

Extend the South Shore Boulevard line from the Tualatin Park & Ride to King City via 72nd Avenue and Durham to improve east-west connections between Lake Oswego, Tualatin, Tigard, and King City, and add trips. Extend the line to Jean Way to better serve businesses in the Lake Oswego Commerce Center.

##### **Downtown Lake Oswego to Kruse Way, Tigard TC, and Progress Ridge/ Murrayhill (Line 37)**

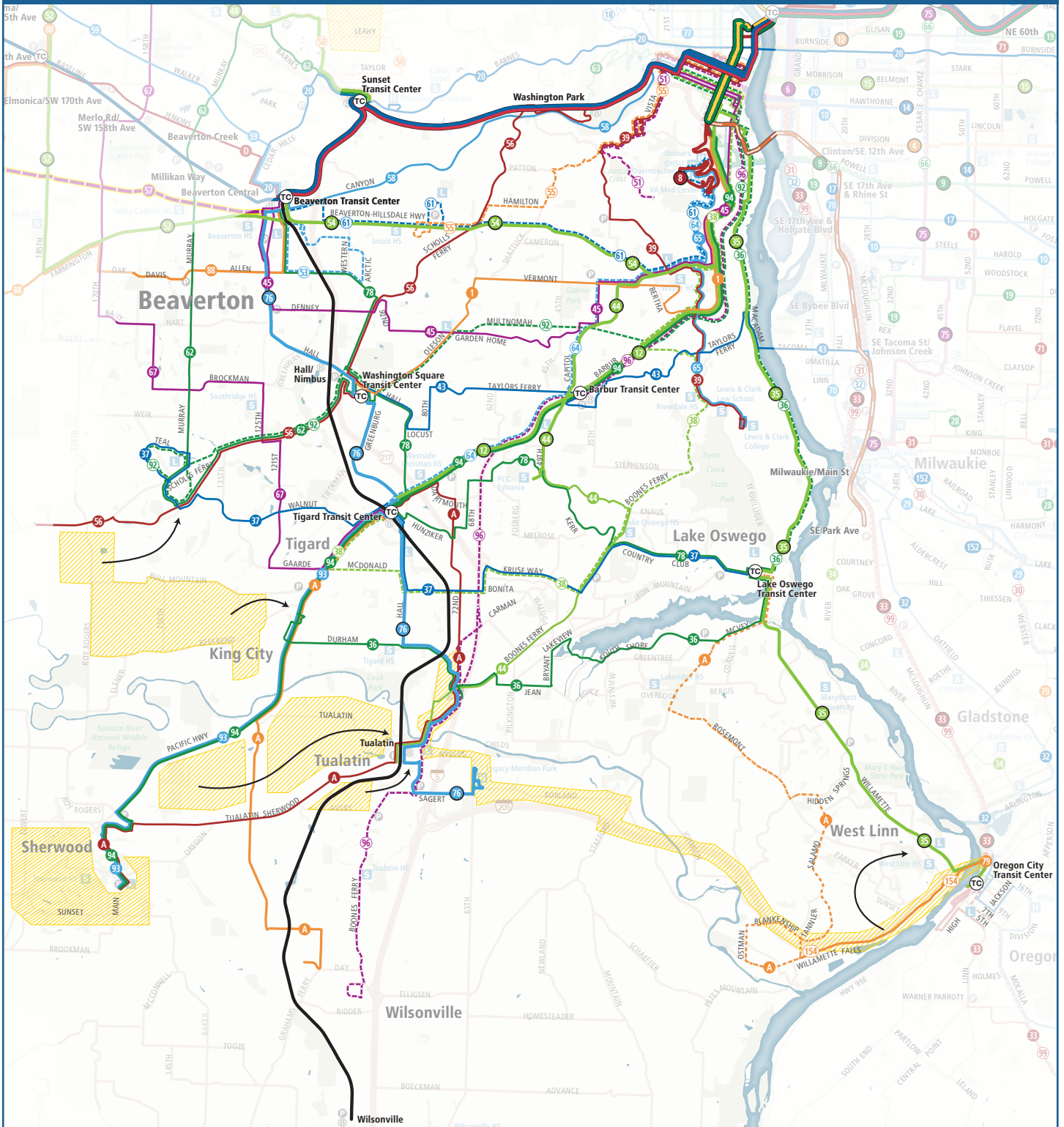
Change the Lake Grove bus line to serve Downtown Lake Oswego, Kruse Way, Tigard Transit Center, Progress Ridge and Murray Hill to improve east-west connections between Tigard and Lake Oswego. Add midday, evening, and weekend trips. Replace service in Lake Grove with an extension of Line 44.





















##### **New Service to Wilson High School, Bonita Road and McDonald Street (Line 38)**

Change the Boones Ferry Road line to serve Wilson High School and Burlingame to help students get to school. Change route to serve Bonita, McDonald and Tigard Transit Center to improve east-west connections in Tigard. Provide all-day service in Mountain Park with an extension of Line 44.



# Southwest Service Enhancement Plan Vision for Future Service



<b>Bus Service</b>		<b>Rail Service</b>			<b>Community/Job Connector Service Area</b>	
	Frequent Service		MAX Blue Line		<b>Landmarks</b>	
	Standard Service		MAX Green Line			High School or College
	Rush-Hour Service		MAX Orange Line September 2015			Hospital
	Proposed High Capacity Transit Service		MAX Red Line			Library
	Proposed new bus service		MAX Yellow Line	 Miles  NORTH		
			WES Commuter Rail			



*“OHSU is building a world class campus for healing, teaching and discovery, dedicated to improving the health of Oregonians. Transit is a key part of making this campus work in South Waterfront’s urban environment.”*

— **Brian Newman**,  
Associate Vice President,  
Campus Planning

### **Southwest Hills to Hillsdale, Lewis & Clark/Collinsview (Line 39)**

Merge existing Lines 39 and 51 to serve Terwilliger, Capitol, Sunset, and Dosch, connecting Lewis & Clark College/Collinsview, Hillsdale, Southwest Hills and Downtown Portland. Add midday, evening, and weekend trips.

### **Downtown Tualatin, Lake Grove, PCC Sylvania, and Downtown Portland (Line 44)**

Extend existing PCC Sylvania service to provide all day service from Downtown Portland to Mountain Park, Lake Grove, Bridgeport Village, Durham, and Downtown Tualatin.

### **Garden Home, to Denny Road, and Downtown Beaverton (Line 45)**

Change the Garden Home Line to provide new service to Denny Road and Downtown Beaverton. Add trips.

### **Council Crest to Downtown Portland (Line 51)**

Due to low ridership, create a single line serving Council Crest and run during the weekday commute hours only.

### **New Service on Shattuck Road (Line 55)**

Due to low ridership, change the Hamilton bus line to connect the Southwest Hills to Downtown Portland via Hamilton, Shattuck, Patton and Vista.

### **South Cooper Mountain to Progress Ridge, Washington Square, and Washington Park MAX Station (Line 56)**

Extend the Scholls Ferry Road line to provide new service to Murrayhill, Progress Ridge, and the future South Cooper Mountain community. Provide new service on Scholls Ferry Road and the Washington Park MAX Station.



### **Hillsdale to Marquam Hill (Line 65)**

Connect Marquam Hill, Hillsdale and Lewis & Clark College/Collinsview via Terwilliger, and Palatine Hill. Provide all day and weekend service between Marquam Hill and Hillsdale.

### **South Beaverton to Tigard Transit Center (Line 67)**

Extend Line 67 from the Merlo Road/SW 158th Avenue MAX Station to provide new north-south service to South Beaverton via 170th Avenue,



Brockman, and 121st Avenue. Connect to Tigard via Gaarde and Pacific Highway.

### **New Service to Metzger and Allen Boulevard (Line 78)**

Provide new north-south service on Hall Boulevard north of Highway 99W and connect with jobs in the Raleigh West employment area north of Allen Boulevard.

### **South Beaverton Express via I-5 (Line 92)**

Connect Murrayhill, Progress Ridge, Washington Square and Downtown Portland via Scholls Ferry, Multnomah, and Interstate 5, providing new coverage.

### **New Service on Salamo Road**

Create a new line during weekday commuter hours only connecting residents to West Linn's Willamette commercial area, City Hall, and the Lake Oswego Transit Center.

### **New Service to Sellwood**

The development of the Southwest Corridor Project would allow for a new bus connection between Southwest Portland and Sellwood. One possibility for this connection could be an extension of the Taylors Ferry Road line (Line 43) across the Sellwood Bridge connecting Washington Square, Barbur Transit Center, Sellwood, and the SE Tacoma Street/Johnson Creek MAX Station (see map on page 9). However, other scenarios may exist for connecting Southwest Portland with Sellwood. In the coming years, TriMet will work with the Southwest Portland communities to determine which bus line should connect with Sellwood once the Southwest Corridor Project is built.



### **New Service on Tualatin-Sherwood Road and SW 72nd Avenue**

Create a new line connecting to jobs in the Sherwood Town Center, Tualatin Industrial Area, Downtown Tualatin/WES Station, Bridgeport Village, 72nd Avenue, the Tigard Triangle, Downtown Tigard, and the Tigard Transit Center.

### **New Service on Pacific Highway and SW 124th Avenue**

Create a new line connecting homes and jobs in the future Basalt Creek community with the Tigard Transit Center via SW 124th Avenue and Pacific Highway.

## **2. Frequency**

Frequency is a prime concern for transit users. Frequency equals convenience, and more frequent service puts fewer restrictions on riders' travel. Because waiting is a part of transit travel time, frequency can be as, or even more important, than speed of travel on the bus. Some bus lines in the Southwest communities operate with such insufficient frequency, making them unattractive to a broad range of riders. Potential customers are deterred from riding transit if they fear missing their bus and having to wait a long time for the next one to arrive. Frequent Service Lines eliminate this concern because they arrive every 15 minutes or better most of the day, every day. This means the average wait if a rider doesn't check the schedule is seven to eight minutes.

### **Opportunities for Action**

Expand the Frequent Service bus network and work with cities and counties to deploy transit priority treatments, like signal timing and bus lanes.

### **New Frequent Service Bus Lines**

Maintain and expand the Frequent Service Line network, upgrading the highest ridership bus lines to 15 minute frequency most of the day. Better frequency on the following lines would significantly improve service to Portland, Tigard, Tualatin, Beaverton, Durham, Lake Oswego, and West Linn.

### **Barbur Boulevard (Line 12)**

TriMet's commitment to improved transit service in the Southwest part of the region includes the restoration of Frequent Service on Barbur Boulevard/Highway 99W, which was completely restored to pre-recession service levels in Fall 2015.





## Phasing and partnership opportunities

Implementation of the Southwest Service Enhancement Plan recommendations will occur incrementally as TriMet's revenues increase. Among the implementation criteria, favor will be given to service improvements in conjunction with pedestrian and transit priority improvements in the same area. If jurisdictions invest in transit priority treatments, sidewalks, crossings, and paths to get riders to transit, TriMet will work with them to potentially prioritize service enhancements in those areas.

### **Highway 43/Macadam Avenue (Line 35)**

New Frequent Service between Downtown Portland, Lake Oswego, West Linn and Oregon City to better meet demand in this corridor as future development occurs.

### **Capitol Highway (Line 44)**

Improve the connection for students with new Frequent Service between Downtown Portland and PCC Sylvania via Hillsdale and Multnomah Village.

### **Beaverton-Hillsdale Highway (Line 54)**

New Frequent Service between Downtown Portland, Hillsdale, Raleigh Hills and Beaverton Transit Center to increase transit use in this high volume corridor.

### **Hall Boulevard/Greenberg Road (Line 76)**

New Frequent Service to serve the job centers along the line, including Downtown Beaverton, Washington Square, Downtown Tigard, Bridgeport Village, Downtown Tualatin and Legacy Meridian Park Hospital.

### **Increase Frequency of Local Service**

All local bus service in Southwest communities should operate every 15-30 minutes or better during the morning and afternoon commute times whenever possible to keep it attractive to a broad range of users and reduce delay for all riders. Midday service frequency will be determined by demand.

### **Implement Transit Priority Treatments**

Many riders wish for buses to get them to their destinations faster. Delayed travel time also has a negative impact on reliability. Through-out Portland and in key locations in Gresham, signal technology extends green signals when a bus is running late. On 82nd Avenue in Clackamas, ODOT provides bus-only lane treatments to reduce delay to bus passengers. TriMet will be looking to apply similar treatments to the Southwest part of the region to decrease delay and increase reliability.

## **3. Passing Through Federal Funds for Transit Services**

Often times fixed route transit by TriMet is not economically viable in areas with low-income residents or entry-level jobs, because the number of residents or employees is too few or the street network is under-developed. However, even when TriMet cannot operate transit services, it has a long history of helping economic development opportunities by passing on federal funds to other organizations to operate their own shuttle services to meet the needs of residents and employees.

### **Opportunities for Action**

In November 2015, Ride Connection, a non-profit transportation provider serving seniors, people with disabilities, and low income populations, began operating the North Hillsboro LINK shuttle between Orenco Station and the North Hillsboro Industrial Area. This service is a response to the significant increase in the number of low-pay, entry level employees in the area that have difficulty getting to work because of the lack of nearby TriMet service. TriMet fixed route bus service was not an economically viable option because the area is still developing. Ride Connection, in partnership with the Hillsboro Chamber of Commerce, the City of

Hillsboro, Washington County, and the State of Oregon, was able to launch the North Hillsboro LINK shuttle because TriMet is able to pass on state and federal grant funds specifically intended for this type of service. Similar pass through arrangements exist for shuttle services in Tualatin, Swan Island, and Forest Grove.

Other areas in Southwest where TriMet could pass through federal funding to serve low income residents or low paying, entry-level jobs and where fixed route transit service is lacking due to the street network or population size include:



#### **Tualatin-Oregon City**

Connect retail jobs at Bridgeport Village and downtown Tualatin with low income residents in Tualatin and downtown Oregon City via Borland and I-205.

#### **King City-Tigard-Beaverton**

Connect senior and low income residents in King City with jobs and services in Progress Ridge, Murrayhill, and the future River Terrace and South Cooper Mountain areas.

#### **Sherwood**

Connect low income areas on the east side of Sherwood with jobs and services in downtown Sherwood, the Sherwood Town Center, and the YMCA.

## **4. Pedestrian/Bike Environments**

Every transit rider walks, uses a mobility device, or rides a bicycle at least a short distance to and from the bus, MAX, or WES. Safe sidewalks, crossings, paths, and bicycle infrastructure are critical to building and sustaining transit ridership. Pedestrian and bike improvements are especially needed in the Southwest part of the region. More than half of all respondents to our survey reported that there is missing sidewalk between their homes and the nearest bus stop. Additionally, only 35% of respondents reported having either signalized or other safe crossings between their

home and the nearest bus stop.

Much of the difficulty siting pedestrian and bike improvements is the result of hilly terrain and the need to provide storm water runoff facilities with improvements. Such conditions significantly drive the cost of improvements. This is especially true in Southwest Portland, where the topography can be particularly steep. However, Southwest Portland's trail network can help ameliorate the challenge of providing access to transit in some areas.

### **Opportunities for Action**

TriMet will continue to partner with local cities, counties and ODOT to improve pedestrian environments. However cities, county and ODOT must also make pedestrian improvements a high priority.

#### **Pedestrian Network Analysis**

TriMet's *Pedestrian Network Analysis* report (available at [www.trimet.org/walk](http://www.trimet.org/walk)) identifies locations near transit stops where pedestrian improvements are needed (e.g., sidewalk infill, curb ramps, landing pads, and safer crossings using signals or "flashing beacons", etc.). The report specifically points to needed pedestrian improvements in the Hillsdale area, Tigard Transit Center, and Raleigh Hills. Cities, counties, and ODOT can provide access to transit and improve the local quality of life and safety by using the *Pedestrian Network Analysis* as a blueprint for where and what to include when building safe crossing treatments and sidewalks.



#### **Partnering for pedestrians**

TriMet, ODOT, the counties and the Southwest jurisdictions have a strong history of partnerships on pedestrian improvements. The most recent example is seen in the 2015-18 State Transportation Improvement Enhancement Program (STIP Enhance). Administered by ODOT, the STIP Enhance grant program will fund pedestrian improvement projects along Highway 99W, including sidewalk improvements, rapid flashing beacons, and bus stop upgrades. The project came together with TriMet as

the applicant and matching fund support from TriMet and the cities of Tigard, Tualatin, and Portland, with technical support from ODOT. TriMet will continue to look for opportunities to partner on pedestrian improvement and access to transit projects. However, cities, counties and ODOT must also prioritize safe and comfortable access to transit for this goal to become a reality.

### **Safe crossings vs. road widening**

Roadway widening to accommodate increased traffic conflicts with transit access by making it more difficult to cross the street safely to reach a bus stop. The counties and individual Southwest jurisdictions must continue, in partnership with TriMet, to seek a balance between all means of transportation in order to address current and future challenges.

### **Making walking easier by making crossings shorter**

Because intersection crossings are so important for access to transit and for residents and employees to walk anywhere in Southwest, TriMet encourages cities, counties, and ODOT to re-evaluate standards and existing dimensions of curb radius at intersections. Large curb radii increase crossing distances and invite faster turning speeds for motor vehicles, leaving pedestrians exposed to dangerous interactions with fast-moving vehicles. Consider treatments such as truck aprons to reduce turning radius and crossing distance. Reducing crossing distance can also reduce the amount of time intersections need for each individual signal cycle or traffic movement, potentially reducing delay or at least the perception of delay, to pedestrians and drivers. Cost-effective pilot projects can be implemented using striping or plastic “candlestick” pylons. The Federal Highway Administrations Pedestrian Safety Guide and Countermeasure Selection System website provides a good starting point for cities and counties considering pedestrian safety improvements ([www.pedbikesafe.org/PEDSAFE](http://www.pedbikesafe.org/PEDSAFE)).

### **Bus stop landing pads**

Concrete pads between sidewalks and curbs allow people with mobility devices to board and de-board buses from the sidewalk and encourage transit use from those who can walk or bike to the bus stop. Without the landing pads, riders must either walk through wet, muddy, and potentially unstable surfaces or worse, step into the street itself to get on the bus. The concrete pads provide opportunities to install shelters at stops with high ridership, making riding transit more attractive and competitive with other options.



### **Increasing the Reach of Transit with Cycling Connections**

More and better bike paths and bike lanes can help to expand the reach of transit, as customers who are combining their transit trip with a cycling trip can more quickly cover a larger distance than by walking or rolling alone. The rolling hills and challenging topography in this area might be a natural deterrent to some, but others do choose to use a bicycle as a means to connect to transit service, especially along facilities like the Fanno Creek Trail, the Tualatin River Greenway and the Willamette River Greenway Trail. TriMet will continue to support safe and comfortable bicycling facilities to reach transit services, provide bike parking at appropriate locations, and work with our partners to promote cycling as a means to increase the reach of transit connecting to employment, commercial and residential areas.





# In Our Rear View Mirror

## Frequent Service Restoration

During the Great Recession, TriMet was forced to increase the time between trips on the 13 Frequent Service Bus Lines and MAX. With the improving economy, TriMet has restored service back to pre-recession level. TriMet’s Frequent Service Lines carry more than half of all bus passengers on the system, and MAX carries more than one-third of all TriMet customers. Frequent Service and MAX restoration has been vital in helping people access jobs, reducing congestion, and meeting the region’s adopted land use and air quality goals. With the restoration of all Frequent Service and MAX lines, TriMet now provides more service than it did prior to the recession. Current Frequent Service Bus Lines in Southwest include:

Line 8-Jackson Park/NE 15th Avenue

Line 12-Barbur/Sandy Boulevard

Line 54-Beaverton Hillsdale Highway

Line 56-Scholls Ferry Road



## Conclusion

As congestion increases with population and job growth, and as more people rely on transit out of need or choice, TriMet intends to enhance the transit network to meet these increasing demands of the growing southwest communities. TriMet will continue to serve the high demand for transit service to Downtown Portland, but also aims to provide service to neighborhoods, job sites, and other destination between the southwest communities. TriMet is committed to supporting the southwest part of the region by increasing the effectiveness and importance of transit via new or realigned lines, better frequencies and service hours, and new partnerships for innovative service and pedestrian improvements. The Future of Transit will include many more opportunities for Southwest residents to travel throughout the region to jobs, school, shopping, medical care and recreational activities while freeing space on roads for freight and other needs.





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