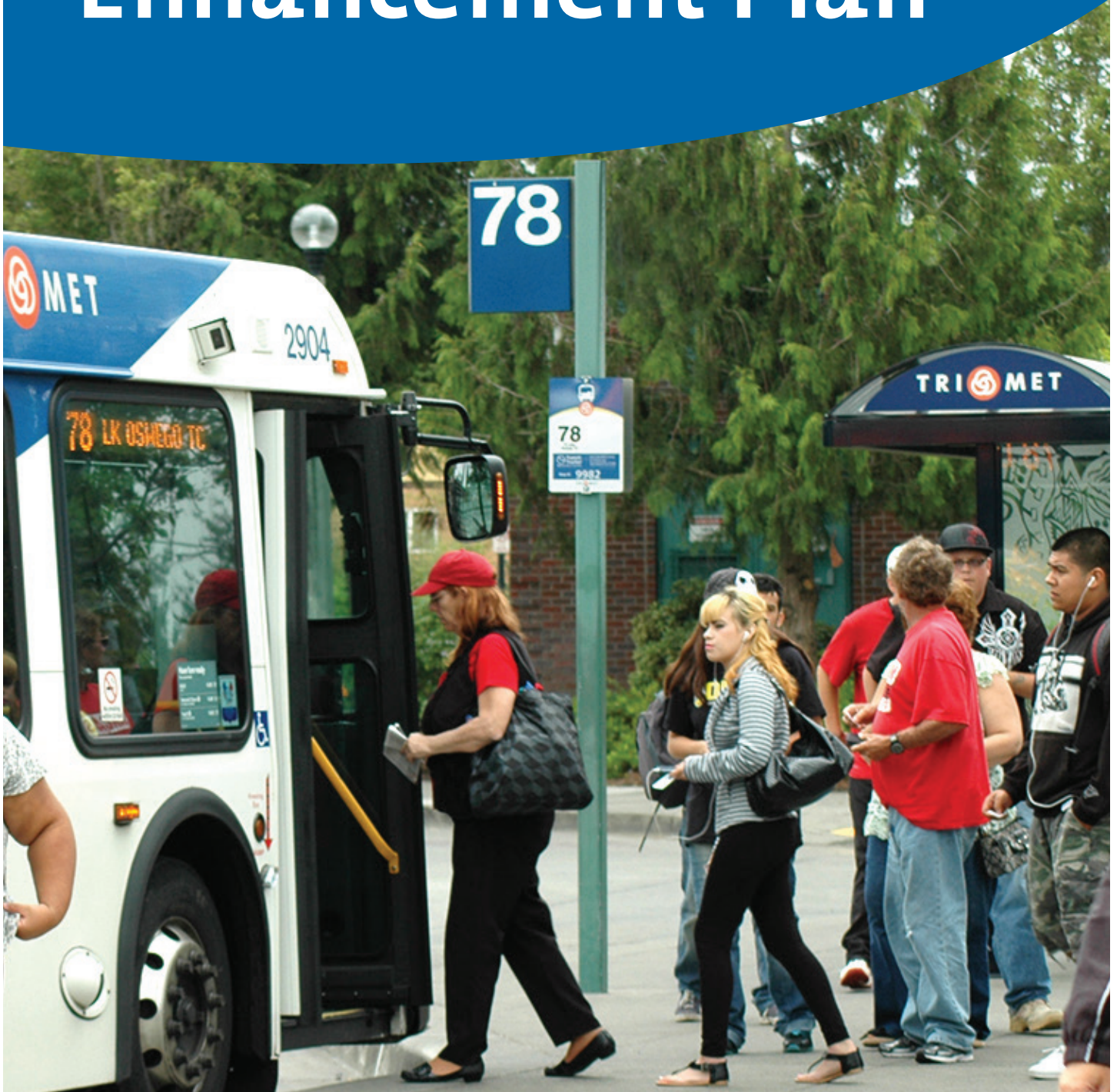


Westside Service Enhancement Plan



September, 2013



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

Dear Reader,

Do you wish the bus ran later or more frequently? Would you like a bus line to come closer your home? Would you like to take TriMet to work, school, appointments or recreation? These are the types of questions we asked when researching the Westside Service Enhancement Plan (WSEP)—our roadmap for future transit service investments in Beaverton, Hillsboro, Cornelius, Forest Grove and Washington County.

The WSEP is a proposal to improve transit connections between growth areas on the Westside. It proposes to improve service frequencies, a new approach to transit in difficult-to-serve areas, and calls for more sidewalks and safe crossings. The first improvements will occur this fall with route and frequency improvements on Line 47-Baseline/Evergreen and Line 48-Cornell.

But it is one thing to create a plan, and another to fully implement it. We cannot carry out this plan alone—it will take partnerships. Partnerships (with both private and public entities) are required to ensure that our customers can safely access bus stops using sidewalks and safe crossings, and that TriMet buses can move past traffic congestion with signal priority and bus lanes. Working together, we can create the total transit system.

And, the WSEP is just the beginning. This summer we launched a similar effort in Southwest (Tigard, Tualatin, King City, Durham, Sherwood, Lake Oswego, West Linn and SW Portland) and the Eastside (East Portland, Gresham, Fairview, Wood Village and Troutdale). Future plans will also focus on Portland and Clackamas County.

As you read through this plan, I hope you see your vision for TriMet service on the Westside, because it was your community that helped us create it.

Regards,

A handwritten signature in green ink that reads "Neil McFarlane". The signature is fluid and cursive, written in a professional style.

TriMet General Manager
Line 12, 17, 43 Rider

Westside Service Enhancement Plan

The Westside is leading Oregon out of the recession with corporate expansions, business recruitments, new neighborhood development, and surging enrollment at Portland Community College. With this growth, we're developing a plan to grow, too.



Rising employment: Westside employment is growing as companies like Intel, Nike and Kaiser Permanente expand operations, new tech companies arrive, and retail stores locate in the Westside shopping centers of Progress Ridge Townsquare, Cedar Mill Crossing and the Streets of Tanasbourne.

New and expanding neighborhoods: Tanasbourne, Orenco, Bethany, and Progress Ridge have seen significant residential and commercial growth in the past decade. New communities are being planned in North Bethany, South Hillsboro, Amber Glen and Northwest Forest Grove.

Swelling PCC enrollment: PCC Rock Creek has added 10,000 students in the last ten years and will remain an important piece of the Westside's economic future.

Infrastructure upgrades: Roads and sidewalks are being improved through the Major Streets Improvement Program (MSIP) and more upgrades are being planned for Aloha/Reedville and the Tualatin Valley Highway corridor.



The Westside Service Enhancement Plan outlines a future vision for transit in Beaverton, Hillsboro, Cornelius, Forest Grove and areas of Washington County, north of Scholls Ferry Rd. This vision was developed with the help of dozens of partners, public and private, around the Westside. 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 jurisdictions 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 the public and private sectors to improve access to transit including walking and biking to bus, MAX and WES

TriMet's commitment to improved transit service on the Westside includes the restoration of Frequent Service on TV Highway and on the MAX Blue and Red lines as top priorities.

Westside Story

From Tualatin Valley Farms to Silicon Forest

Historically, agriculture was the primary economic force in the Tualatin Valley. Today, farmers still grow fruits, vegetables, nuts, grass seed, and Christmas trees in the valley, often exporting their products out of state and overseas. With numerous wineries and vineyards, the Tualatin Valley also plays an important role in the Oregon wine industry.

However, as new development arrives, so do new enterprises. Nicknamed 'The Silicon Forest', the Westside is now the center of the state's high-tech industry and home to hundreds of companies designing and manufacturing products ranging from computer chips (Intel, TriQuint), to solar panels (SolarWorld), to electron microscopes (FEI), and LCD monitors (Planar Systems). The Westside is also a hub for the region's sports and outdoor apparel industry (Nike, Columbia Sportswear). In addition, the area has thousands of entry-level customer service jobs such as call centers (Netflix,

Farmers Insurance), shopping centers (Cedar Mill Crossing, Progress Ridge Townsquare, Streets of Tanasbourne), and as of summer 2013, ballpark vendors (Hillsboro Hops).



Nonetheless, challenges to the area's transportation network come with the expansion of these industries. For example, Intel is in the midst of a \$6 billion expansion of its Ronler Acres campus, Kaiser Permanente will soon open its new \$344 million medical campus, and Nike is pursuing a \$150 million expansion on its campus. All three developments will bring more traffic to the Westside. Though Intel and Nike operate shuttles to MAX, they will not be enough to stem the flow of traffic brought on by their growth. As these large employers grow, the public and private sectors must develop transportation solutions together—even looking to solutions sponsored by large employers in other metro areas, such as Microsoft and Google, which provide extensive, privately contracted transit services to their employees.

Newcomers drive housing growth

Large numbers of new residents are attracted to the Westside as employment opportunities grow. Between 1990 and 2010, Washington County's population grew by some 70 percent from 311,554 to 529,710, much of it on the Westside. The growth in population has resulted in new residential and commercial development. Recent housing development in the Bethany, North Hillsboro, Tanasbourne, Orenco, Progress Ridge, and Century Blvd. areas draw residents with a mix of incomes—high income earners to single family homes and low to middle income earners to apartments and townhomes. Meanwhile, established neighborhoods near the downtowns of Hillsboro and Beaverton, Aloha-Reedville and Cornelius attract middle income residents and seniors. Additionally, large-

scale communities are being planned for South Hillsboro, North Bethany, AmberGlen, northwest Forest Grove, Barnes Rd., and South Cooper Mountain, much of it with retail businesses, services and housing within walking distance of each other. New apartments with ground floor retail are also rising in Downtown Hillsboro, hailing a new era of downtown living on the Westside.

Many newcomers arrive not only from out of state, but from overseas. This includes Spanish speaking workers in a variety of industries in Hillsboro, Cornelius, Forest Grove, and Aloha/Reedville and permanent and temporary high-tech employees from Asia and Europe living in Hillsboro, Beaverton, and Bethany. These new arrivals are part of the broad cultural diversity that now exists on the Westside.

PCC prepares the Westside for the future



Portland Community College's (PCC) Rock Creek and Willow Creek campuses are vital for workforce development on the Westside. With over 25,000 students, PCC offers a variety of programs that include technology and trades classes supported by Westside employers like SolarWorld, Genentech and Hillsboro Aviation. With PCC's enrollment growing by 10,000 students in ten years, new classes have been offered along MAX at Willow Creek and Pacific University in Downtown Hillsboro.

Taking the lead on infrastructure

With the growth and diversification of jobs and the robust workforce development efforts, the Westside has been transforming from an agricultural community to a major economic engine for both the region and the State of Oregon. As a result, roads that were initially used to transport agricultural products from farms to markets are now major thoroughfares supporting new urban developments. In response, the Westside jurisdictions are actively upgrading transportation infrastructure to keep up with the growth in population and jobs.

Washington County oversees and funds much of this effort through the Major Streets Improvement Program (MSTIP), a program funded by a county property tax levy dedicated to improving major roadways. Unique to the region, MSTIP improvements include repaving, road widening, sidewalks, crosswalks, bicycle lanes, and signals. Since its introduction, MSTIP has funded 111 projects worth \$555 million. With this commitment to quality transportation facilities, Westside communities continue to plan for future infrastructure with recent planning processes for TV Highway, Aloha-Reedville and Downtown Beaverton.



Yet, despite these efforts, the Westside street network will always have the imprint of its farm to market road legacy. For example, a relatively small number of streets span the Westside while others lead to dead ends or rural, 2-lane roads. Additionally, there are large concentrations of jobs located in the north portion of the Westside along Highway 26 and housing located to the south and east. Consequently, traffic is funneled to a fairly small number of major streets, leading to significant congestion during peak travel times. Congestion and delay challenges TriMet's buses as well as other commercial and private vehicle drivers.

TriMet on the Westside



The region's transit past

Tualatin Valley Stages operated bus service to Beaverton, Hillsboro, Tigard, Tualatin, Forest Grove, Cedar Mill, Garden Home, and McMinnville from the 1930's through the 1960's. TriMet bought out Tualatin Valley Stages in 1970 when the company faced bankruptcy. As part of the buyout, TriMet acquired all routes, operators, maintenance workers, and equipment. Total weekday ridership on the lines averaged below 10,000 rides. TriMet has since maintained many of the same bus routes operated by Tualatin Valley Stages including bus routes on Beaverton-Hillsdale Highway, Cornell Rd., and TV Highway and added new ones as the region grew.

In the early-to mid-1980's TriMet built a series of transit centers and other transit facilities on the Westside and increased service on some bus lines. Bus lines were re-oriented to those transit centers to allow better travel within the Westside, not just to and from Portland.



Westside MAX: An economic game changer

The next major change to transit on the Westside came with the introduction of a new mode to the area: light rail. In September 1998, TriMet opened the 18-mile Westside MAX Blue Line extension between Downtown Portland and Downtown Hillsboro. The \$963.5 million project includes 16 stations, 3,698 parking spaces located between Sunset Transit Center and Downtown Hillsboro and a three-mile-long tunnel through the west hills. It provided the first new transportation link across the west hills in more than a generation.

Westside MAX provides regional mobility for residents of all incomes and connects people to employment opportunities that may not otherwise exist. With more than \$3.2 billion of development occurring within a 1/2 mile of the line, Westside

MAX has and continues to reshape development patterns—most prominently at Orenco Station, a model for semi-urban development. Westside bus service and WES commuter rail complement MAX by providing intra-county trips that connect with employment areas to the north and south of MAX.

Moving forward: TriMet in the new century

Since the opening of Westside MAX in 1998, TriMet has:

- Extended the MAX Red Line from Downtown Portland to Beaverton Transit Center, better connecting the Westside to Portland International Airport and increasing trips on MAX between Beaverton and Portland by 60%;
- Upgraded bus service on TV Highway between Forest Grove and Beaverton to Frequent Service running roughly every 15 minutes all day, seven days a week;
- Opened Oregon’s only commuter rail line, the Westside Express Service (WES), running between Beaverton Transit Center and Wilsonville in partnership with Washington County, Beaverton, Tigard, Tualatin and Wilsonville;
- Maintained all Westside bus lines during 2009-2012 service cutbacks, finding cost efficiencies by eliminating low ridership trips and restructuring routes such as the lines on Cornell and Evergreen for better service.

Westside Service Enhancement Process

The Westside Service Enhancement process has identified new markets for transit and developed solutions to serve them. The process included:

- demographic analyses
- public survey research, and
- extensive outreach to jurisdictions, neighborhoods and businesses.

Connecting the dots: maps & surveys

Mapping residential and employment data from the U.S. Census Bureau provided new information about where people live and work. TriMet identified potential service improvements for the largest concentrations of Westside citizens who live in proximity to where they work. The Census was also used to map concentrations of people by average age, income, and race/ethnicity to ensure recommendations support TriMet’s commitment to transit equity.

TriMet also received survey responses from over 600 individuals about their travel on the Westside. The survey validated many of the findings revealed throughout the process.

Listening and learning

Discussions with each local jurisdictions provided insight into where future employment, residential, and infrastructure growth will occur. TriMet also embarked on a 6-month listening tour, meeting with more than 40 community stakeholders, ranging from employers (large and small), neighborhood associations, Citizen Participation Organizations, business associations, and community-based social service providers. The listening tour was vital for developing the plan and laid the ground work for future partnerships that will be essential for the Plan’s implementation.

Findings

TriMet’s research revealed five key findings:

1. Transit Connections

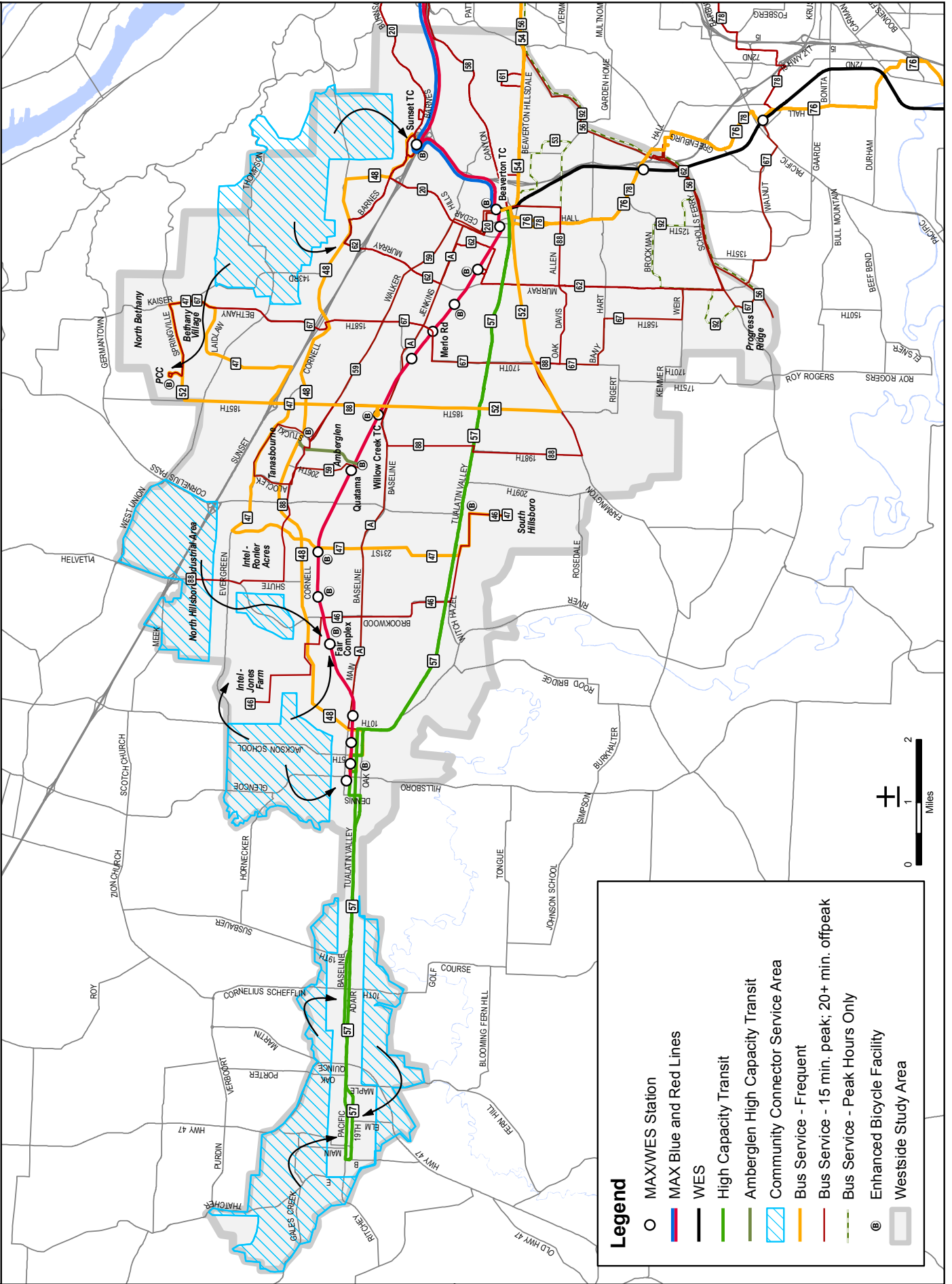
The transit grid is incomplete, making it difficult to complete some trips without multiple transfers. Additionally, MAX doesn’t run directly to Portland International Airport. Finally, there is no rapid service between employment areas in the north and communities to the south such as Tigard, Tualatin, and Sherwood.



“The Westside Economic Alliance Transportation Committee has provided significant input to TriMet staff in the development of the plan.”

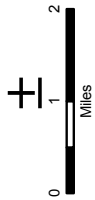
Pam Treece
Executive Director,
Westside Economic Alliance

Westside Service Enhancement Plan Vision



Legend

- MAX/WES Station
- █ MAX Blue and Red Lines
- █ WES
- █ High Capacity Transit
- █ Amberglen High Capacity Transit
- █ Community Connector Service Area
- █ Bus Service - Frequent
- █ Bus Service - 15 min. peak; 20+ min. offpeak
- █ Bus Service - Peak Hours Only
- Ⓢ Enhanced Bicycle Facility
- ▭ Westside Study Area





Opportunities for action

Realign bus routes to strengthen a more complete north-south and east-west grid, extend MAX Red Line service to Hillsboro and provide frequent or express services on key north-south corridors.

Complete the grid of bus lines

Extend or change eight bus routes so they better connect with areas of current development and future growth—residential and employment—and with MAX and Frequent Service Lines, especially going north-south. Improvements include:

- **North Hillsboro to South Hillsboro**
Realigned bus service running from Intel Jones Farm to the future South Hillsboro via Brookwood Ave. and TV Highway and connecting with MAX at the Fair Complex/Hillsboro Airport Station.
- **PCC Rock Creek to South Hillsboro**
Realigned bus service traveling between PCC Rock Creek and the future South Hillsboro connecting with Bethany Village, Tanasbourne, Intel Ronler Acres, Cornell Rd. employers and retail, TV Highway and MAX at Orenco/NW 231st Ave Station.
- **Washington Square to South Cooper Mountain**
Extension of service along Scholls Ferry Rd. to Murray Scholls Town Center, Progress Ridge Townsquare, and future development in South Cooper Mountain.
- **Beaverton Transit Center to Tanasbourne**
Realigned bus service on Walker Rd. between Beaverton Transit Center and Tanasbourne connecting with Cedar Hills Crossing, the AmberGlen employment area, Kaiser Permanente’s Westside Medical Center, the Aloclek employment area and MAX at the Quatama/205th Ave Station.

- **Merlo to Progress Ridge/Tigard**
Extension of service south of the Merlo Rd/158th Ave MAX station connecting with South Beaverton, the Progress Ridge Townsquare, and the Tigard Transit Center.
- **Willow Creek to the North Hillsboro Industrial Area**
Extension of service to Cornell Rd., Orenco, Intel Ronler Acres, and the North Hillsboro Industrial Area via Shute Rd. and Brookwood Parkway.
- **Downtown Portland to Progress Ridge**
Extension of peak period express service from downtown Portland to Progress Ridge Townsquare.
- **Downtown Hillsboro to Downtown Beaverton**
New bus line running between Hatfield Government Center and Beaverton Transit Center via Baseline Rd. and Jenkins Rd. connecting downtown Hillsboro, Willow Creek Transit Center, Nike, Cedar Hills Crossing and Beaverton Transit Center.



MAX Red Line to Hillsboro and other high capacity transit

Consider extending MAX Red Line service to Hillsboro to provide direct service between the Silicon Forest and Portland International Airport. Among the options to consider are switching the western end-of-line destinations between MAX Blue and Red lines with the Red Line serving Downtown Hillsboro and the Blue Line terminus at Beaverton Transit

Center. Another option being studied is an extension of the Red Line to a station west of Beaverton with Blue Line service continuing to Downtown Hillsboro. The impacts on customers, operations, and cost for both options are still being studied.

TriMet and the City of Hillsboro are also studying options for transit connections between the Quatama/NW 205th Ave MAX station and the AmberGlen/Tanasbourne area. Among the options being reviewed are a MAX extension, streetcar, and rapid bus services. This transit connection is a major lynchpin for development in the Tanasbourne Regional Center.

Though WES ridership has grown significantly since its opening, demand has not indicated that frequent, midday service can be cost-effective (this is a common issue with commuter rail lines throughout the country). TriMet will continue to monitor boardings to determine if and when WES is ready for frequency improvements and midday service.

New limited stop bus service to South Washington County

New limited stop bus service originating from park and rides in Sherwood and Tualatin and traveling to the employment areas to the north would help provide greater mobility to supplement north/south roadways overburdened with traffic. These lines would also serve Tigard, South Beaverton, TV Highway and Cornelius Pass Rd. This recommendation will be explored further during the Southwest Service Enhancement Plan process in 2013-14.

2. Frequency and Travel Time

Frequency is a prime concern for transit users. Several bus lines on the Westside operate with

insufficient frequency to make them attractive 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.

Travel time is also an important factor for people when making trips from home or work. As the Westside grows and traffic congestion increases, it takes longer for buses to complete their routes. This makes transit less reliable and depresses ridership potential.

Opportunities for action

TriMet's experience and national research have shown that transit ridership increases significantly when delay is reduced and travel time is decreased with frequency improvements and transit priority treatments such as bus lanes and signal timing.

Restore frequency on MAX and Frequent Service lines

TriMet's first priority on the Westside is to restore 15-minute frequency on the MAX Blue and Red lines and on TV Highway as revenues increase.

Faster trips, less waiting on TV Highway

Frequent, express service should be developed for TV Highway. While the corridor is well suited for rapid bus with potential for signal priority and bus lanes, an alternatives analysis may also include high capacity transit development (i.e., MAX and WES extensions).

New Frequent Service bus lines

Expand the Frequent Service Line network upgrading the highest ridership bus lines to 15 minute frequency all day. Better frequency on these lines would significantly improve service to downtowns Beaverton and Hillsboro, Orenco,



“TriMet’s Westside Service Enhancement Plan will assist Kaiser Permanente in ensuring that the public has an equitable transit solution to access affordable, quality healthcare. Improved transit will also provide over 1,000 employees who work at our Gold LEED certified Kaiser Permanente Westside Medical Center sustainable options to commute to work.”

Shannon Mayorga

*Human Resources, Kaiser Permanente
TriMet Transit Equity and Access Advisory Committee*

Tanasbourne, Cedar Mill, Sunset Transit Center, Bethany, Willow Creek, Aloha/Reedville, Nimbus, South Hillsboro and PCC Rock Creek.

Increase frequency of local service

All local bus service on the Westside should operate every 15 minutes or better during the morning and afternoon commute times. Midday service frequency will be determined by demand, but should not operate any less often than every 30 minutes if the demand grows as expected.

Implement transit priority treatments

Throughout Portland, signal technology extends green signals when a bus is running late and on 82nd Ave. in Clackamas, ODOT provides bus only lane treatments to reduce delay to bus passengers. TriMet wants to apply similar treatments to the Westside, and is partnering with Washington County to seek grants to fund priority treatments on Cornell Rd. and TV Highway.

3. Pedestrian Environments

Transit riders are pedestrians first and last. A safe pedestrian network is key to building and sustaining transit ridership. However, more than a quarter of respondents to the survey said that there are sidewalk gaps between their home and the nearest transit stop. Also, wide streets and long distances between signals have made it more difficult to cross the street safely, especially for seniors and people with disabilities.

Opportunities for action

TriMet will continue to partner with local cities, the County and ODOT to improve the pedestrian environment, however the cities and County must make pedestrian improvements a higher priority

and invest more of their transportation funds in improvements.



Pedestrian Network Analysis

TriMet's recent *Pedestrian Network Analysis* report 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.). Cities, the County, and ODOT can give more people access to transit and improve the local quality of life and safety by using the *Pedestrian Network Analysis* as a blueprint for where to build safe crossing treatments and sidewalks. The technical report includes more details on needs and opportunities.

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. Washington County and the individual Westside jurisdictions in partnership with TriMet must continue to seek a balance between all means of transportation in order to address current and future challenges.



"TriMet's expanded service to PCC's Rock Creek campus is helping the college realize our goal of making education available for every kind of student. We believe in providing access to an affordable, quality education—no matter their location, age, ethnicity, level of education or financial status. TriMet is a key partner in our commitment to the community."

Mark Gorman

*Specialist, Transportation Demand Management,
Portland Community College*

Intersection curb radius

Because intersection crossings are so important for access to transit and for residents and employees to be able to walk anywhere on the Westside, TriMet encourages cities, the County, 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 which leaves 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.

Bus stop landing pads

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

4. Last Mile Solutions

There are thousands of jobs located in close proximity to the Westside MAX stations, but just beyond the average distance that many people will walk—many call this “the last mile.”

Opportunities for action

Transit extensions and connections are one solution for bridging the last mile, but other strategies offer effective and affordable solutions to help people travel between MAX and large employers.

Mobility hubs

More than just bike or car sharing, mobility hubs bring together all transportation options—transit, carpooling, bicycling, shared options, transportation information—into one location. Customers use either the internet or mobile connections to get information about and reserve available options for their trip. TriMet assisted with the City of Hillsboro’s grant application to the Bloomberg Foundation to

design and implement the region’s first mobility hubs. Though the project wasn’t funded, TriMet will continue to assist Hillsboro and its partners in finding funding for the project.

Increased transit frequency

As already discussed, more frequent bus service on those lines that provide connections to MAX makes short bus rides over the “last mile” more attractive by significantly cutting the amount of waiting time compared to time on the bus.

Employer-provided or other community shuttle connections

Several large Westside employers and one homeowners association (Forest Heights) provide private shuttle services between their locations and MAX. This is a common practice among large employers in other parts of the country, such as Seattle and San Francisco, where companies like Microsoft, Google, Facebook and Apple provide transit services for their employees.

Key bikeways

New or improved bikeways and trails that connect MAX stations with employment centers and other destinations would make it easier for cyclists to use transit. These improvements would also help to prioritize potential improvements in bike parking as demand increases with usage over time.

Bicycle storage at MAX stations

Secure and covered bike parking for all day or overnight storage at MAX stations makes it easier for customers to ride a bicycle to/from MAX without having to bring it on the train.

Bike and/or car sharing

Shared bike or car options at MAX stations—possibly on an employer subscription basis—can be the answer to the last mile problem.

5. Low Ridership Areas

Some areas simply have too few people, an undeveloped street network, or lack the mix of land uses to support traditional fixed-route transit. These areas don’t generate enough rides for cost effective fixed-route service.

Opportunities for action

A new type of transit service called “Community Connector Service” is proposed for areas with limited ridership potential. Community Connector Service can be tailored to the community served and could range from low-cost fixed route bus ser-

vices to flexible shuttle services. This type of service will be feasible if the traditional cost structure for transit is modified or another entity operates the service. Based on current development, future plans, and local aspirations, Westside communities where Community Connector Service appears most appropriate include Forest Gove, Cornelius, North Hillsboro, Dawson Creek, Rock Creek, Cedar Mill and Forest Heights.

Reformed cost structure

Subject to labor contract negotiations, TriMet may look to develop a new structure for operators that allows for tiers of drivers based on experience. Less experienced operators at a lower cost per hour would be assigned to Community Connector Services, lowering the cost per ride and therefore making the service financially feasible to operate. Another option would be for TriMet to contract with a private company to operate the service subject to labor contract changes.

A new entity

A joint-powers authority could be developed between TriMet and local jurisdictions to operate Community Connector Services. This entity would be able to hire operators or contract service that could serve a broader range of community areas and still be cost-effective.

Another operator

TriMet can work with jurisdictions to identify other funding opportunities that would allow jurisdictions to contract for shuttle services themselves. In early 2013, the City of Forest Grove was awarded a Job Access/Reverse Commute federal grant to operate a shuttle service in the community.

Implementation

Phasing and partnership opportunities

Implementation of the Westside Service Enhancement Plan recommendations will occur incrementally as TriMet's revenues increase with an improved economy and favorable labor contract. Jurisdictions can help guide which plan recommendations occur first by making plans to fund pedestrian and transit priority improvements. Ridership growth is most likely to occur if service improvements are packaged with upgrades to the pedestrian environment. The following table and map pair bus service improvements with areas where pedestrian upgrades should occur. These locations were determined using the data from TriMet's Pedestrian Network Analysis report and may already have planned improvements via the MSTIP program. TriMet seeks to partner with jurisdictions to increase transit service in concert with the pedestrian improvements illustrated on the next page.

Conclusion

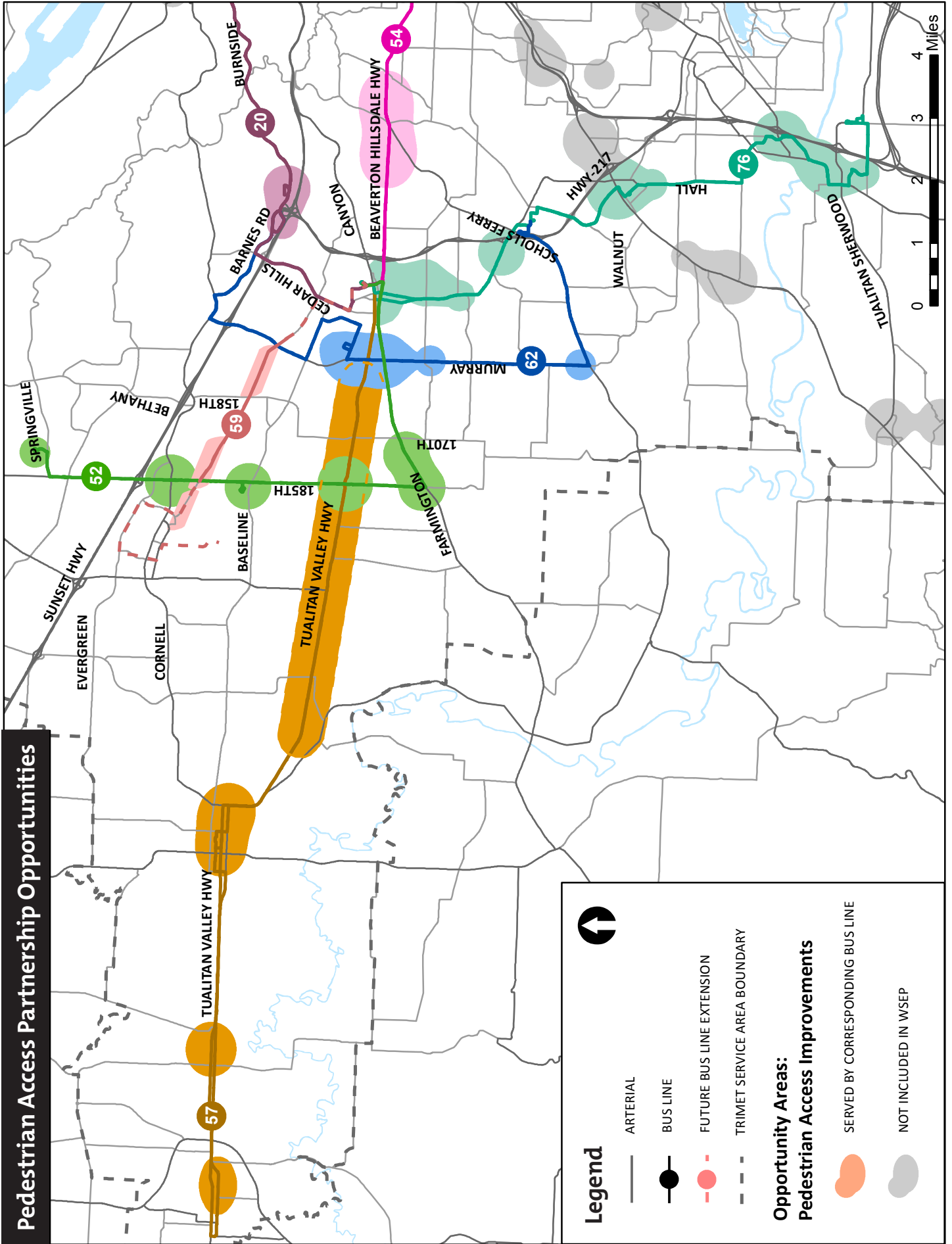
TriMet supports efforts for continued economic growth and prosperity with a continuing increase in the quality of life for communities and employers on the Westside. We are committed to supporting our partners' efforts by increasing the effectiveness and importance of transit through new lines, better frequencies, new projects and partnerships for innovative service, reduced delay and better access. More than ever, future residents and employees will rely on TriMet to get them where they need to go.



Transit Improvement		Sample Locations for Pedestrian Improvements	
Line 20	Increase frequency to 15 minute service peak; 15-30 minute service midday and nights.	Barnes–Leahy to Sunset Transit Center entrance	Install enhanced pedestrian crossings near bus stops
Line 52	Increase to Frequent Service–15 min. service all day, everyday	Springville–PCC to 185th	Complete the sidewalk network on Springville Road; Install new enhanced pedestrian crossings near bus stops
		185th/Evergreen	Enhance the pedestrian crossing experience
		185th/Cornell	Enhance the pedestrian crossing experience
		185th/Baseline	Enhance the pedestrian crossing experience
		185th/TV Highway	Enhance the pedestrian crossing experience
		Farmington–170th to 185th	Complete the sidewalk network; Install new enhanced pedestrian crossings near bus stops
Line 54	Increase to Frequent Service–15 min. service all day, everyday	Beaverton-Hillsdale Hwy–99th to Shattuck Rd.	Install new enhanced pedestrian crossings near bus stops
Line 57	High capacity transit	Pacific and 19th–Highway 47 to Douglas	Complete the sidewalk network
		Baseline–10th to 20th	Complete the sidewalk network; Install new enhanced pedestrian crossings near bus stops
		Baseline–10th to 17th Oak– 10th to 17th Washington–Dennis to Adams	Complete the sidewalk network
		TV Highway	Develop TV Highway Corridor Plan recommendations

Transit Improvement		Sample Locations for Pedestrian Improvements	
Line 59	Change route to serve Beaverton Transit Center and Tanasbourne/AmberGlen Regional Center; increase frequency to 15 minute service peak; 20-30 minute service midday and nights	Walker Rd.–Murray to 158th	Complete the sidewalk network; Install new enhanced pedestrian crossings near bus stops
		Walker Rd.–167th to 185th	Complete the sidewalk network; Install new enhanced pedestrian crossings near bus stops
		Walker Rd.–185th to Von Neumann	Complete the sidewalk network; Install new enhanced pedestrian crossings near bus stops
Line 62	Increase frequency to 15 minute service peak; 15-30 minute service midday and nights.	Millikan–Murray to Hocken	Complete the sidewalk network
		Murray–Millikan to Allen	Install new enhanced pedestrian crossings near bus stops
		Murray and Scholls Ferry	Enhance the pedestrian crossing experience
Line 76	Increase to Frequent Service–15 min. service all day, everyday	Hall–Farmington to Hart	Install new enhanced pedestrian crossings near bus stops
		Hall–Greenway to Scholls Ferry	Install new enhanced pedestrian crossings near bus stops
		Greenberg–Tiedeman to Pacific Highway	Install new enhanced pedestrian crossings near bus stops
		Upper Boones Ferry–Bridgeport to Martinazzi	Complete the sidewalk network; Install new enhanced pedestrian crossings near bus stops

Pedestrian Access Partnership Opportunities



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