



Chapter 7 Transit

This chapter summarizes existing and future transit needs in the City of Beaverton. The following sections outline the criteria to be used to evaluate needs, provides a number of strategies for implementing a transit plan and recommends a transit plan for the City of Beaverton. The needs, criteria and strategies were identified in working with the City's Traffic Commission, the public and TSP Technical Advisory Committee (TAC). The Traffic Commission, the public and TAC provided input regarding the transportation system in Beaverton, specifically exploring transit needs. The methodology used to develop the transit plan combined citizen and staff input.

NEEDS

The existing bus routes passing through Beaverton are shown in Figure 3-12. Currently, there are 22 routes bus routes which serve Beaverton. Much of the existing route structure will be modified to access and integrate Light Rail Transit (LRT) service. The future needs include providing service to activity centers that are created by future development, integrating LRT service in Beaverton and moving towards the goal of transit service with a quarter mile of all residents. These activity centers will have significant employment generation and will be destinations for many people.

The City provides input regarding service planning individually to Tri-Met through Tri-Met's Senior Service Planner responsible for this area and regionally to Washington County. Several meetings were held involving public input to Tri-Met during sessions called the Transit Choices for Livability in which Beaverton gave Tri-Met input to improving the transit system. Tri-Met is working on a sketch plan for proposed transit service integrating Westside Light Rail and will have preliminary sketches available for public workshops in the Fall of 1997.¹

Metro's Draft Regional Transportation Plan (RTP)² identifies Walker Road, Murray Boulevard, Canyon Road-Farmington Road, Allen Boulevard and Scholls Ferry Road as part of the *primary transit network* and TV Highway, Beaverton-Hillsdale Highway, Cedar Hills Boulevard and Hall

¹ Based on fax transmittal received from Dennis Grimmer, Tri-Met, July 7, 1997.

² *Public Transportation System Map*, Metro, Draft 3.0, July 1, 1997.

Boulevard as part of the *frequent bus network*. *Rapid bus services* are identified for ORE 217. These regional bus routes provide the backbone of the transit system and are intended to provide the highest quality service and carry the highest passenger volumes.

CRITERIA

Beaverton's Traffic Commission, the public and Technical Advisory Committee created a set of goals and policies to guide transportation system development in Beaverton. Several of these policies pertain specifically to transit needs:

Goal 2, Policy 1: Develop and implement public street standards that recognize the multi-purpose nature of the street right-of-way for utility, pedestrian, bicycle, transit, truck, and auto use and recognize these streets as important to community identity as well as providing a needed service.

Develop and maintain a series of system maps and design standards for motor vehicles, bicycle, pedestrian, transit and truck facilities in Beaverton.

Goal 2, Policy 4: Design arterial and collector streets to accommodate pads for public transit.

Develop and maintain design standards for transit (shelters, turn radii, major transit stops). The City and Tri-Met will work together to improve transit service in Beaverton and to improve pedestrian facilities leading to bus stop waiting areas, as well as making the waiting areas themselves safe, comfortable, and attractive.

Goal 4, Policy 6: Support mixed-use development.

Mixing of residential and commercial land uses within compact areas that encourage use of alternative modes of travel (walking, biking and transit) has proven to reduce vehicle trips, particularly near major transit stops. Where projects or collective phases of projects generate more than 1000 peak hour vehicle trips, mixing of land uses must be considered (for example, large retail projects mixed with employment, residential and/or entertainment; large office/industrial uses mixed with services).

Goal 4, Policy 7: Improve local transit services to increase transit ridership potential.

Bus service should be available within a 1/4 mile to all residents in Beaverton. Bus service improvements are needed to meet this policy and other policies recommended in this plan. Establish standards necessary for development adjacent to transit streets.

Goal 4, Policy 8: Encourage development of regional high capacity transit, including light rail transit and commuter rail.

Goal 5, Policy 1: Construct transportation facilities to meet the requirements of the Americans with Disabilities Act.

Goal 7, Policy 1: Coordinate transportation projects, policy issues, and development actions with all affected governmental units in the area. Key agencies for coordination include Washington County, ODOT, Tri-Met and Metro as well as adjacent cities (Tigard, Hillsboro and Portland.)

Maintain plan and policy conformance to the Regional Transportation Plan. Seek compatibility with all adjacent county and city jurisdiction plans.

Goal 7, Policy 3: Work with Tri-Met to encourage the development of transit improvements.

These goals and policies are the criteria that all transit improvements in Beaverton should be compared against to determine if they conform to the intended vision of the City.

STRATEGIES

Several strategies were developed for the implementation of future transit facilities in Beaverton. These strategies were developed to provide the City with priorities in providing guidance to Tri-Met since it is likely that the available funding will be insufficient to address all of the projects identified in the Transit Master Plan.

Strategy 1 - "Provide direct access to/from Light Rail Transit (MAX) by integration of bus services "

This strategy focuses on providing direct access to Light Rail Transit Stations in Beaverton. Feeder routes to MAX are in keeping with Tri-Met's service objectives for the Westside LRT service. Looping routes would be a potential service which could replace or supplement existing routes.

Strategy 2 - " Provide access to commercial/employment "

This strategy provides access to locations where people either work or choose to do their shopping. Commercial areas in Beaverton might include the Washington Square area and downtown Beaverton.

Strategy 3 - " Provide frequent service often "

This strategy provides frequent transit service at several times during the day.

Strategy 4 - " Provide improved transit amenities "

This strategy provides improved transit amenities along existing and future transit routes (bus shelters, improved lighting, transit pads, etc.)

Strategy 5 - "Provide Express Routes to Regional Employment Centers"

This strategy is aimed at providing service directly from Beaverton to regional employment centers (i.e. downtown Portland) without necessarily using Light Rail Transit. This might include a few stops in Beaverton followed by express service to a regional employment center such as downtown

Portland (one or two stops at park & ride lots near freeway interchanges along the way).

Strategy 6 - "Dial-a-ride demand responsive"

This strategy provides a dial-a-ride demand responsive transit service.

Strategy 7 - "Provide Park and Ride Lots"

This strategy provides park & ride lots at locations where Tri-Met stops or where it is desirable for Tri-Met to stop. A park & ride lot near the freeway could be used in conjunction with an express bus to downtown or a park-and-ride lot near the LRT Stations could be used in conjunction with access to Light Rail Transit or with loop routes. This strategy would include assessment of actual park and ride needs after opening of the Westside LRT in September 1998 to determine how to best serve public demand. While park and ride facilities are commonly associated with transit, there is potential for smaller facilities that also service carpooling and vanpooling (discussed in Chapter 10).

Strategy 8 - "Provide Access to Activity & Service Centers (schools, etc.)"

This strategy focuses on providing transit access to destinations such as shopping centers, hospitals, schools, etc.

Strategy 9- " Provide access to regional town centers/main streets "

This strategy focuses on providing transit services to regional centers/town centers/main streets in Beaverton.

Strategy 10 - " Encourage enhanced local services "

This strategy focuses on improving local transit services in Beaverton, as compared to the regional bus services outlined in the Metro draft RTP Public Transportation System.

Table 7-1 summarizes the strategies in terms of meeting the transportation goals and objectives.

RECOMMENDED TRANSIT PLAN

The strategies that had been developed and ranked by the Traffic Commission, the public and Technical Advisory Committee. Each traffic commissioner and public participant were assigned a certain number of points that he or she could allocate to each of the strategies according to his or her priorities. The ranking of these strategies follows, from most important to least important:

- Provide direct access to/from Light Rail Transit (MAX) by integration of bus services
- Provide access to commercial/employment areas
- Provide frequent service often
- Provide improved transit amenities
- Provide express routes to regional employment centers
- Dial-a-ride demand responsive

- Provide Park and Ride lots
- Provide access to activity and service centers (schools, etc.)
- Provide access to regional town centers/main streets (i.e. Central Beaverton)
- Encourage enhanced local services

Table 7-1
Transit Strategies Comparisons

Strategy	Policies							
	2-1	2-4	4-6	4-7	4-8	5-1	7-1	7-3
1. Provide direct access to/from Light Rail Transit (MAX) by integration of bus services	□	□	□	◆	■	□	□	◆
2. Provide access to commercial/employment areas	□	□	□	◆	◆	□	□	□
3. Provide frequent service often	□	□	□	◆	□	□	□	□
4. Provide improved transit amenities	□	■	□	◆	□	■	□	■
5. Provide express routes to regional employment centers	□	□	□	□	◆	□	□	□
6. Dial-a-Ride demand responsive	□	□	□	□	□	■	□	□
7. Provide Park & Ride Lots	□	◆	□	□	□	□	□	◆
8. Provide access to activity and service centers (schools, etc.)	□	□	□	◆	□	□	□	□
9. Provide access to regional town centers/main streets (ie. Central Beaverton)	□	□	◆	◆	◆	□	□	◆
10. Encourage enhanced local services	□	□	□	■	□	□	□	◆

- Does not meet criteria
- Partially meets criteria
- ◆ Mostly meets criteria
- Fully meets criteria

Tri-Met is working on ideas for proposed transit service in Beaverton integrating Westside Light Rail (LRT) and will have preliminary sketches available for public workshops in the Fall of 1997. Westside LRT service to downtown Beaverton and Hillsboro **will** begin September 1998. Tri-Met will need to redirect bus service in Washington County and create a Westside transit plan through its Westside transit planning process including public workshops in Fall of 1997.³ The proposed plan for Beaverton (initial sketch plan) should be based on the ideas resulting from the Transit Choices for Livability workshops in Fall 1996 and on the transit strategies prioritized above by the City of Beaverton Traffic Commission. This transit plan integrating Westside LRT should be revised to reflect the ideas from the public workshops planned for Fall 1997.

³ Based on fax transmittal **received** from Dennis Grimmer, Tri-Met, July 7, 1997.

Tri-Met recently implemented community transit pilot projects in east and southwest Beaverton where no transit service had been available. In east Beaverton, Route 53 serves the industrial area of Beaverton with 3,000 to 5,000 employees, connecting to other Tri-Met service at the Beaverton Transit Center. In Southwest Beaverton, Route 50 connects SW Beaverton with the Beaverton Transit Center.⁴

Tri-Met's ideas for changing bus lines are summarized in Table 7-2. These changes include more transit centers, bus lines with minor changes, reconfigured bus service and creating opportunities to change bus lines to provide better service to Beaverton.⁵ A few opportunities identified by Tri-Met for Beaverton include increasing existing service, extending transit service north of US 26 and creating the new Hart-Bany route. While these ideas match with several strategies outlined in the TSP process, the City and Tri-Met will need to work closely together to best meet the public's needs and demand.

Based upon input received in the TSP process, the City of Beaverton should take the following four actions with regard to public transit:

- Integrate Tri-Met's Planning For Transit⁶ into land use review processing for sites within 1,000 feet of transit stops. These planning guidelines can assist site designers in making land use more transit friendly. Descriptions are provided of site amenities such as sidewalk linkages, shelters and signage.
- Work with Tri-Met to develop high capacity transit corridors which could include the following corridors: Murray Boulevard (Cedar Mill Transit Center to Tigard Transit Center/Kruse Way); Kinnaman Street/Oak Street/Davis Road/Allen Boulevard (Intel in Aloha to Downtown Portland); Baseline Road/Jenkins Road/Hall Boulevard (Hillsboro to Washington Square); TV Highway/ORE 217 (Hillsboro to Washington Square/Kruse Way); Scholls Ferry Road/Oleson Road (Murray/Scholls Town Center to Garden Home Town Center to Raleigh Hills Town Center to Washington Park LRT).
- Work closely with Tri-Met to achieve improved local transit services/shuttles in Beaverton, linking mixed use centers, LRT, major employers and high density housing. The most critical areas are commercial/employment centers including Nike, Sequent, Tektronix, Washington Square and Downtown Beaverton/Government Center.
- Work with Tri-Met, ODOT and Metro to encourage the development of enhanced transit traveler information systems. For Beaverton this could take the form of:

⁴ Local Service brochure, Tri-Met, September 1997.

⁵ Ibid.

⁶ Planning and Design for Transit Handbook, Tri-Met, 1995

**Table 7-2
Tri-Met's Ideas for Changing Bus Lines in Washington County ⁷**

More Transit Centers	
Transit Center	Location
Sunset	SW Barnes West of 217
Beaverton	SW Lombard North of Canyon Road
Willow Creek	SW 185 th north of Baseline
Hillsboro	1 st and Washington
Bus lines with Minor Changes (Lines will be rerouted to connect with transit center)	
Bus Line	Transit Center
20	Sunset
52	Willow Creek
54	Beaverton
68	Willow Creek
76/78	Beaverton
Reconfigured Bus Service (Lines reconfigured and MAX will replace bus service on US 26 to and from downtown Portland.)	
Bus Line	Transit Service
57	Hillsboro, Beaverton
58	Hillsboro, Willow Creek
59	Beaverton, Hillsboro
60	Sunset
88	Willow Creek, Sunset
89	Willow Creek, Sunset
91	Willow Creek, Sunset
Bus Line	Opportunities
62	Connect this line with MAX at Millikan Way Station instead of the Beaverton Transit Center
67	Incorporate this line into other lines with connections to transit centers
91X	Change this line into a Washington County Express between Hillsboro, Beaverton, Washington Square and Tigard.
92X	Revise this South Beaverton line to provide service between Beaverton Transit Center and Washington Square.

1. "Smart bus stops" that can inform the traveler of the time until the next bus, in real time;
2. Kiosks at major activity centers (Washington Square, Downtown Beaverton, Tektronix, etc.) that can provide information regarding highway operating conditions (video of congestion with estimated delays) and the status of public transit that service that center; and
3. Internet service center for transit trip planning and real time position of transit vehicles in Beaverton.

⁷ Data provided by senior transit planning staff, Tri-Met, July 1997.