



Washington County Transit Study

Tigard City Council
Feb. 27, 2024

Land Use & Transportation

www.washingtoncountyor.gov

→ Project purpose

Enhance our transit system to help more people get to more places and meet the needs of riders.

Develop a **shared vision** and **create a roadmap** to get it done.



→ Project goals



Equity

Improve access to opportunities with more equitable and affordable options for transit.



Environmental Health

Reduce greenhouse gas emissions and improve environmental health.



Economic Vitality

Better connect people and places to transit.



Customer Experience

Make transit easier to use.

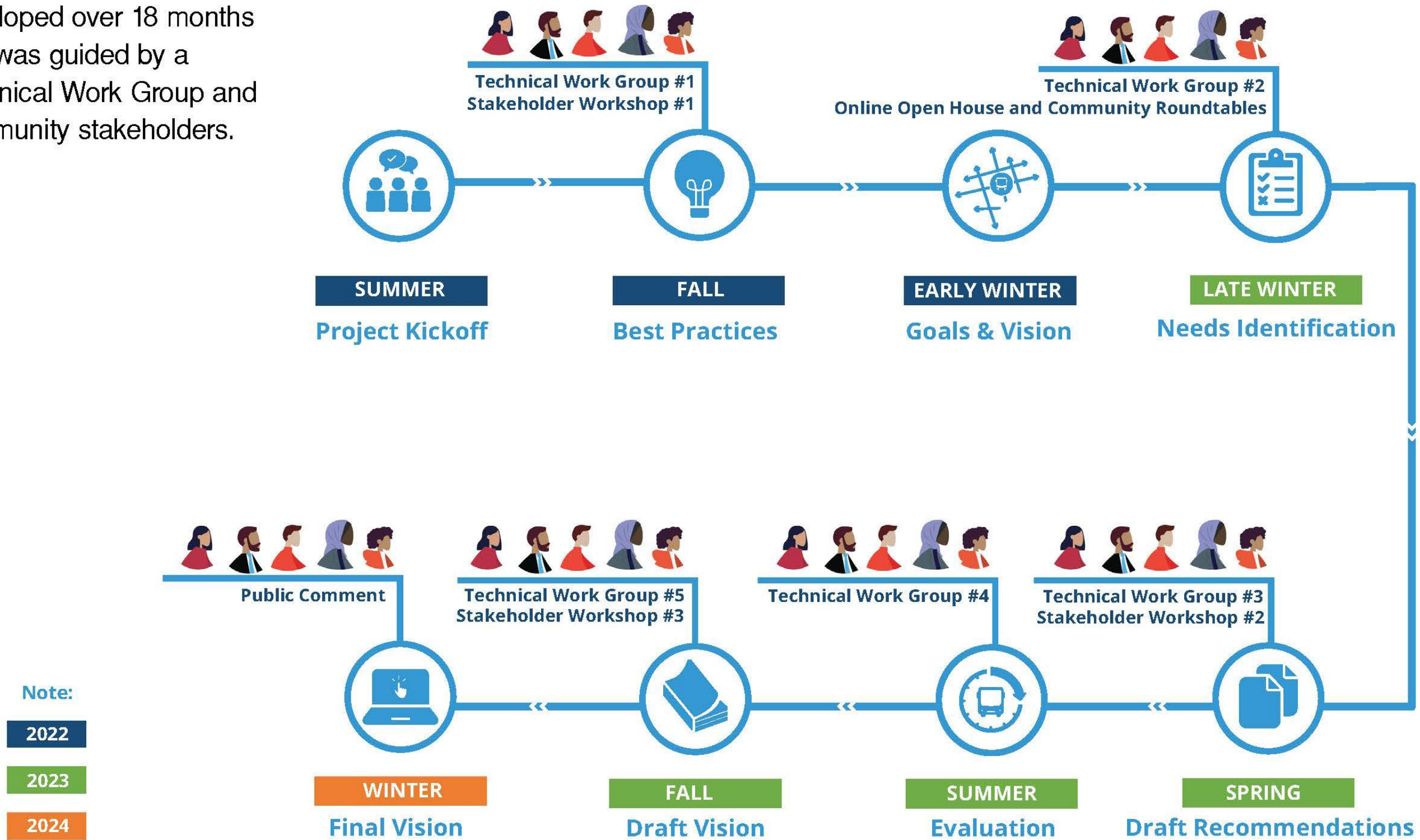


Partnerships

Support a transit system in Washington County that will be successful long-term.

→ Our process

The Transit Vision was developed over 18 months and was guided by a Technical Work Group and community stakeholders.



→ Community input

Working well

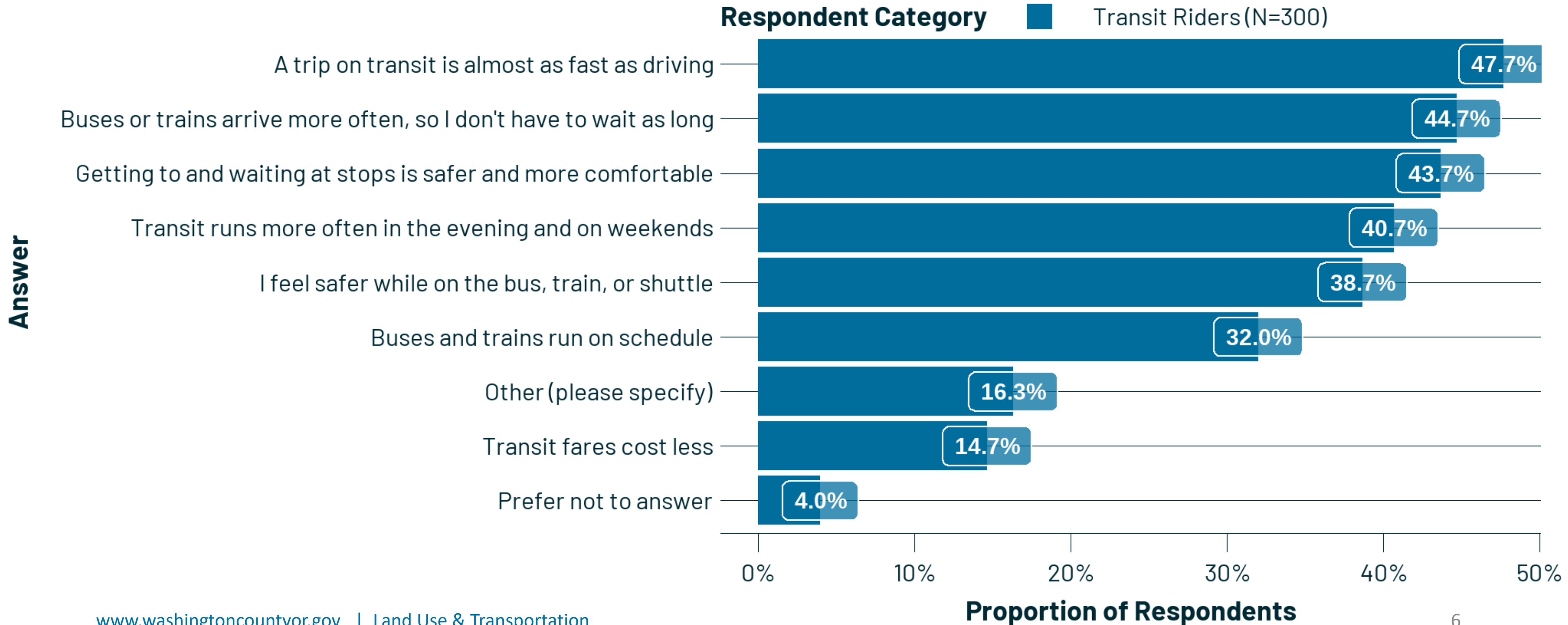
- Affordability
- Convenience
- Ability to avoid traffic
- Ride Connection services

Barriers to transit use

- Feeling unsafe
- Longer travel times than driving
- Stops located too far away from destinations
- Lack of sidewalks and safe crossings near stops
- Service not frequent enough, especially on weekends
- Lack of information and education

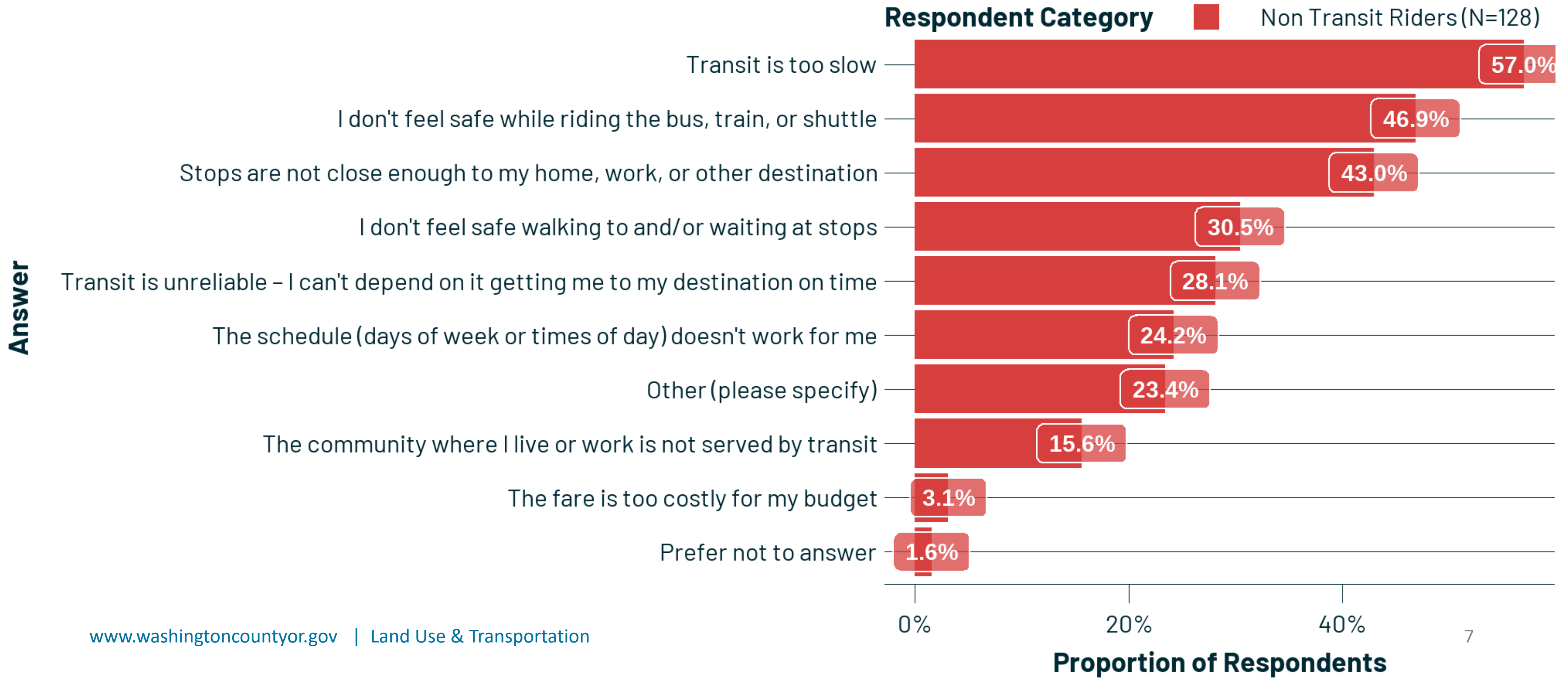
→ Online survey results

Which of the following improvements to transit would you like to see? (check all that apply) (N=300)



→ Online survey results

What gets in the way of you taking transit? (check all that apply) (N=128)

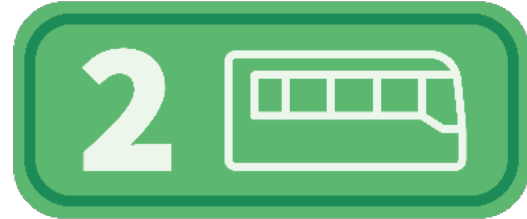


→ Prepare priority transit corridors for high-capacity transit (HCT)

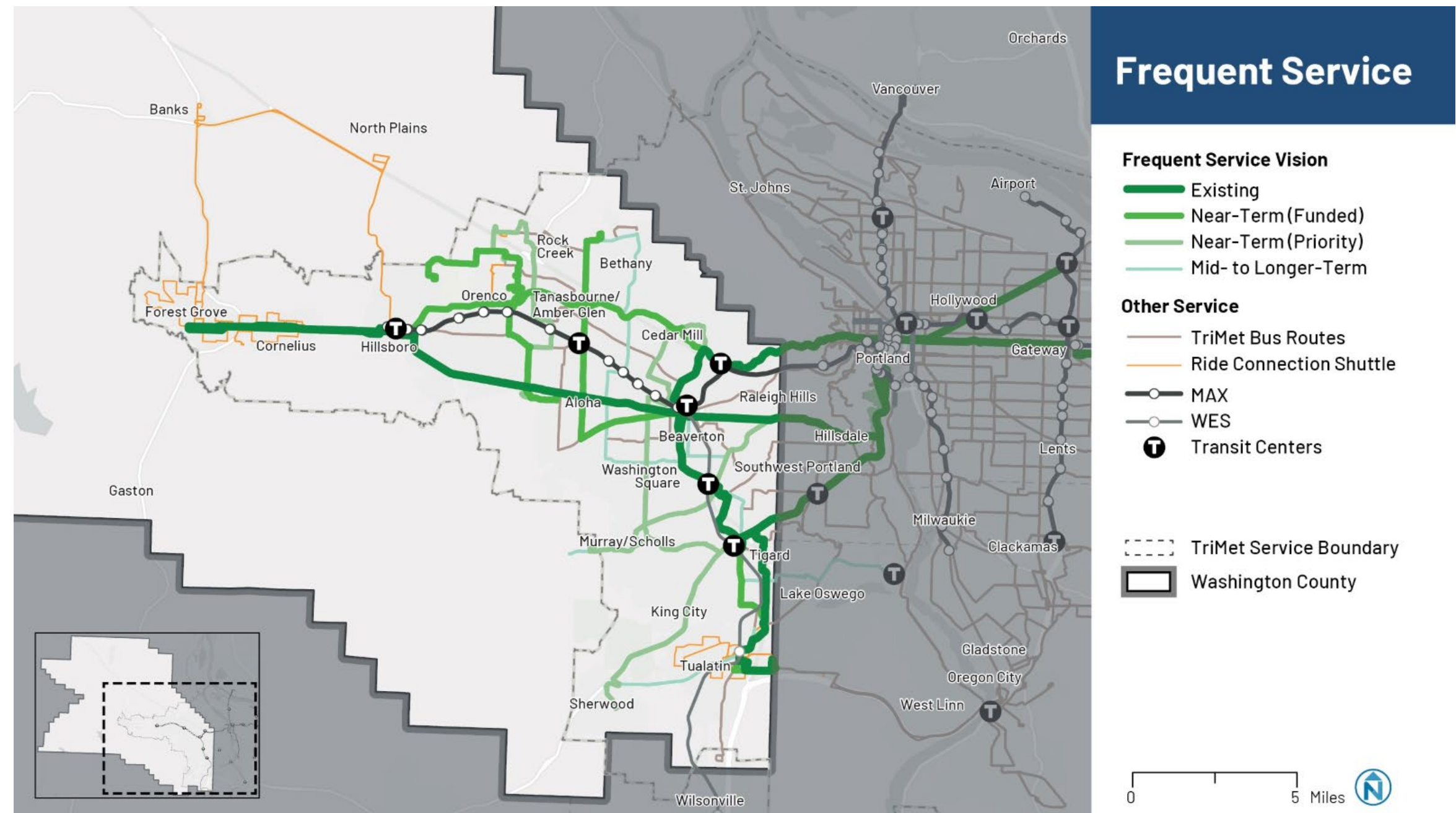


- Beaverton-Forest Grove via TV Hwy - Line 57
- Tualatin-Portland Southwest Corridor Light Rail Transit
- Beaverton-Portland Line 54
- Beaverton-Bethany via Farmington Road/185th Avenue - Line 52
- Sunset Transit Center-Hillsboro HCT via US 26/Evergreen Parkway
- Beaverton-Tigard-Tualatin-Oregon City HCT - Line 76
- Sherwood-Tigard HCT via Hwy 99W
- Beaverton-Wilsonville in vicinity of WES (with 15-minute frequency all day)

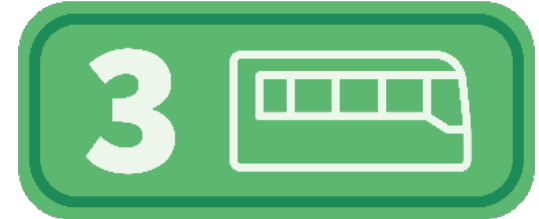
→ Advocate to build out frequent service grid



- Washington County and its partners seek to build out the frequent service grid over the next 20 years.



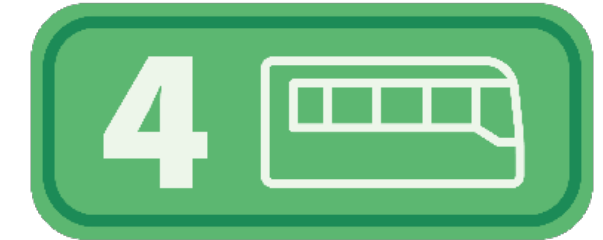
→ Implement additional shuttle service



The Vision for Transit builds on the successful partnerships among Washington County, TriMet and Ride Connection to expand use of shuttles and community connectors to additional service areas.

- On-demand or community connector services can provide cost-effective shared rides that can help connect people to frequent transit service.
- Employers beyond the reach of transit can fund a shared-shuttle service from transit centers to help retain and attract employees.

→ Speed and reliability improvements



- Local jurisdictions that manage roads and traffic signals play an important role in making improvements on streets to help buses run faster and more reliably.
- Small improvements along a bus route can help riders save time.



Improve amenities and connections at stops and stations

- Local jurisdictions can help make all stops and stations accessible, safe and welcoming so riders can make seamless connections across the region.





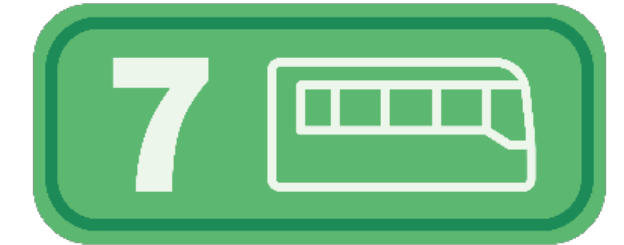
Improve bike and pedestrian access to transit



- All transit trips begin and end with a pedestrian trip.
- Jurisdictions can implement strategies to improve safe access to transit.
 - Well-lit, ADA-accessible sidewalks
 - Provide frequent, safe and convenient crossings

→ Implement transit supportive programs and policies

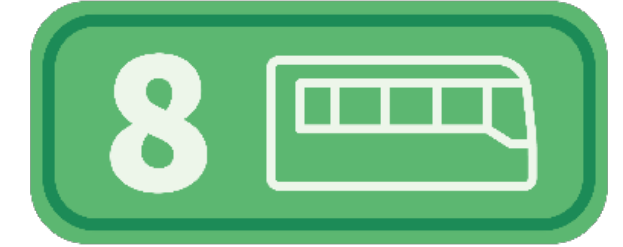
Local jurisdictions play a critical role in designing streets and focusing development in areas that are or can be well-served by transit.



- Concentrate residential housing, jobs and services near frequent transit.
- Align major destinations along direct corridors served by frequent transit.
- Provide a rich mix of uses that support street-level activity throughout the day and night.



Build partnerships to enhance service coordination and funding



- Strong partnerships with transit providers, jurisdictions, Washington County and private partners are needed to implement the Vision for Transit recommendations.
- More – or redirected – funding will be needed to improve service and the supportive elements that improve the transit experience.
- Statewide conversations about funding to improve transit and reduce vehicle congestion present opportunities for Washington County and cities to realize the Vision for Transit.

Service Vision

Frequent Service Vision

- Existing / Funded
- Near-Term
- Mid- to Longer-Term

Shuttle Service Vision

- Existing / Funded
- Near-Term
- Mid- to Longer-Term

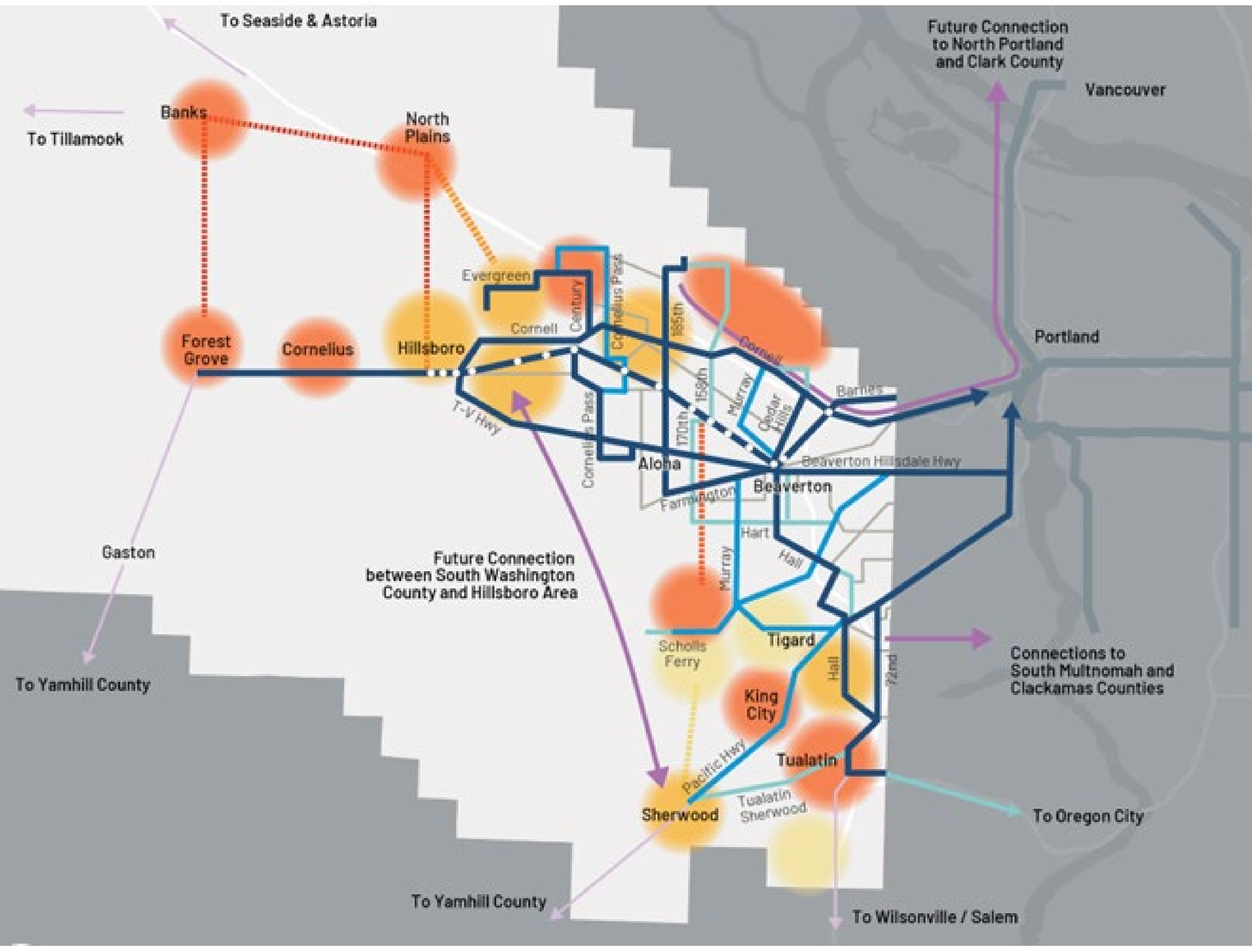
Shuttle service zones are conceptual and would be refined prior to implementation

- Future Connection

Other Transit Services





- MAX Light Rail (within county)
- Regional HCT (out-of-county)
- Local Service (within county)
- Regional Connection

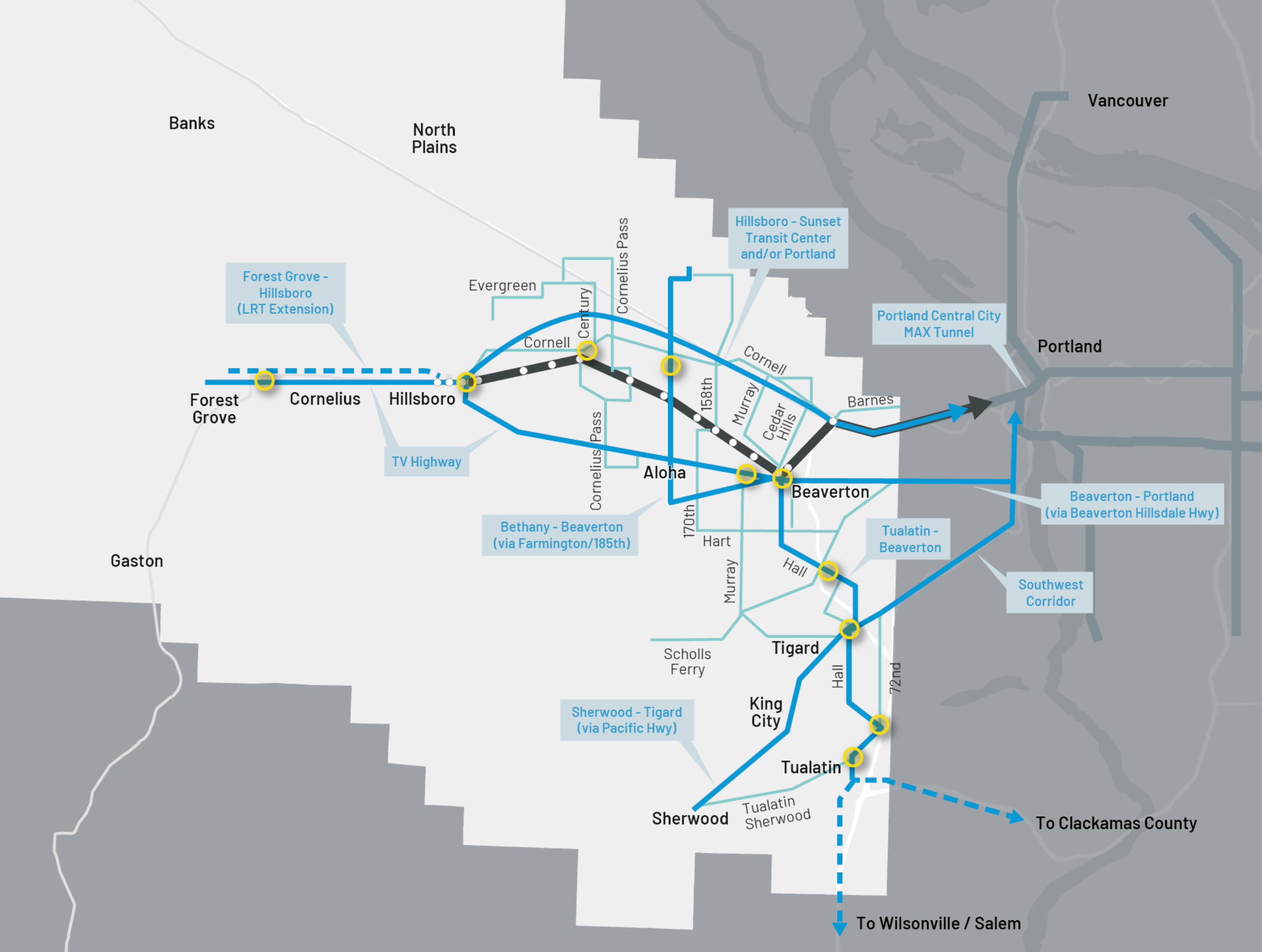
Schematic map illustrating priority investments. Does not show all existing services or routing details.



Capital Investment Priorities

Transit Priority Investments

-  Planned Regional HCT Corridor
-  Potential HCT Extensions to Existing or Planned HCT Corridors
-  Priority Transit Corridor Existing or Planned Frequent Service Corridors
-  Top 10 High Priority Speed & Reliability Intersections



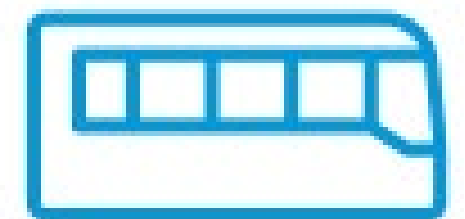
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→ Next steps

WASHINGTON COUNTY TRANSIT STUDY

EL ESTUDIO DE TRANSPORTE PÚBLICO DEL CONDADO DE WASHINGTON

- Draft recommendations
 - Draft Executive Summary available at the following link:
<https://www.washingtoncountyor.gov/lut/planning/documents/washington-county-transit-vision-draft-executive-summary/download?inline>
 - Public comment (Jan. 19 – Mar. 1)
 - Online open house:
<https://transitvision2024.washcoopenhouses.org/index.php>
- Final report (April)





Thank you!

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