Rehabilitating First- and Last-Mile Connections

Sept 18, 2017
Rail~ Volution

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Outline

• TriMet Agency Overview
• Plans in Place to Guide Us:
  • Pedestrian Network Analysis (2011)
  • Bike Plan (2016)
• Case Studies:
  • Adding Secure Bike Parking:
    1. Goose Hollow/SW Jefferson MAX Station
    2. Beaverton Creek MAX Station
  • Adding Trail Connections:
    3. Gresham Wy’East Way Path
TriMet: At-a-Glance

- **Service Area:** 533 Square Miles
- **Population:** 1.5 million
- **Ridership:** 101 + million trips are taken each year
  - Bus: 77 lines (12 frequent), 6,591 bus stops, 683 buses
  - MAX Light Rail: 5 lines, 97 stations, 60 service miles, 145 vehicles
  - WES Commuter Rail: 5 stations, 14.7 miles of track
  - LIFT Paratransit: door-to-door, 253 LIFT buses, 15 LIFT vans
  - 77% of riders could drive but choose TriMet instead
  - 39% of adults in the region ride TriMet at least twice a month
- **Funding:** 59% from payroll tax; 24% from passenger fares; 10% from fed/state/local grants, 7% other
Active Transportation Program

Pedestrian Plan

Completed 2011
trimet.org/walk

Bike Plan

Completed 2016
trimet.org/bike
TriMet Pedestrian Network Analysis

• Every transit rider is a pedestrian first – how they get there matters. We need safer and more comfortable access to transit
• We analyzed 7,000 transit stops to prioritize safety, cost-effectively provide service, foster environmental stewardship, and help create great places
• Helps us to identify areas where access improvements have the greatest need and the biggest opportunities
• Provides focus within all the needs in the region

trimet.org/walk
TriMet Bike Plan

• Created to guide investments in biking infrastructure and amenities
• Focus on: Improving bike access to transit stops, expanding parking options and accommodating bikes onboard buses and trains
• The goal of the plan is to make bike and transit trips easier, safer and more convenient for more people

trimet.org/bikeplan
Active Transportation Program

Pedestrian Plan
Completed 2011
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Bike Plan
Completed 2016
trimet.org/bike
Retrofitting Access: Secure Bike Parking
Why Bike Parking? Busy MAX Trains

(just kidding)
Why Bike Parking? Busy MAX Trains

**MAX: Low + Low:** 8 bikes on hooks, plus any additional in priority areas (up to 8 more) = up to 16 total

**MAX: High + Low:** 4 bikes on hooks, 5 or 6 in high floor spots, plus any additional in priority areas (up to 4 more) = up to 14 total

More at: trimet.org/bikes
Retrofitting Access: Secure Bike Parking

Goose Hollow/SW Jefferson St MAX Station

• Popular MAX Station for east-west bike riders
• High usage/demand of station for on and off with a bike
• Supportive neighborhood surrounding the station
• But, tough site – no “extra” space for adding bike parking
Goose Hollow Bike & Ride

- Unique, tough site
- Required purchase of small property from adjacent church
- Secure, enclosed bike parking spaces, plus open basic racks
- Camera surveillance, signage, wayfinding, lighting, repair stand
- Funding: statewide grant, plus local match
- Nearing final design
- Construction in 2018

Images: ZGF Architects
Retrofitting Access: Secure Bike Parking

Beaverton Creek MAX Station

Changing needs over time
Retrofitting Access: Secure Bike Parking

Beaverton Creek MAX Station
Retrofitting Access: Secure Bike Parking

Beaverton Creek MAX Station
Retrofitting Access: Secure Bike Parking

Beaverton Creek MAX Station

- Growing demand with more bike riders
- High demand with nearby employer provided bike share
- New regional trail coming soon from partner agency
- Need for more coordination and space for bike access
Retrofitting Access: Secure Bike Parking

Beaverton Creek MAX Station

- New Bike & Ride with secure bike parking and open racks
- New connector pathway to the trail crossing of MAX
- New trail connection from partners (THPRD) coming soon
Retrofitting Access: Trail Connections

City of Gresham: Wy’East Way Path

- Jurisdictional, 3rd party partner-initiated
- Adding trail in existing light rail right-of-way
- Benefits to community, station access outweighed initial agency concerns
Get around Gresham in a whole new way.

We’re building a pedestrian and bike path alongside the MAX light rail line. When it’s complete in fall 2015, it will have:

- Two miles of paved path and sidewalks for walking, running and biking
- Safety design features including 37 new, no-glare LED lights and improved pedestrian crossings
- Green design features, including more than 200 new native trees and shrubs
- Better access to Gresham parks and direct connections to the Springwater Corridor Trail and the Gresham-Fairview Trail.

DESIGNED AND BUILT BY
CITY OF GREShAM
WITH MAJOR SUPPORT FROM
**Takeaway: Trails and Transit**

- Comfort is key
- Both alongside transit and access to transit stations
- Partnerships between agencies
- Improves both the local mobility network and regional connection benefits
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