

TRI MET

# Transit Investment Plan

FY  
2009





# Executive Summary

The Transit Investment Plan (TIP) lays out TriMet's strategies and programs to meet regional transportation and livability goals through focused investments in service, capital projects and customer information. The TIP is a rolling five-year plan that is updated annually. The TriMet Board of Directors first adopted the TIP in June 2002.

The TIP relies on long-term goals and strategies developed by Metro, including the Regional Transportation Plan (RTP). These plans direct development to Regional Centers, Town Centers and key corridors. The TIP shows how TriMet will implement the transit portion of the RTP over the next five years.

## The Total Transit System

The Total Transit System is TriMet's term for the elements that make transit an attractive choice for riders. The Total Transit System includes: frequent, reliable service during all times of the day and every day of the week; clear customer information; easy access to stops; comfortable places to wait for transit and modern, well-maintained vehicles. TriMet and its partners are investing in the Total Transit System to not only meet the current demand for service, but to support regional development described in the 2040 Framework Plan and to attract the level of ridership called for in the RTP.

## Regional partnerships and focused investments

TriMet partners with local, regional, and state governments and agencies to provide many of the important elements that enhance access to transit such as roadways, sidewalks, safe pedestrian crossings, priority treatments for transit vehicles, and building codes that promote and enhance pedestrian-friendly areas. Only with such combined and coordinated efforts can the region realize the full potential of its significant transit system investment.

The TIP provides the framework for forming regional partnerships between TriMet and other agencies to improve access to transit and encourage transit-oriented development. TriMet worked with local jurisdictions to develop criteria for expanding transit service.

## TIP priorities

Within available financial resources, TriMet and its partners balance needs to guide where, when and how to invest transit-related dollars. The TIP priorities are to:

1. *Build the Total Transit System*—Enhance customer information, access to transit, stop amenities, frequency, reliability, passenger comfort, safety and security.
2. *Expand high-capacity transit*—Invest in MAX Light Rail, Commuter Rail and Streetcar service along key corridors to connect Regional Centers.
3. *Expand Frequent Service*—Add routes to TriMet's network of bus lines than run every 15 minutes or better, every day.
4. *Improve local service*—Work with local jurisdictions to improve transit service in specific local areas.

**Figure ES.1: TIP Implementation Features**

TIP Priority	FY2008 July 2007–June 2008 <i>Past fiscal year</i>	FY2009 July 2008–June 2009 <i>Upcoming fiscal year</i>	FY2010 to FY2013 July 2009–June 2013 <i>Program of investments, pending improved revenue</i>
<b>1. Build the Total Transit System</b>  Chapter 3	<ul style="list-style-type: none"> <li>• Transit Tracker by Phone provides real time bus &amp; MAX arrivals to more than 40,000 calls per day</li> <li>• Added Stop IDs at 1,200 bus stops for use with Transit Tracker</li> <li>• Automated internal stop announcements on low-floor buses</li> <li>• Installed 15 shelters and replaced/ refurbished 30</li> <li>• Installed solar-powered lighting at over 100 bus stops</li> </ul>	<ul style="list-style-type: none"> <li>• Add Transit Tracker stop ID numbers to 1,200 more stops</li> <li>• Improve Rose Quarter bicycle access</li> <li>• Install 35 new shelters</li> <li>• Install stop name decals at over 500 shelters</li> <li>• Install solar-powered lighting at over 50 additional bus stops</li> <li>• Deploy 24 higher-capacity MAX trains</li> </ul>	<ul style="list-style-type: none"> <li>• Provide automated stop announcements, air conditioning and low-floor boarding on over 3/4 of buses</li> <li>• Add buses and light rail vehicles to address projected passenger crowding</li> <li>• Complete installation of new signs, stop name decals and optimize bus stop spacing</li> <li>• Deploy 40 new low-floor buses annually</li> </ul>
<b>2. Expand high-capacity transit</b>  Chapter 4	<ul style="list-style-type: none"> <li>• Continued Westside Express Service (WES) Commuter Rail civil construction</li> <li>• Continued Portland Mall/ I-205 MAX Green Line civil construction</li> </ul>	<ul style="list-style-type: none"> <li>• Open WES Commuter Rail (five new stations and four park &amp; ride lots providing approximately 700 spaces)</li> <li>• Continue Portland Mall/ I-205 MAX Green Line civil construction</li> <li>• Support Regional Transportation Plan update, High Capacity Transit System Plan, and Streetcar System Plan</li> </ul>	<ul style="list-style-type: none"> <li>• Open MAX on I-205 (eight new stations and five Park &amp; Ride lots providing more than 2,000 space) to the Portland Mall (twelve new stations)</li> <li>• Extend Red Line trains to Willow Creek/SW 185th Ave station</li> </ul>
<b>3. Expand Frequent Service</b>  Chapter 5	<ul style="list-style-type: none"> <li>• Frequent Service buses served 57% of bus riders</li> <li>• Launched Automated Stop Announcements on Frequent Service lines</li> </ul>	<ul style="list-style-type: none"> <li>• Continue constructing access improvements along Line 57-TV Hwy/ Forest Grove</li> </ul>	<ul style="list-style-type: none"> <li>• Add Frequent Service on Lines 31 and 76 to complement WES Commuter Rail and MAX Green Line investments</li> <li>• Extend hours of Frequent Service on four existing lines</li> </ul>
<b>4. Improve local service</b>  Chapter 6	<ul style="list-style-type: none"> <li>• Sustained existing and encouraged new shared maintenance responsibilities with third parties through shared use or parking management agreements</li> </ul>	<ul style="list-style-type: none"> <li>• Revise bus service to coordinate with new WES Commuter Rail and MAX Green Line service</li> </ul>	<ul style="list-style-type: none"> <li>• Evaluate and implement service improvements and/or extensions based on ridership productivity potential and prior commitments, dependent on availability of operating resources</li> </ul>
<ul style="list-style-type: none"> <li>• Continue leveraging MTIP-funded access and amenity improvements, in coordination with jurisdictional partners</li> </ul>			