

Close to Transit Map Administrative Rule

I. Purpose

Provide guidance to the Bureau of Development Services (BDS), other City Bureaus, applicants, and the public on the implementation of the standard of sites located close to transit in Title 33. The close to transit designation is used both for minimum parking requirements (33.266.110) and for Transportation and Parking Demand Management (33.266.410).

In instances where a requirement is quoted verbatim from Title 33, the text appears in italics.

II. Authority

Authority to develop this Administrative Rule in Title 33 as follows:

The Bureau of Transportation will publish a map annually, adopted through Administrative Rule, showing sites that meet these service thresholds.

III. Applicability

- a. **What does the map show.** Sites located 1,500 feet or less from a transit station or 500 feet or less from a transit street with 20-minute peak hour service.

IV. Definitions – use current definitions in Title 33.910.

- a. **Close to Transit:** *Sites located 1,500 feet or less from a transit station, or 500 or less than from a transit street with 20-minute peak hour service.*
- b. **Peak Hour Service:** *Service provided by public transit to a site, measured on weekdays between 7:00 AM and 8:30 AM and between 4:00 PM and 6:00 PM. The service is measured in one direction of travel, and counts bus lines, streetcars, and light rail lines.*
- c. **Transit Station:** *A location where light rail vehicles stop to load or unload passengers. For purposes of measuring, the Transit Station consists of the station platform.*
- d. **Transit Street:** *A street that is classified in the Transportation Element of the Comprehensive Plan as:
 - i. A Major Transit Priority Street, Transit Access Street, or Community Transit Street; or
 - ii. A Regional Transitway not also classified as a Regional Trafficway, according to the Transportation Element of the Comprehensive Plan. Regional Transitways that are entirely subsurface are not included for the purposes of this Title.*

I. Process for Map Development – creating the Close to Transit Buffer.

- a. **Within 500 feet of a Transit Street.** The following outlines the process for developing the map buffer for sites within 500 feet of a Transit Street.
 - i. Use TriMet bus line data that provides stop location information for every bus line and Streetcar line data that provides stop location information for Streetcar lines.
 - ii. Sort data for bus and Streetcar stops with 20-minute frequent service in both AM and PM Peak:
 1. Average number of arrivals at each stop during each peak hour:
 - AM Peak = 5 arrivals (average interval of 18 minutes)
 - PM Peak = 6 arrivals (average interval of 20 minutes)

- 2. The number of arrivals can be calculated based on a single bus line or on multiple bus lines that serve a single stop.
 - iii. Develop 530-foot buffer, from centerline around street segments with frequent service lines.
 - 1. 530-foot buffer was selected to account for the buffer being from the centerline and the roadway width.
 - iv. Truncate lines with a buffer, so buffers are only on the line segments that meet the service thresholds for the bus or Streetcar lines, and make the following cuts:
 - 1. Freeway segments
 - 2. Only meets in AM or PM
 - 3. Spots mid-line where it doesn't meet service threshold
 - v. Couplet Streets (for example: Vancouver/ Williams) where both streets are needed to meet the service threshold – 530-foot buffer from both streets. If there are couplet streets where the service threshold is met, then the 530-foot buffer should be from the centerline around the street segment with frequent service lines.
 - vi. Overlay TSP Transit Street designations and cut any streets that aren't designated.
- b. Within 1,500 feet of a Transit Station.** The following outlines the process for developing the map buffer for sites within 1,500 feet of a Transit Station.
 - i. Use TriMet MAX Station data that provides station location data for each MAX line.
 - ii. Develop a 1,500-foot buffer from the point provide from TriMet around the station.

II. How to Use the Map. The purpose of the Close to Transit Map is to assist BDS staff in assessing whether development sites are located close to transit for triggering certain Title 33 requirements. The following outlines a three-step process for evaluating specific sites:

Step 1: Is the site located in the Transit Line or Transit Station buffer zones?

Step 2: If the site is not in either buffer zone, view the layer with combined transit line arrivals (5+ in AM and 6+ in PM). If the site is within 500 feet of that street segment, then it is located close to transit.

Step 3: For sites not shown on the map, the applicant may provide current TriMet information demonstrating that their site meets the service threshold. The Bureau of Development Services (BDS) staff are the final arbiter on whether a site meets or does not meet the service threshold.

III. Updating the Map. *The Bureau of Transportation will publish a map annually, adopted through Administrative Rule, showing sites that meet these service thresholds.*

- a. The Close to Transit Map will be updated annually in September, following TriMet's service updates.
- b. If there are TriMet service updates at other times during the year, those changes will be collected and made during the annual update in September. However, applicants can use the most current TriMet data to demonstrate that the site meets or does not meet the service thresholds.