

# Metro | Agenda

## 2018 REGIONAL TRANSPORTATION PLAN UPDATE

### Regional Transit Work Group - Meeting # 7

Date: October 5, 2016  
Time: 1:00 – 3:00 PM  
Place: Metro Regional Center, Room 370A/B  
NE Grand Avenue, Portland, OR 97232

#### Getting there



by transit

Working together across interests and communities can help ensure every person and business in the Portland metropolitan region has access to safe, reliable and affordable ways to get around. Find out more at [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp).

#### Agenda items

<b>1:00</b>	<b>Welcome and introductions</b> <i>Who have you talked to about this work? What have you heard?</i>	Jamie Snook, Metro
<b>1:10</b>	<b>Portland Streetcar future plans</b> <i>Provide an overview Portland Streetcar's investment strategies</i>	Dan Bower, PSI
<b>1:40</b>	<b>CTRAN future plans</b> <i>Provide an overview of CTRAN's future transit service plans</i>	Roger Hanson, CTRAN
<b>2:10</b>	<b>Regional Transit Vision</b> <i>Discuss components of the regional transit vision</i>	Jamie Snook, Metro All, Discussion
<b>2:35</b>	<b>RTP Performance Measure draft recommendation/wrap up</b> <i>Follow up on the methodology associated with new performance measures being recommended</i>	Jamie Snook, Metro
<b>2:50</b>	<b>Next steps</b>	Jamie Snook, Metro
<b>3:00</b>	<b>Adjourn</b>	

Meeting Packet	Next Meeting
<ul style="list-style-type: none"> <li>Agenda</li> <li>Summary from September 13th meeting</li> </ul>	<p><b>Wednesday, November 2, 2016</b> Regional Transit Work Group Meeting #8 1:00 – 3:00 pm, Room 370 A/B, Metro</p>

#### Directions, travel options and parking information

Covered bike racks are located on the north plaza and inside the Irving Street visitor garage. Metro Regional Center is on TriMet bus line 6 and the streetcar, and just a few blocks from the Rose Quarter Transit Center, two MAX stations and several other bus lines. Visit our website for more information: <http://www.oregonmetro.gov/metro-regional-center>



Regional Transit Work Group Meeting #6  
Tuesday, September 13, 2016  
2:00 to 4:00p.m.  
Metro Regional Center, Room 370 A/B

**Committee Members Present**

April Bertelsen	City of Portland
Mike Coleman	Port of Portland
Karyn Criswell	Oregon Department of Transportation
Radcliffe Decanny	City of Portland
Roger Hanson	C-TRAN
Eric Hesse	TriMet
Nancy Kraushaar	City of Wilsonville
Stephan Lashbrook	City of Wilsonville
Mauricio Leclerc	City of Portland
Luke Pelz	City of Beaverton
Lidwien Rahman	Oregon Department of Transportation
Joanna Valencia	Multnomah County
Dyami Valentine	Washington County
Dayna Webb	City of Oregon City
Steve White	Oregon Health Authority

**Metro Staff Present**

Clint Chiavarini  
Grace Cho  
Tyler Frisbee  
Cindy Pederson

## **I. INTRODUCTIONS**

Members of the work group introduced themselves and described who they were talking to about the regional transit issues.

## **II. REGIONAL TRANSIT VISION DISCUSSION**

Ms Snook reviewed the regional transit vision and the goals that the group has been discussing as a work group. Ms Snook reminded the group of list they came up with when asked about what was important to capture in the regional transit vision. We should keep this in mind when we start talking about the vision. Ms Snook then introduced the three different components of the transit vision: transit service, capital investments and transit supportive elements.

The group was reminded that the transit service component of the vision is developed through TriMet's Service Enhancement Plans (SEP), SMART's Master Plan and other processes being conducted by the transit providers.

The capital investments part of the vision is where a lot of the visioning discussions will happen. The enhanced transit corridor (ETC) is a new concept that this group will be working through. ETC includes strategies such as wider stop spacing, improved stop shelters and amenities, higher capacity vehicles, exclusive transit lanes where feasible, more frequent service, next generation transit signal priority, intersection treatments and off board electronic fare payment. The capital investment part of the vision also includes updating the High Capacity Transit (HCT) System Plan.

The transit supportive element part of the vision includes elements to the land use and transportation system that support transit, such as, bicycle and pedestrian access to transit, transit oriented development, equitable housing strategy, future land use plans, technology and ITS, and shared mobility services.

## **III. TRANSIT PERFORMANCE MEASURES FOR THE RTP**

Ms Snook reminded the work group where they left off on the performance measures. Out of the performance measures there were only a few that needed further discussion:

- Number or percent of bike or pedestrian projects or mileage that improve access to transit or fill in identified gaps in the system to access transit. *(This is a subset of a broader performance measure that looks at closing bike and pedestrian gaps region wide.)*
- Access to daily needs
- Access to jobs
- Housing + transportation costs

### **Bike and pedestrian access to transit**

Ms Snook provided some options for this measure:

- Option 1: Percent of bike and pedestrian network completed with ¼ mile of a transit stop or station.
- Option 2: Number of project within a ¼ mile of transit stop or station
- Option 3: Miles of new bike and pedestrian investments within a ¼ mile of transit

Ms Snook mentioned that option 1, was the preferred option, but that this would require the local jurisdictions that are nominating projects for the RTP to provide more detailed information about the pedestrian improvements and include line work or GIS shape files.

Work group discussion:

- The work group preferred option 1 as well.
- The work group recommended looking at difference distances, such as ½ mile from stops and stations.

*The recommendation was to move forward with option 1 and revisit the distance from stops and stations.*

### **Access to daily needs**

Ms Snook reviewed the access to daily needs measure and described that the jobs portion of this measure was removed and became a separate measure. This measure was described as: **Daily needs accessible within 30 minutes by public transportation for the region and historically under-represented communities.**

Work group discussion:

- There was a question about how the daily needs correspond to the essential destinations listed in Metro's Regional Transportation Functional Plan (RTFP).
- There was discussion about 30 minutes vs 15 minutes and recommendation to include both in the measure. The group interested in a heat map that showed both time frames.

*The recommendation was to move forward with this measure but reconcile the daily needs vs essential destinations and revisit the timeframe to which the destinations are accessible.*

### **Access to jobs**

Ms Snook reviewed the access to jobs measure: **Jobs, including middle-wage jobs, accessible within 45 minutes by public transportation for the region and historically under-represented communities.**

Work group discussion:

- The work group was concerned that we were only looking at all jobs and middle-wage jobs. They suggested that we also include low-wage jobs.
- The work group wants to make sure we look at peak and off-peak travel.

*The recommendation was to move forward with this measure but include low-wage jobs and look at peak and off-peak times.*

### **Housing + transportation costs**

Ms Snook reviewed the housing + transportation measure: **Housing +Transportation cost relative to cost burdened designation.**

Work group discussion:

- The work group raised concern that this measure is not transit specific.
- The work group expressed interest in measuring the housing (rents) and the proposed investments and leaving the transportation out.

#### **IV. C-TRAN FUTURE SERVICE IMPROVEMENTS**

Discussions on the transit vision and the performance measures, there was not enough time to have this discussion.

#### **V. PORTLAND STREETCAR FUTURE INVESTMENT STRATEGY**

Discussions on the transit vision and the performance measures, there was not enough time to have this discussion.

#### **VI. NEXT STEPS**

Discussions on the transit vision and the performance measures, there was not enough time to have this discussion.

#### **VI. ADJOURN**

The meeting at was adjourned at 4:20 p.m.

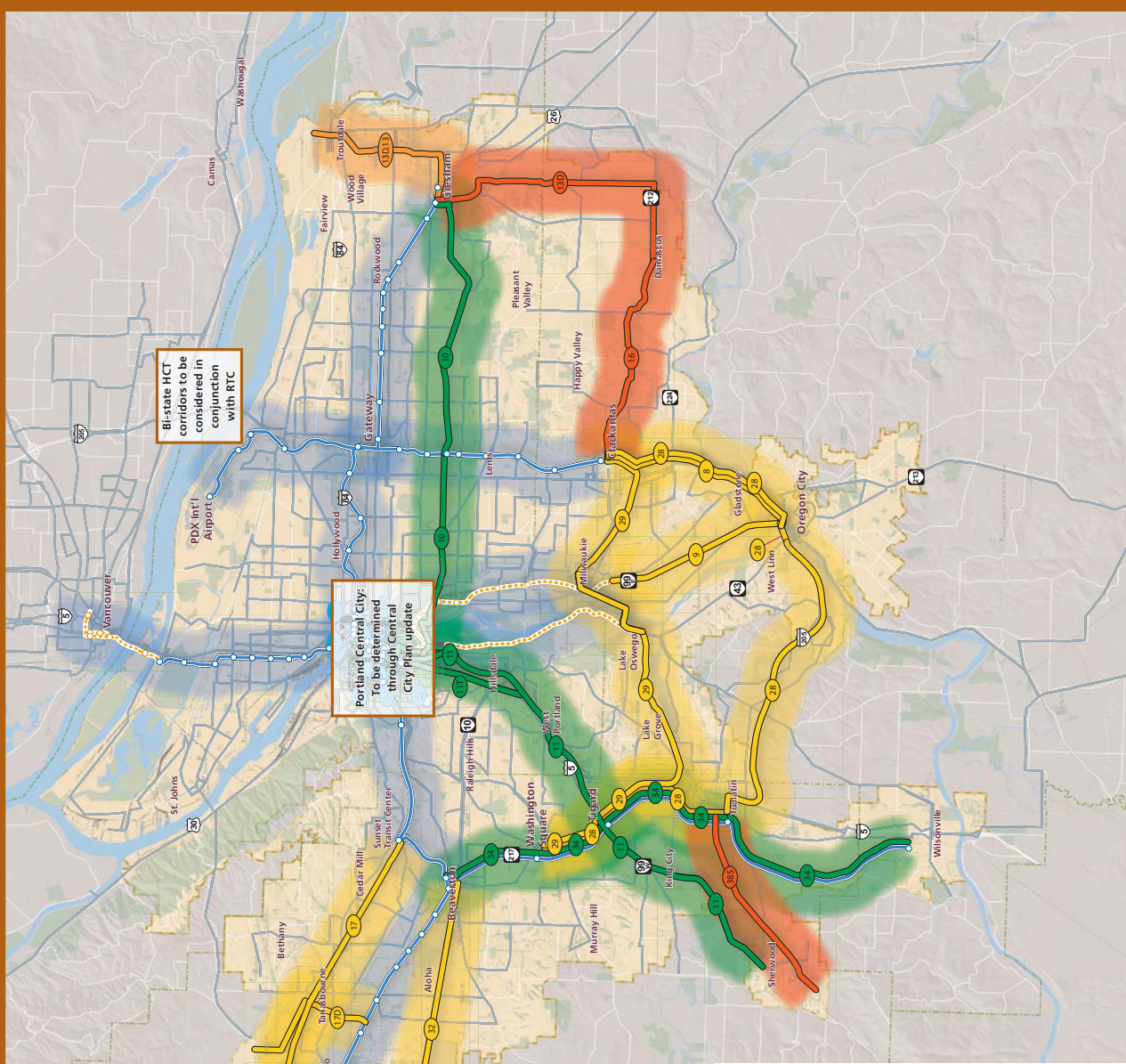
Attachments to the Record:

Item	Topic	Document Date	Description
1	Agenda	9/13/16	September 13, 2016 Meeting Agenda
2	Meeting summary	8/10/16	August Regional Transit Work Group meeting Summary
3	Notes	8/10/16	Notes from brainstorm on RTS vision
4	Memo	8/17/16	Draft performance measure recommendation
5	Methodologies	9/8/16	Evaluation methodology write up – access to jobs
6	Methodologies	9/8/16	Evaluation methodology write up – access to places
7	Methodologies	9/8/16	Evaluation methodology write up – H+T

# Going places

REGIONAL HIGH CAPACITY TRANSIT SYSTEM PLAN

June 23, 2009



## LEGEND

<b>Priority HCT Corridors*</b>	<b>Transit</b>
Near-Term Regional Priority Corridors	High Capacity Transit (2009)
Next Phase Regional Priority Corridors	High Capacity Transit Corridors under advancement
Developing Regional Priority Corridors	2035 Conceptual Bus Network
Regional Vision Corridors	Railroad
RTC HCT Corridors	Major Arterials
	School
	Parks/Open Space
	County Boundary
	Urban Growth Boundary

\*Lines are representative of general HCT corridors, buffers are 1 mile

0 2 4 Miles

**Regional High Capacity Transit System Plan Tiers and Corridors**

Corridors are not ranked within the tiers. Corridors are shown in numeric order by the corridor identification number. Also refer to the attached map.

Tier		Corridor Description (Mode As Evaluated) <sup>1</sup>	HCT Corridor Number	RTP Mobility Corridor Reference	Actions for Next 4-Years	Actions
Near Term Regional Priority	Portland to Gresham in the vicinity of Powell Corridor (LRT)	10	5 - Central City - Galloway; 6 - Galloway - Gresham/Wood Village/Troutdale	See the System Expansion Policy Framework's potential local actions and potential regional support, figure 2.	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	Portland to Sherwood in the vicinity of Barbur/Hwy 99W Corridor (LRT)	11	2 - Central City - Tigard; 4 - Portland Central City; 20 - Tigard - Sherwood			
	Beaverton to Wilsonville (LRT) in the vicinity of WES <sup>2</sup>	34 <sup>2</sup>	2 - Central City - Tigard; 3 - Tualatin - Wilsonville; 19 - Beaverton - Tigard; 22 - Beaverton - North Plains			
	CTC to Oregon City in the vicinity of I-205 Corridor (LRT) <sup>3</sup>	8 <sup>3</sup>	8 - Clackamas - Oregon City			
	Park Ave to Oregon City in the vicinity of McLoughlin Corridor (LRT extension) <sup>3</sup>	9 <sup>3</sup>	6 - Clackamas - Oregon City; 11 - Milwaukie to Clackamas			
Next Phase Regional Priority Corridors	Sunset Transit Center to Hillsboro in the vicinity of Hwy 26 Corridor/Evergreen (LRT)	17 <sup>4</sup>	22 - Beaverton - North Plains; 24 - Beaverton to Forest Grove	See the System Expansion Policy Framework's potential local actions and potential regional support, figure 2.	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	Tanasbourne (LRT extension) <sup>4</sup>	17D <sup>4</sup>	22 - Beaverton - North Plains			
	Clackamas Town Center to Washington Square in the vicinity of I-205/I-17 Corridors (LRT)	28	2 - Central City - Tigard; 7 - Oregon City - Tualatin; 8 - Clackamas - Oregon City			
	Clackamas Town Center to Washington Square in the vicinity of RR ROW (LRT)	29	2 - Central City - Tigard; 11 - Milwaukie to Clackamas			
	Beaverton to Hillsboro in the vicinity of TV Highway (LRT)	32	24 - Beaverton - Forest Grove			
Developing Regional Priority Corridors	Gateway to Salmon Creek in the vicinity of I-205 Corridor <sup>5</sup>	55 <sup>5</sup>	9 - Galloway - Clark County			
	Hillsboro to Forest Grove (LRT extension)	12	24 - Beaverton - Forest Grove	See the System Expansion Policy Framework's potential local actions and potential regional support, figure 2.	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.
	Gresham to Troutdale Extension (LRT Extension)	13	6 - Galloway - Gresham/Fairview/Wood Village/Troutdale			
	Troutdale to Damascus (LRT)	13D	15 - Gresham/Fairview/Wood Village/Troutdale - Damascus			
	Clackamas Town Center to Damascus (LRT)	16	12 - Clackamas - Happy Valley; 13 - Happy Valley - Damascus			
Regional Vision Corridors	Sherwood to Tualatin (LRT)	38S	20 - Tigard - Sherwood/Newberg	See the System Expansion Policy Framework's potential local actions and potential regional support, figure 2.	The location of High Capacity Transit and local land use actions and investments will influence future capacity for residential and employment in the region.	Location of High Capacity Transit may influence the location of future Urban Reserves and Urban Growth Boundary expansions.

<sup>1</sup> The location of the alignment is to be decided through a corridor refinement plan and/or alternatives analysis.

<sup>2</sup> The WES Corridor (34) service upgrades are currently included in the federal RTP financially constrained list of projects to all day, 15 minutes service. Service improvements that mimic light rail service will be examined in phases. Some portions of this corridor are included in corridors 28, 29 and potentially 11.

<sup>3</sup> Corridor 9 to be studied in conjunction with corridor 8.

<sup>4</sup> Corridor 17D to be studied in conjunction with corridor 17.

<sup>5</sup> Corridor 55 was selected as part of Southwest Washington Regional Transportation Council (RTC) HCT System Plan and was not ranked based on the evaluation criteria.

**Enhanced Transit Corridors Typologies**

Draft: 10/4/2016

	Level	Potential Improvements	Potential Funding	Rough Cost Range
Foundation	TriMet Service Enhancement Plan Partnerships with Local Jurisdictions Projects prioritized through TriMet's Service Enhancement Plan process in coordination with jurisdiction(s).	<ul style="list-style-type: none"> <li>• More frequent service, increased span, route restructuring or new service coverage</li> <li>• Intersection treatments such as queue jumps</li> <li>• Improved stops with basic amenities</li> <li>• Access to Transit investments including sidewalks and pedestrian crossings</li> <li>• Policy commitments to support transit ridership (TDM Programs, adopted policies to prioritize transit reliability)</li> </ul>	TriMet Service Local Jurisdiction(s) Institutional or Private Partner(s)	\$2-10 Million
	<p>1 Level 1 Enhanced Transit</p> <p>Lower intensity of investment, infrastructure treatments may be focused as follows:</p> <ul style="list-style-type: none"> <li>- Modest investments throughout a corridor</li> <li>- Focused investments on key segments of a corridor</li> <li>- Spot improvements on more than one line.</li> </ul> <p>Cost range driven primarily by number and type of investments.</p> <p>Projects prioritized through TriMet's Service Enhancement Plan process in coordination with jurisdiction(s) proposing project. Projects identified as Enhanced Transit Corridors in RTP, with RTP project description and cost defined by project partners.</p>	<ul style="list-style-type: none"> <li>• More frequent service</li> <li>• Wider stop spacing</li> <li>• Improved stops with shelter amenities, bike racks, real-time arrival information, and improved lighting</li> <li>• Next-generation transit signal priority</li> <li>• Intersection treatments such as queue jumps where feasible</li> <li>• Intersection treatments such bus-only signals, and bypass lanes where feasible</li> <li>• Right-turn-except-bus lanes or Business Access and Transit (BAT) lanes where feasible</li> <li>• Potentially longer articulated buses in some corridors</li> <li>• Access to Transit investments including sidewalks and pedestrian crossings, ADA treatments</li> <li>• Policy commitments to support transit ridership (TDM Programs, adopted policies to prioritize transit reliability)</li> </ul>	TriMet Service Local Jurisdiction(s) Institutional or Private Partner(s) State (Connect Oregon, STIP, Transportation Package, ODOT Region 1) Regional Funding Measure TriMet Capital TIGER	\$10-50 Million
	<p>2 Level 2 Enhanced Transit</p> <p>Higher intensity of investment, infrastructure treatments within a corridor and includes new vehicles.</p> <p>Projects likely to seek and qualify for FTA Small Starts program grants. Projects prioritized through Regional Transit System Expansion Policy criteria.</p> <p>Level 2 projects will likely fall within Sub-levels, based on type, extent and intensity of investments.</p> <p>The proposed sub-levels A-C correspond to the FTA Project Justification Warrants, which are based on total project capital cost and existing weekday transit trips in the corridor. These Warrants represent corridor performance at levels that would receive sufficient ratings under the Small Starts program for the project to qualify for the program.</p>	<ul style="list-style-type: none"> <li>• More frequent service, at least meeting Federally required minimums</li> <li>• Longer articulated buses, and in some corridors, streetcar, including unique branding</li> <li>• Wider stop spacing</li> <li>• Improved stops with shelter amenities, bike racks, real-time arrival information, improved lighting</li> <li>• Level or near-level boarding platforms</li> <li>• Off-board electronic fare payment with all-door boarding</li> <li>• Next-generation transit signal priority</li> <li>• Intersection treatments such as queue jumps where feasible</li> <li>• Intersection treatments such as bus-only signals, and bypass lanes where feasible</li> <li>• Right-turn-except-bus lanes or Business Access and Transit (BAT) lanes where feasible</li> <li>• Exclusive transit lanes where feasible</li> <li>• Grade separated crossings where needed</li> <li>• Access to Transit investments including sidewalks and pedestrian crossings, ADA treatments</li> <li>• Policy commitments to support transit ridership (TDM Programs, adopted policies to prioritize transit reliability)</li> </ul>	<p><b>FTA Small Starts</b></p> <p>TriMet Service TriMet Capital Local Jurisdiction(s) Institutional or Private Partner(s) State (Connect Oregon, Transportation Package, STIP, ODOT Region 1) Regional Funding Measure</p>	<p>A) \$50-100 Million*</p> <p>B) \$100-175 Million*</p> <p>C) \$175 Million-\$300 (maximum allowed under Small Starts grant program;* requires significant local funds to overmatch, given FTA funding structure )</p>

\*Use Small Starts Warrants to help inform project evaluation and prioritization



# Enhanced Transit Corridors

**Concept:** In order to meet the Portland Metro region’s environmental, economic, livability and equity goals as we grow over the next several decades, we need new partnerships to produce transit service that provides increased capacity and reliability yet is relatively low-cost to construct, context-sensitive, and able to be deployed more quickly throughout the region where needed. Producing this “Enhanced Transit,” through the co-investment of multiple partners could be a major improvement over existing service, including our region’s best Frequent Service bus lines, but less capital-intensive and more quickly implemented than larger scale high capacity transit projects the region has built to date. Investments would serve our many rapidly growing mixed-use centers and corridors and employment areas that demand a higher level of transit service but are not seen as good candidates for light rail, or larger bus rapid transit with fully dedicated lanes.

Enhanced Transit partnerships could also create quicker, higher quality transit connections to connect low-income and transit-dependent riders to jobs, school and services. It would allow for a more fine-grained network of higher-quality transit service to complement our high capacity transit investments, relieve congestion and grow ridership throughout the region in response to the region’s rapid growth.

**Enhanced Transit Toolbox:** Enhanced Transit service could include elements such as:

- More frequent service
- Longer articulated buses, and in some corridors, streetcar
- Wider stop spacing
- Improved stops with shelter amenities, weather protection, real-time arrival information, bike racks, improved lighting
- Level or near-level boarding platforms
- Off-board electronic fare payment with all-door boarding
- Next-generation transit signal priority
- Intersection treatments such as queue jumps
- Intersection treatments such bus-only signals, and bypass lanes
- Right-turn-except-bus lanes or Business Access and Transit (BAT) lanes
- Exclusive transit lanes where feasible
- Access to Transit investments including sidewalks and pedestrian crossings
- Policy commitments to support transit ridership (TDM Programs, adopted policies to prioritize transit reliability)

**Enhanced Transit Corridor “Levels:”** While there are numerous possible packages of investment using the toolbox listed above, projects could be grouped into two major categories or Levels, based on the type, intensity and extent of the toolbox elements deployed. See attached table for potential descriptions.

**Level 1: Smaller Scale Enhanced Transit (\$10-50 Million)**

**Level 2: Medium to Large Scale Enhanced Transit with FTA funding partnerships (\$50-300 Million)**

**Implementation:** Implementation of this new program would need to occur region-wide to identify co-investment opportunities for TriMet service increases and develop a comprehensive, prioritized investment pipeline of Enhanced Transit Corridors ready to be included in regional plans and upcoming funding requests. Timing is perfect as TriMet has recently begun implementing its Service Enhancement Plan service improvements and should be leveraging partnerships with local jurisdictions in that investment. Development of the higher level corridors now is also crucial to ensure that Enhanced Transit is able to receive funding in upcoming regional and state funding opportunities and to establish eligibility for federal funding where appropriate.

# Building the future we want

REGIONAL LEADERSHIP FORUM 2

Metro  
September 23, 2016

WELCOME

INCLUSIVE

LET'S GET IN A

CYRENA

GRESHAM

TECH IS GOOD, BUT REMEMBER

HEART!

BIG AND BOLD

COLLECTIVE MENTALITY

IT'S ABOUT CONNECTIVITY...

AND MULTIPLE MODES

SAFE, RELIABLE, AFFORDABLE AND HEALTHY FOR ALL!

WE LIVE OUR LIVES IN A LARGER COMMUNITY

BEAVERTON

PLAN

CHANGE

KEEP THE GHOST OF THE FUTURE IN MIND...

REMAINING CONNECTED IS ESSENTIAL

Regional Leadership Forum 2 | Building the Future We Want | Oregon Convention Center, Portland OR | Sept. 23, 2016

The Metro Council convened MPAC, JPACT and community and business leaders to foster leadership and collaboration to address regional transportation challenges through the 2018 Regional Transportation Plan. Working together across interests and communities can help ensure every person and business in the Portland metropolitan region has access to safe, reliable, affordable and healthy ways to get around. Find out more at [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp).



Graphic recording of presentations and conversations heard at the Regional Leadership Forum 2, "Building the future we want," held on Sept. 23, 2016, at the Oregon Convention Center, Portland, OR. These illustrations were created by Darren Cools for Metro to support the 2018 Regional Transportation Plan. Find out more at [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp).



Graphic recording created by Darren Cools for Metro to support the 2018 Regional Transportation Plan. Find out more at [oregonmetro.gov/rtp](http://oregonmetro.gov/rtp).

