

Metro | Agenda

2018 REGIONAL TRANSPORTATION PLAN UPDATE

Regional Transit Work Group - Meeting # 7

Date: December 7, 2016
 Time: 1:00 – 3:00 PM
 Place: **TriMet, Columbia Conference Room, 2nd Floor**
1800 SW 1st Ave, Portland OR 97201

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.

Agenda items

1:00	Welcome and introductions <i>Who have you talked to about this work? What have you heard?</i>	Jamie Snook, Metro
1:10	2018 RTP updates <i>Provide an update on the 2018, including the Regional Leadership Forums, RTP Call for Projects and other updates</i>	Jamie Snook, Metro
1:15	RTP Performance Measure Update: Travel time measure <i>Share and discuss proposed Origin and Destination pairs for travel time measures.</i> Action: Approve O-D pairs for the 2018 system wide travel time measure	Jamie Snook, Metro
2:00	Regional Transit Vision: Organizing principles <i>Introduce and discuss the organizing principles on how to move the regional transit vision forward</i>	Jamie Snook, Metro
2:20	TriMet's Service Enhancement Plan (SEP) prioritization process <i>Provide an overview on how TriMet plans to implement the SEPs</i>	Eric Hesse, TriMet
2:45	Shared Mobility and Transit 2.0	Eric Hesse, TriMet
3:00	Adjourn	

Meeting Packet	Next Meeting
<ul style="list-style-type: none"> Agenda Summary from October 5th meeting 	<p>Wednesday, January 18, 2017 Regional Transit Work Group Meeting #9 1:00 – 3:00 pm, Metro Council Chambers</p>



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting minutes

Meeting: 2018 Regional Transportation Plan
Transit Work Group Meeting #7

Date/time: Wednesday, October 5, 2016, 1-3 p.m.

Place: Metro Regional Center, Room 307 a/b

Purpose: Metro is working with partners and transit providers around the Portland region to embark on the next generation of regional transit planning.

COMMITTEE MEMBERS PRESENT

Dan Bower	Portland Streetcar Inc
Karen Buehrig	Clackamas County
Stephan Lashbrook	SMART
Teresa Christopherson	Clackamas County
Mike Coleman	Port of Portland
Dyami Valentine	Washington County?
Katie McQuillan	Multnomah County
Roger Hanson	C-Tran
Eric Hesse	TriMet
Andi Howell	City of Sandy
Luke Pelz	City of Beaverton
Mauricio LeClerc	City of Portland
Steve White	Oregon Public Health Institute
Julie Wehling	Canby Area Transit

Metro Staff Present

Lake McTighe
Chris Myers
Cindy Pederson
Jamie Snook
Yanna Stannick

I. INTRODUCTIONS

Members of the work group introduced themselves.

II. Portland streetcar future plans

Dan Bower presented on the Portland Streetcar future plans as well as changes made to the streetcar system during the summer of 2016.

III. C-TRAN future plans

Mr. Roger Hanson presented C-TRAN's future plans which included The Vine BRT line, potential/planned route changes and expansions, and bus replacement schedule and funding challenges.

IV. Regional Transit Vision

Ms. Snook recapped the past work group meeting. Three buckets... Capital investments, transit supportive elements (walk, bike, tech, etc...) Points of interest included: Top 10 Transit Lines, TriMet system percent change in MPH for 90th percentile relates to success of frequent service issues "bus bunching." Frequent service line Average Speed (losing speed over time), Variability (80th percentile/Median), and Percent Late.

Ms. Snook – Expressed the importance of connecting the strategy to regional needs and the existing HCT network. This group is charged with updating the HCT plan. Do we have the correct elements for HCT?

Mr. LeClerc asked – did we define what rapid streetcar is? Yes, defined as connecting to a regional center with exclusive guide way.

Mr. Hesse asked – Are we doing regional prioritization?

Does high capacity have to do with performance rather than vehicle...?

Ms. Snook led discussion on New Starts Versus Small Starts. How do we package HCT priorities?

Ms. McQuillan - Like the New starts/small starts will limit us will there be something new in a few years? 3rd priority on map is WES, can we get an update on WES?

Mr. Laschbrook - If the assumption is that WES will be replaced by light rail. Heavy rail not included on the list. Ms. Snook expressed that commuter rail is on the HCT list.

Mr. Hesse – We should continue discussing WES improvements including right of way next to current heavy rail.

Mr. LeClerc – Expressed that we need to define rapid streetcar figure out what it could be. Need a new definition that fits the needs of the region.

Mr. Bower asked – How do we prioritize core capacity. Ms. Snook explained that we will have to go through the same process as the HCT.

Mr. LeClerc expressed – Core capacity is important. Hard to fund fixing what we have. Great opportunity with federal funding for core capacity. Should create a new category to identify fixes that need to happen.

Ms. Beurhig – There is a hole on the map near happy valley that doesn't have Trimet service. What are the groups' thoughts on the process?

Ms. Snook – I don't see the work being as detailed as the corridor planning process. Identifying a general corridor is the best we can do. More specific discussion comes in project dev. Need to address the 172nd area as it's developing rapidly.

Ms. Snook further commented that we need to discuss what the correct need is for that area.

Mr. Hesse– That is a good question and we no more now than we did when map was made.

Mr. Hansen – BRT and Bus on Shoulder, need to be updated on the map.

Ms. Buehrig – How do we use the HCT map? Is it the map for the current regional transit strategy?

Ms. Snook – might be time to take the priority ranking off of the map and focus on what is actually needed now. What are the other needs in the enhanced transit world. It is important for city of Portland to continue to have Powell on the HCT network.

V. ENHANCED TRANSIT CORRIDORS

What is an Enhanced Transit Corridor – PowerPoint presented.

Ms. Snook went through the presentation regarding Enhanced Transit Corridors.

Mr. Lashbrook – Double decker buses, adding amenities on buses (Wi-Fi), adding bike facilities at transit stops are all amenities that would improve transit.

Ms. McTighe – Additional capacity for bikes on buses would also help

Mr. Coleman – Foundation category, operational strategy regarding express bus service, include bus on shoulder.

Mr. Bower - How are we defining High Capacity Transit?

Ms. Snook – Preliminary recommendations for accessibility slide show presented.

Ms. Snook – Asked whether or not the group could agree on performance measures to move forward with.

Ms. Buehrig - Asked for help understanding how these measures will be applied in the Spring of 2017.

VI. ADJOURN

The meeting was adjourned at 11:00 a.m.

Attachments to the Record:

Item	Topic	Document Date	Description
1	Agenda		
2	Meeting summary		
3	Memo		



Metro | Memo

Date: December 1, 2016
To: Regional Transit Work Group and interested parties
From: Chris Myers, Metro
Jamie Snook, Metro
Subject: 2018 Regional Transportation Plan (RTP) Performance Measures – transit travel times

Purpose

The purpose of this memorandum is to provide the Regional Transit Work Group with considerations relevant to the RTP Performance Measures Transit Travel Times for key Origins and Destinations.

Background

As part of the 2018 RTP, Metro is working with regional partners to develop the Regional Transit Strategy (RTS) to create a single coordinated vision for making transit more frequent, convenient, accessible and affordable. The RTS vision will provide a long-term blueprint for transit and transit supportive elements for the region.

Current RTP Policies, measures and targets relating to transit

The RTP establishes an evaluation and system monitoring program for the region's transportation system. This includes policy and plan development, system evaluation (system evaluation measures and targets) and plan monitoring (monitoring measures and targets). Through evaluation and monitoring, the region can better understand the extent to which the investment strategy is achieving our desired outcomes. The following section describes the transit specific elements that are currently identified in the RTP.

One of the RTP transit related system evaluation measures in Chapter 4 is:

- ***Motor vehicle and transit travel time between key origin-destination for mid-day and 2-hour PM peak.***

Listed on the attached RTP Performance Measures –Transit Travel Times table key origins and destinations have been listed. This list is based upon the mobility corridors recently updated by Metro's Transportation Planning Department. These Origin and Destination listings are not transit line specific rather they are the weighted average of all the paths that are used to get from the listed origin to the listed destination.

Action Requested

As previously request by the Transit Work Group, this is an opportunity for discussion and feedback regarding the list of Origins and Destinations. Please offer any thoughts, comments or concerns you may have about the Origin and Destination list.

RTP PERFORMANCE MEASURES – TRANSIT TRAVEL TIMES

Origins and Destinations

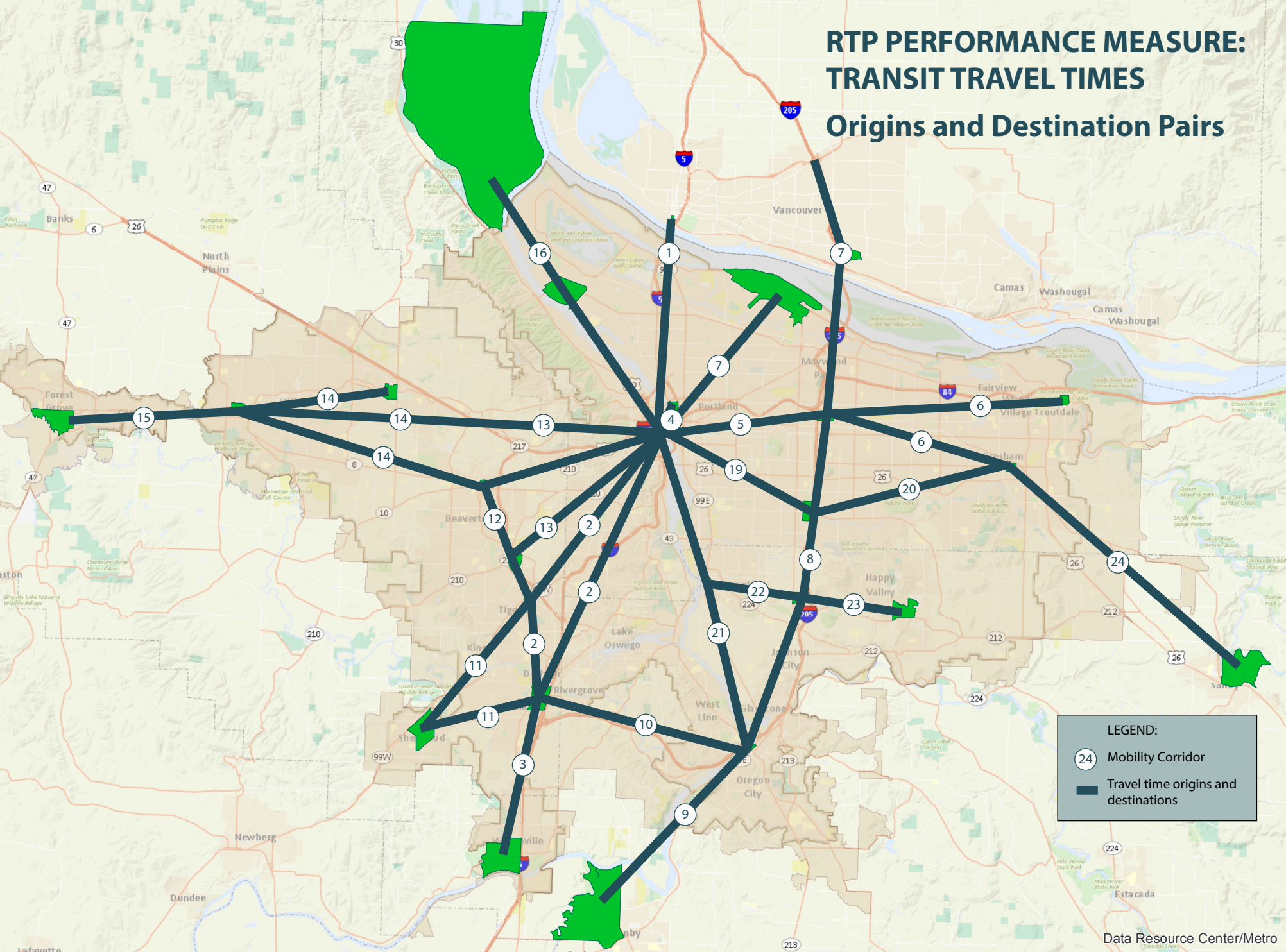
Mobility Corridor	Origin	Destination
1	Portland Central Business District	Vancouver Central Business District
2	Portland Central Business District	Tigard Town Center
2	<i>Portland Central Business District</i>	<i>Tualatin Town Center</i>
2	Tigard Town Center	Tualatin Town Center
3	Tigard Town Center	Wilsonville (WES Station)
3	Tigard Town Center	Tualatin Town Center
4	<i>Portland Central Business District</i>	<i>Rose Quarter</i>
5	Portland Central Business District	Gateway Regional Center
6	Gateway Regional Center	Gresham Transit Center
6	<i>Gateway Regional Center</i>	<i>Troutdale Town Center</i>
7	Portland Central Business District	Portland International Airport
7	Gateway	Vancouver Mall
8	Gateway Regional Center	Oregon City Regional Center
8	<i>Gateway Regional Center</i>	<i>Clackamas Town Center</i>
8	<i>Clackamas Town Center</i>	<i>Oregon City Regional Center</i>
9	Oregon City Regional Center	City of Canby
10	Tualatin Town Center	Oregon City Regional Center
11	Tigard Town Center	Sherwood Town Center
11	<i>Tualatin Town Center</i>	<i>Sherwood Town Center</i>
12	Beaverton Regional Center	Washington Square
12	Washington Square	Tigard Town Center
12	Beaverton Regional Center	Tigard Town Center
13	Portland Central Business District	Beaverton Regional Center
14	Beaverton Regional Center	Hillsboro Regional Center
14	Amberglen Regional Center	Hillsboro Regional Center
13-14	Portland Central Business District	Hillsboro Regional Center
15	Hillsboro Regional Center	Forest Grove Town Center
16	Portland Central Business District	Sauvie Island
16	Portland Central Business District	St Johns Town Center
17	NA	NA
18	NA	NA
19	Portland Central Business District	Lents Town Center
20	Lents Town Center	Gresham Transit Center
21	Portland Central Business District	Oregon City Regional Center
22	Milwaukie Town Center	Clackamas Town Center
23	Clackamas Town Center	Happy Valley Town Center
24	<i>Gresham Transit Center</i>	<i>City of Sandy</i>

Note: Travel times represent the weighted average of all the paths that are used to get from the Origin to the destination. They are not necessarily line specific.

Origin-Destination pairs in italics are calculated for the transit travel times only. Other origin-destinations pairs are calculated for auto and/or bike travel times.

RTP PERFORMANCE MEASURE: TRANSIT TRAVEL TIMES

Origins and Destination Pairs



LEGEND:

- 24 Mobility Corridor
- Travel time origins and destinations

Regional transit strategy vision

To make transit more frequent, convenient, accessible and affordable

FREQUENT	CONVENIENT	ACCESSIBLE	AFFORDABLE
<p>Align frequency and type of transit service to meet existing and projected demand and in support of local and regional land use and transportation visions.</p>	<p>Make transit more convenient and competitive with driving by improving transit speed and reliability through priority treatments (e.g., signal priority, bus lanes, queue jumps, etc.) and other strategies. Improve customer experience by ensuring seamless connections between various transit providers, including transfers, information and payment.</p>	<p>Provide safe and direct biking and walking routes and crossings that connect to stops to make transit more accessible. Expand the system to improve access to jobs and essential destinations/daily needs.</p>	<p>Ensure transit remains affordable, especially for those dependent upon it.</p>
<ul style="list-style-type: none"> • Implement TriMet’s Future of Transit/Service Enhancement Plans • Implement SMART Master Plan • Implement Portland Streetcar expansion • Implement and coordinate with C-TRAN’s future plans • Invest in High Capacity Transit corridors/Enhanced Transit Corridor improvements • Implement and coordinate with other transit providers future service plans • Implement Coordinated Transportation Plan, in conjunction with STFAC and service providers • Coordinate transit investments with local and regional land use and transportation visions as service improvements are prioritized 	<ul style="list-style-type: none"> • Implement transit providers future service increases • Invest in State of Good Repair and Core Capacity needs to ensure existing system functions effectively and efficiently • Invest in Enhanced Transit Corridor improvements • Invest in High Capacity Transit corridors • Facilitate service connections at transit hubs • Implement and coordinate the HOP Fastpass program across multiple service providers • Invest in next-generation transit signal priority and right of way improvements, especially in congested corridors where transit experiences delay and reliability issues • Provide programs and adopt policies that support transit usage and manage demand for single occupancy vehicle (SOV) travel, such as travel training, employer outreach, parking and zoning codes • Coordinate efforts between transportation providers to increase information sharing and ease of use (e.g., transfers and payment integration) 	<ul style="list-style-type: none"> • Coordinate transit investments with improvements to pedestrian and bicycling infrastructure that provide access to transit as service improvements are prioritized, in line with Regional Active Transportation Plan • Enhance transit access to jobs and other daily needs, especially for historically underrepresented communities • Coordinate efforts with shared mobility and ride-sourcing providers to support better first and last mile connections • Coordinate transit-oriented development strategies with transit investments • Coordinate transit investments with the regional Equitable Housing strategies • Coordinate transit investments with local and regional land use and transportation visions as service improvements are prioritized 	<ul style="list-style-type: none"> • Develop a low-income fare program, in line with TriMet Task Force recommendation • Expand student pass program

Regional transit strategy vision

WHAT | WHO | HOW

	TRANSIT SERVICE	PROJECTS	SUPPORTIVE ELEMENTS
	<i>What does this include?</i>		
WHAT	<ul style="list-style-type: none"> • Increase and expand transit service • Provide access to community places • Coordinate between transit service providers 	<ul style="list-style-type: none"> • Invest in major capital transit projects (ETC and HCT type projects) • Invest in State of Good Repair and Core Capacity needs to ensure existing system functions effectively and efficiently • Invest in pedestrian and bicycle infrastructure that provides access to transit as service improvements are prioritized, in line with the Regional Active Transportation Plan • Invest in technology and other system management and operations strategies (TSMO) to support transit effectiveness • Invest in educational and other travel demand management (TDM) programs and policies to support transit effectiveness 	<ul style="list-style-type: none"> • Coordinate with local and regional land use and transportation visions as service improvements are prioritized • Coordinate transit oriented development opportunities • Coordinate with affordable and equitable housing strategies (official name) • Coordinate efforts with shared mobility and ride-sourcing providers to support better first and last mile connections • Invest in pedestrian and bicycle infrastructure that provides access to transit as service improvements are prioritized, in line with the Regional Active Transportation Plan • Invest in TSMO and TDM • Implement HOP Fastpass, in coordination among multiple transit service providers • Implement low-income fare programs • Expand student pass programs
	<i>Who is the lead?</i>		
WHO	<ul style="list-style-type: none"> • Transit providers, in coordination with local jurisdictions, community and business groups, riders and general public 	<ul style="list-style-type: none"> • Local jurisdictions • Transit providers • Regional agencies • State 	<ul style="list-style-type: none"> • Local jurisdictions • Transit providers • Regional agencies • State
	<i>How does this get prioritized?</i>		
HOW	<ul style="list-style-type: none"> • Annual service planning prioritization processes 	<ul style="list-style-type: none"> • Local Transportation System Plans (TSP) • Local, regional and state Transportation Improvement Plans (TIP) • Transit System Expansion Policy • Regional Transportation Plan • Oregon Public Transportation Plan 	<ul style="list-style-type: none"> • Local Transportation System Plans (TSP) • Local, regional and state Transportation Improvement Plans (TIP) • Transit System Expansion Policy • Regional Transportation Plan • Oregon Public Transportation Plan